

**For all your Triumph needs.**  
Rest assured. We'll get you covered.

The enthusiasts' favourite for over twenty years, Footman James is one of the leading specialist insurance brokers.

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

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted the best policy.

Talk to us soon.

*We're at your service!*



**FOOTMAN  
JAMES**

Insurance specialists. At your service.

☎ 0845 458 6760

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

Authorised and regulated by Financial Services Authority. Telephone calls may be monitored or recorded for your protection.

DISCOUNTED RATES for TSSC members on modern car, motorcycle, home and contents insurance



AUGUST 2006



**International Weekend  
Car of Show 2006**

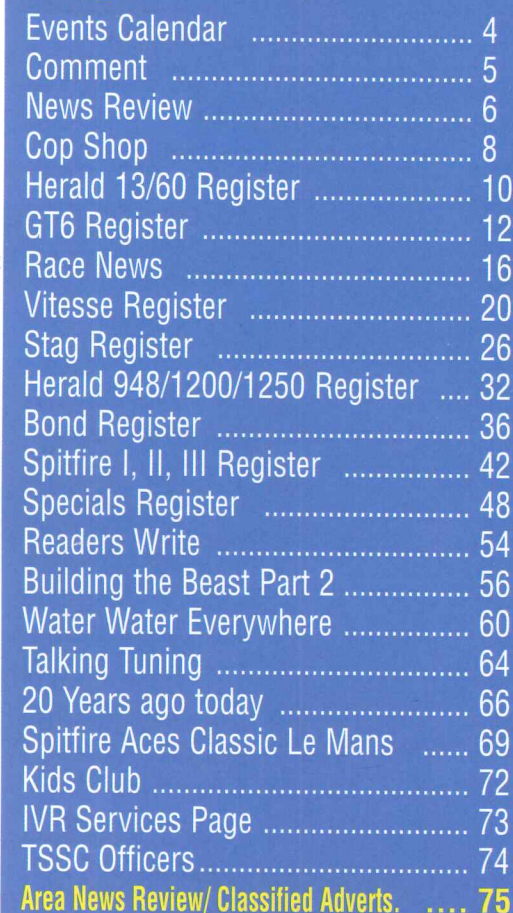




**THE COUNTRY'S LEADING  
SUPPLIER  
OF TRIUMPH ACCESSORIES  
REGALIA AND BOOKS**



**Tel. 01858 434424**





# 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

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

## HQ ATTENDED EVENTS 2007

July 2007

**SATURDAY/SUNDAY 7/8 JULY 2006**  
TSSC INTERNATIONAL WEEKEND  
STAFFORD COUNTY SHOWGROUND

## TSSC REGIONAL EVENTS

CONTACT LOCAL AREA FOR INFORMATION

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

**SUNDAY 3 SEPTEMBER 2006**  
NEWBURY AREA STAND AT THE  
TRIUMPH WORLD PICNIC  
WELLINGTON COUNTRY PARK  
NR READING  
CONTACT DAVE OR MARY 01635 868640

**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

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)

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

September 2006

**SATURDAY/SUNDAY 2/3 SEPTEMBER 2006**  
COVENTRY FESTIVAL OF MOTORING  
COVENTRY TRANSPORT MUSEUM  
024 7623 4270  
[www.festival-of-motoring.co.uk](http://www.festival-of-motoring.co.uk)

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  
[ls@spitfire.nl](mailto:ls@spitfire.nl) and [pr@spitfire.nl](mailto:pr@spitfire.nl)

# Comment

By CHRIS MILLS

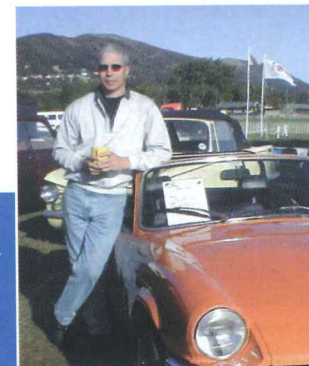
## Stafford 2006 & On.

Following on from my last "Comment page" in the June Courier, I am pleased to confirm that the International Weekend will stay at Stafford for at least the next two years and that Claire and Nigel Hill have agreed to take on the Event Managers position with immediate effect. I know they will do a superb job in bringing new enthusiasm and features to a sound setup.

Stafford 2006 didn't break any records, Weekenders were down from 2005 some due to Le Mans, we also lost at least 3 traders to the French countryside, Bingley Hall was also lighter than usual as some traders decided to try the autojumble area. Le Mans was also partly responsible to a less well attended autojumble area. Whilst the weather was kinder to Stafford than other parts of the country, Saturday was warmer than Sunday and many visitors battled with Tents/Gazebo's in the fairly strong breeze.

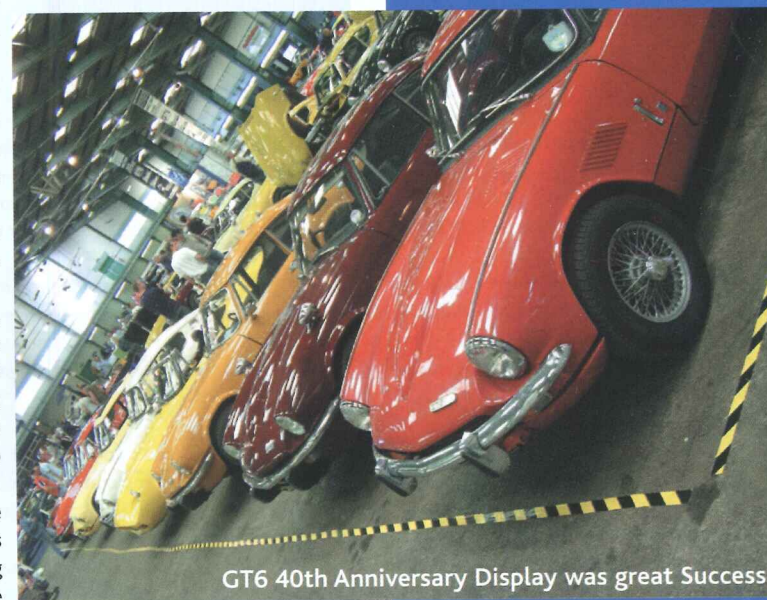
The GT6 40th Anniversary display was outstanding with 61 cars inside Bingley Hall, the marshal's did an excellent job in rounding them up from all parts of the campsite and coercing them to Bingley on arrival.

What is very noticeable over the past few years is that we are insisting on having our creature comforts, more and more Mobile Homes / Caravans are appearing at the site at the expense of Triumphs and modern vehicles are nearly matching or equalling Triumphs on site. This is not a fault of the event organisers, but is down to each and



every one of us in taking the easy option, without using our cars, the event will suffer, as will the Trade and ultimately the Club too will suffer.

We need to break this habit and soon.



GT6 40th Anniversary Display was great Success

New members last month totalled 105  
A Warm welcome to you!





# NEWS FROM THE TRADE

## ACCESSORIES FOR ALL TRIUMPHS

Moss Europe are pleased to announce the release of their all new comprehensive Triumph accessories catalogue. Due for release in July 2006, it includes over one thousand quality parts and accessories for Triumph sports cars from 1953 to 1981.

To celebrate this launch Moss are offering **10% off** all accessories featured in the catalogue, until 19 August 2006.

This new style full colour catalogue, is packed full of the latest and most exciting accessories for each model, from interior accessories to high performance parts and everything in between. The catalogues contain in-depth information about each product which are accompanied (in most cases) by a full colour image. The catalogues are divided into: interior, exterior, performance, workshop, car care and personal sections for easy reference.

**Triumph accessories catalogue. TRACC1-06.**

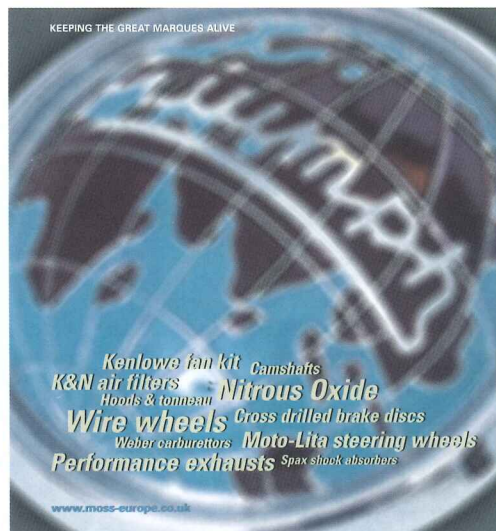
This 68 page Triumph accessories catalogue contains accessory and performance products for all model variants of Triumph sports cars including: TR2-4A, TR250-6, TR7-8 and Spitfire. This comprehensive catalogue contains a full range of quality products, from leather trim and walnut dashboards to Hoods & Tonneau, through to performance camshafts, carburettors and nitrous oxide. So whether you need a can of WD40 or a stage III performance cylinder head, you will be sure to find it here.

**Restoration catalogues.**

Our Restoration catalogues have also been redesigned! If it is hard parts you require then don't forget to order your new model specific Moss Restoration catalogue. Our new style of restoration catalogues now contain more tips and advice, with the highly detailed exploded schematic diagrams of your model combined with a comprehensive parts listing, making it easy to locate and order the parts you need.

All these catalogues are FREE\* please call 0800 281 128 or e-mail catalogues@moss-europe.co.uk for your copy. (\*Catalogues free in UK, EEC countries £7.05, R.O.W. £6.00.)

Moss Europe has 4 branches throughout the UK, at Bradford, Bristol, London & Manchester. For a free mail-order restoration parts catalogue call the Moss Catalogue Line (UK) 0800 281182, or email 'catalogues@moss-europe.co.uk' with your name, full address (including post code) and Model type/year. (\*Catalogues free in UK, EEC countries £7.05, R.O.W. £6.00.) **Order on line - [www.moss-europe.co.uk](http://www.moss-europe.co.uk)**



**Triumph ACCESSORIES**  
1953-1981

TRACC1-06



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



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

**5%**

**Discount**



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

## HQ OPENING TIMES 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 and Tuesday 29th for Stocktaking**

## SEPTEMBER - OPEN AS USUAL

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

**SATURDAY 2<sup>ND</sup> SEPTEMBER - 9.00 AM TO 1.00 PM**

The Club Shop will be attending the forthcoming show  
**Duxford All Triumph Day**

**Imperial War Museum - Sun 17<sup>th</sup> Sept.**

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**





**Mike Crewes**

## COP SHOP

SOME USEFUL HINTS ON  
SMALL TRAILERS

**T**his is not intended as a complete guide to the legislation, since this is very complicated, but an attempt to cover some of the typical problems and offences. The guide relates to trailers, which have an unladen weight of below 1020kgs. and typically a gross weight of under 3500kgs.

Trailers fall into two categories:

### 1. The UNBRAKED trailer.

This is basically a towed frame with a light body, such as a top box, tent, or motorcycle carrying frame fitted to it. The maximum gross weight of any unbraked trailer must not exceed 750kgs. (Reg. 16 (1) (b ii) Motor Vehicles (Construction and Use) Regulations 1986). Every unbraked trailer must have its Gross Vehicle Weight clearly displayed on it in kilograms. (Reg. 71 (1) (d)).

It cannot be assumed, however, that any vehicle can tow an unbraked trailer of 750kgs. and in fact few private cars can. This is because the maximum unbraked trailer weight must never exceed half of the kerb weight of the towing vehicle (Reg. 87(1) (b)). To find the kerbside weight of your car consult the Owner's Handbook. (Kerbside weight: is the weight of the vehicle including a full fuel tank, spare wheel, tools and other items supplied with the car. It does not include the weight of the driver, passengers or load.)

Here are a few examples;

VEHICLE	KERB WEIGHT MAX.	UNBRAKED TRAILER
Triumph Spitfire 1500	794kgs.	397kgs.
Ford Focus 1600i	1091kgs.	545kgs.
Ford Mondeo 1600	1265kgs.	632kgs.
Ford Transit SWB 2L	1453kgs.	726kgs.

You can see that only the largest of the examples can claim the full 750kgs. allowance. If you exceed these limits you commit an offence.

## USEFUL TIPS FOR SMALL TRAILERS

### 2. The BRAKED Trailer:

These tend to be the larger trailers and include both commercial and private use, for instance; goods trailers, car trailers, caravans, cars being towed, etc.

The brakes on a braked trailer usually operate on an 'over run' mechanism. This means that the trailer's brakes are applied by the trailer itself as it runs onto the towing vehicle. The towing hitch moves backwards operating cables and/or rods, which act on more cables to the brakes at the wheels. The brakes themselves are usually leading and trailing shoe, drum brakes.

When reversing a trailer fitted with this type of mechanism it is necessary to engage the 'reversing bar'. This simply stops the towing hitch moving backwards and prevents the trailer brakes being applied. The obvious problem with this is that, if the driver forgets to disengage the 'reversing bar' and drives off, the trailer brakes will not operate.

The 'over run' mechanisms have developed over the years from the earliest which is still in use today. This is simply a spring which is mounted between the towing hitch and the lever which operates the brake cables or rods. This type has a number of drawbacks, the biggest being its non-variable application of the trailer brakes. In 1982 the E.C. made it illegal to fit this type of mechanism to new trailers.

The next generation of mechanism was the hydraulically damped unit. This replaced the spring with a damper and allowed variable trailer braking and since 1989 the fitting of 'auto-reverse' trailer brakes has been mandatory. With this system the trailer is simply reversed by the towing vehicle without any need to engage anything. When the vehicle is reversed the coupling compresses and initially applies the trailer brakes, but as the trailer is pushed backwards the revolution of the brake drum wraps off the brake shoes. The brake shoes then fall into a small slot, holding them clear of the brake

drum and allowing the trailer to be reversed. As soon as the trailer is moved forwards again the brakes reset so that it is impossible to drive off without the trailer brakes working.

Whilst the trailer is coupled to a towing vehicle it is subject to the same legislation as the towing vehicle, in that 'Every part of every braking system must be maintained in a good and efficient working order.' (Reg. 18 (1)).

The components of trailer brakes are generally continually exposed to the elements and since there is no requirement for annual testing, braking systems can be overlooked and fall into disrepair.

Now the silly bit:- the Construction and Use Regulations set out a minimum requirement for the efficiency of trailer brakes as 50%. No problem with that, except that there is no practical way of testing it!

The vehicle type approval people tell us all they do this theoretically calculating that the components are capable of satisfying the requirement, then they do a number of runs with a trailer being towed to see if the trailer brakes actually work and that there is no locking up of the trailer wheels causing instability.

They don't have any way of measuring the actual efficiency - modern technology at its best! There is no requirement for the maximum gross weight to be displayed on a braked trailer, although most manufacturers do.

What about the weight relationship between the towing vehicle and the trailer?

The figure of 85% of the towing vehicle is quite popular, but trailer manufacturers will tell you that a correctly loaded trailer can exceed 100% weight of the towing vehicle.

Who is right? Car and Van manufacturers usually recommend around 100%, however vehicles specifically designed for towing e.g. Land Rovers, Range Rovers and other four wheel drives often have much higher towing limits.

The Land Rover, for instance, can tow a trailer that weighs up to 4000kgs. At this point it should be borne in mind that an overloaded or badly loaded trailer may be in a dangerous condition and commit an offence under Section 40 (d) Road Traffic Act 1991.

Regardless of the relationship between the vehicle and the trailer weights, the trailer must not exceed the recommendations of the towing vehicle's manufacturer.

Let's look at our examples again:

VEHICLE	KERB WEIGHT	MAX. BRAKED TRAILER
Triumph Spitfire 1500	794kgs.	610kgs.
Ford Focus 1600i	1091kgs.	1200kgs.
Ford Mondeo 1600	1265kgs.	1500kgs.
Ford Transit SWB 2L	1453kgs.	1500kgs.

**NOTE:** Towing another car means you are towing a trailer and you must comply with the Regulations, however, broken down cars are exempt.

Nose weight: the weight of the load on the towing hitch. Again each manufacturer recommends their own limits, but as a rule they usually state between 50-75kgs. The critical part of the hitch on braked trailers is the braking mechanism. If the

nose weight is too high it will tend to bend the braking 'over run' mechanism and jam it, so this must be avoided. Similarly if the nose weight is too low this will effect the stability of the trailer. Generally the draw bar on the trailer should push down on the towing hitch on the towing vehicle and not lift up.

Other points. All braked trailers must be fitted with a 'breakaway cable' attached to the trailer handbrake mechanism.

The other end should be attached to the towing hitch of the towing vehicle in such a way that it will not come off if the tow ball breaks.

The idea is that in the event of the trailer becoming detached during driving, the 'breakaway cable' will snap tight and apply the trailer brakes.

Safety chains can be used as an alternative on trailers up to 1500kgs. gross weight and on any living van/caravan, but a 'breakaway cable' is mandatory over 1500kgs.

Where safety chains are used they must be capable of preventing the trailer from striking the road surface if it becomes detached at any time.

'Breakaway cables' form part of the braking system, but safety chains do not.

There is a mandatory requirement to fit a safety chain on an unbraked trailer and it is common sense to do so.

In order to tow a trailer over 750kg you must have the towing vehicle Category on your driving licence plus Category E for the towing vehicle category. For some drivers this may mean taking an additional test.

I hope that you found that useful. If you have a query or topic on Road Traffic Legislation why not write to Mike Crewes, 24 White Hill, Ecclesinwell, Nr Newbury, Hampshire RG20 4UF enclosing a stamped, addressed envelope, or email: [copshop@tssc.org.uk](mailto:copshop@tssc.org.uk). Old articles may be found at [www.tssc.org.uk/copshop](http://www.tssc.org.uk/copshop)

# COP SHOP





## Derek Giles HERALD 13/60 Register

IT IS SAID THAT A  
CHANGE IS AS GOOD  
AS A REST, SO  
HOPEFULLY I AM WELL  
RESTED AS I SIT HERE  
KEYING IN MY  
RAMBLINGS!

I am **NOT** certain I am rested though, as I have just moved house and even though I packed and labelled all and sundry I can't find a damn thing.

With this in mind I would like to apologise to any of you who are still waiting for replies to your IVR's or e-mails, I **WILL** though, in amongst the 'mayhem' get round to them. I have even splashed out on a new all singing and dancing (well crawling on all fours) PC, don't know how it works yet though, but it certainly looks kosher!

Considering the above my thanks go to Chris Apostolides for his input this month.

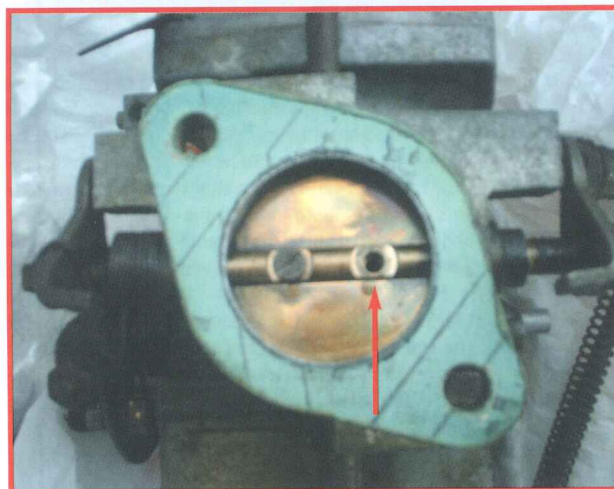
# A SCREW LOOSE!

Chris e-mailed me recently with a couple of observations that looked spot on to save my bacon, so it's over to him!

*Hi Derek hope all is well with you!*

*The rain on this bank holiday has kept me indoors so I thought I'd drop you a line. I was wondering if you might like to feature my 13/60 in your column. It is the fourth one I have owned and is easily the best: just 47,000 miles, spent its life in a garage and not a trace of tin worm anywhere. The paintwork was looking a bit sad so I had it re-sprayed last year. I have also fitted an alternator, electric fan, servo, fuse box, oil gauge and voltmeter to the newly refurbished burr walnut dash!*

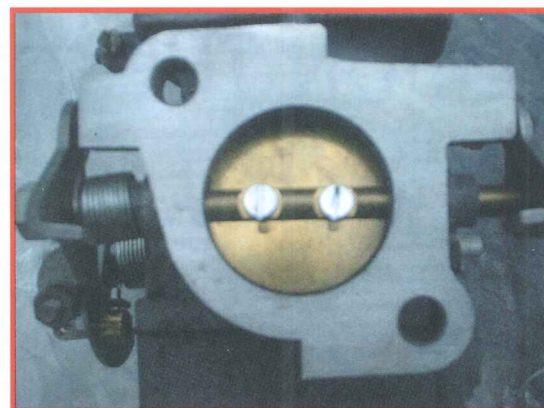
*I am also writing with a cautionary tale: four weeks ago, while driving along with the hood down revelling in the joy of Herald convertible ownership, the most awful noise started emanating from the engine! I switched off immediately, got the car home and had a nosey around. I discovered that one of the two screws that secure the butterfly to the carb spindle had worked loose and dropped into*



*the engine! (Photo 1).*

*So now the engine is out of the car being completely rebuilt! Needless to say both screws will be secured in place with loctite on reassembly, assuming loctite is the right stuff?*

*While the engine is out of the car I decided to give the engine bay a good clean. After Gunking and a pressure wash the bay looks great. I then noticed a thin metal plate with numbers on it attached to the main cross member; ah yes so this is the chassis number! I thought I*



*new these cars well but had no idea the chassis number was located here! The number surprised me a bit because it was NOT the number noted on the V5, BMIHT certificate or the commission plate!*

*I thought it might be helpful if you could clarify for me and other members what this number actually indicates! I have gone back through my old Couriers and can find NO reference!, or could it mean the chassis on my car has been replaced? I hope not!*

*At least the engine numbers match up!  
All the best,*

**Chris!**

Thanks for your observations Chris; the screws in the carb are worth looking out for! I did say to Chris I was not certain if loctite was the correct thing to use for these screws as it may render them impossible to remove at a later date, so if you do use it **BE WARNED!!**

The plated number on the chassis is in fact the maker ID (our chassis were made and supplied by Joseph Sankey & sons Ltd of Wellington Shropshire) and this number was for their identification as much as anything!

This should **NOT** be confused with the commission number, which is used to identify the relationship of a vehicle with the total production output! Hence the need to further identify the model and type with both prefix and suffix letters! The 13/60 is GE, with either DL (saloon) CV (convertible) or SC (estate) identifying body type! Once again thanks to Chris and if anyone has a story to tell about their car please let me know! Cheers for now,

**DEREK**

**PRESTIGE AUTOTRIM PRODUCTS**

Hoods & Tonneaus from only **£51.95**

**Guaranteed Precise Fit**

**CAR HOODS**  
Massive Selection of Original Quality Car Hoods

Take care when purchasing a new car hood. Standards in quality, originality and most importantly standard of fit can vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available offering a vast choice of colours and materials.

Our range of materials, options and special offer prices is too vast to print here. Phone for free samples, brochure and full price list or see our web site for full details.

[www.PrestigeAutotrim.com](http://www.PrestigeAutotrim.com)

**CARPET SETS - SEAT COVERS - TRIM PANELS**

**UNBEATABLE DEALS!**

**Prestige Carpet Sets**  
Available in original quality de-luxe tufted pile or Superior Quality 100% Wool Pile plus under carpet sound deadening kits.

**Replacement Seat Covers**  
Available in vinyl or leather plus interior trim panel sets.

Ask for our full price list and samples or visit our web site for full details. We guarantee you'll be amazed at the vast choice and the exceptional price savings that come with buying direct from Prestige.

**Prestige Autotrim Products Ltd.**  
Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, Wirral, CH42 1NS, England.  
Tel: 0151-643 9555 Fax: 0151-643 9634

**Full Carpet Sets from £64.95**

**Pair seat covers from £88.95**

**Interior Trim Packages**  
From only **£334.56**

**EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!**  
Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details.

[www.PrestigeAutotrim.com](http://www.PrestigeAutotrim.com)

## JY CLASSICS

**Service, Restoration & Sale of Triumph Sports Cars**

**SPITFIRES RESTORED TO ORDER**  
Servicing, Repairs, MOT work, Welding, Trimming, Hood Fitting, Bodywork, Accident Repairs

**Spitfire, GT6, TR6 Specialists**

**Pre-Purchase Inspections Nationwide**

**Spitfires Bought and Sold**

**Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks HP16 0DR**

**01494 866087**

**Voted Triumph Sports Six Club Top Trader [www.tssc.org.uk](http://www.tssc.org.uk)**

**email: [sales@jyclassics.co.uk](mailto:sales@jyclassics.co.uk)**  
**[www.jyclassics.co.uk](http://www.jyclassics.co.uk)**

VISA MasterCard





**Colin Lindsay**

## GT6 Mk I - II - III Register

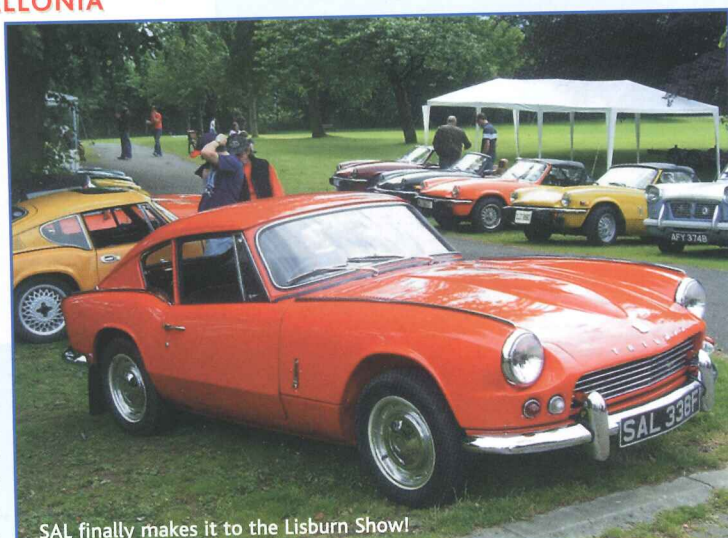
STAFFORD HAS BEEN AND GONE AND BY THE TIME YOU GET THIS I SHOULD BE IN A BEACHSIDE TAVERNA IN SUNNY KEFALLONIA WITH MY MYTHOS BEER, MILES FROM TRIUMPHS, PARTS CATALOGUES OR A PC.... BLISS!

I'll appreciate them all far more when I get back around the 16th. Full report on Stafford next month but this month I can regress slightly to June 24th and the Standard Triumph 60th Anniversary Show in Lisburn; TSSC Northern Ireland's annual show and the unveiling of SAL the GT6, back on the road after two and a half years of rebuild. It's

# BACK ON THE ROAD AGAIN!

actually all the fault of Colin Megaw (although he doesn't know it yet) and his pristine MK2 EMH 762 J which I featured in The Courier back in October 2006. I attended the local area meeting on June 6th and it was following Colin's car along the M5 motorway afterwards which made me decide there and then to finish my MK1 rebuild and get it on the road again.

Next morning carried along on a wave of optimism I drove to Armagh Driver and Vehicle Testing Centre for an MOT appointment hoping for a wait of two weeks or so to enable me to finish the rebuild; I wasn't prepared for the first available date of September 4th! In such cases they usually issue a Certificate of Exemption to enable the vehicle to continue to be used or to be taxed until the test date arrives, but as my last test had expired in June 2003 they were a little reluctant and it took a few telephone calls before they agreed to post one to me. (With reference to the MOT, it appears most MOT centres on the mainland are having no trouble finding the GT6 on their database; my report back in



SAL finally makes it to the Lisburn Show!

April may have been initial teething trouble only). Over the next two weeks I practically lived in the garage, replacing the wiring loom, seatbelts, dashboard, rebuilding both doors, fitting the rear load area trim and getting the

electrics working... I also found that the problem of having no front lights and the sidelights flashing instead of the headlamps was cured by cleaning all the bullet terminals with sandpaper, and learned that if everything is wired correctly and still doesn't work, it's the fuse.

Here's a tip for those of you who, like me, love vehicle electrics and have shares in fuse companies: get hold of a two pin

in place of the fuse, you can hear it click open when there's a short as the current heats it up thereby cutting off the power. If you isolate the dodgy circuit the flasher will revert to normal operation and restore the power, so you can then fix the problem and replace the fuse. Simple, effective and saves a lot of fuses.

Three days before the show I had no Exemption Certificate, an ignition warning light which wouldn't go out and an engine which ran like a bag of nails at 2000 rpm and 40 degrees BTDC. I changed two dynamos and three control boxes before giving up and converting to alternator which cured the warning light

problem immediately. With the help of local GT6 experts Alan French and Lawrence Cochrane the engine timing was set and off we went for the first test drive; the engine ran very well and then we replaced the ignition leads in the correct order and it ran even better... Friday morning the Exemption Certificate arrived; the tax application went in the post and we arrived in Lisburn on Saturday morning for an excellent show with the bonnet trims just about staying put. The return journey was excellent, it ate the alternator pulley which at the last was clearly audible over the engine and blew a fountain of water from the expansion bottle once I turned off the ignition in the back yard... maybe the head gasket? Still, it was worth it for the admiring looks of other drivers on the way!

Here's a man starting on the long journey - this is the potential Mk1 of member Andrew Price if he buys it for restoration and I wish him luck, it's a struggle at times but



Chewed alternator pulley



Andrew Price's project

flasher unit. If you insert it into the circuit worth it all in the end to get a GT6 back on the road. Go for it!



Mike Rantell has sent me photos of his MK3; note the number plate which is very close to the Cadbury GT6 MMA 803 L which I mentioned in June. Mike states that this was his excuse to send

*rack.....well, no,'cos it is 4.3 turns to run the rack through. That means the rack gearing is different; but surely they were all the same from the time of the 948 heralds!!"*  
Any thoughts? See you next month!

**COLIN**



me photos of his car - as if I needed any! He has just finished the respray in Sapphire blue and had the bumpers rechromed, and the plating company recommended the use of Windowlene to keep them clean and Hammerite behind to prevent rust. I haven't tried Windowlene before, although I always coat the rear with as much Waxoyl as they'll hold.

Finally this month, I'm going to throw in a query from member Lindsay Dearing (who needs Mk1 brake back plates, if anyone has any) - *"As you like oddities how about this..... If you refer to John Thomason's article on rebuilding the steering rack in Courier 289 page 60 he states that the six cylinder cars had a 7 tooth pinion gear and are also identified by a double groove. Well, as you can see from my photo I have a 6 tooth pinion with double grooves! Aha, I hear you say, it must be a Spitfire*



*"surely they were all the same from the time of the 948 Heralds!!?"*

## NEED HELP FIXING YOUR TRIUMPH?

We can replace rusty panels,

- Weld chassis sections,
- Respray in classic Triumph and modern colours,
- Sort out MOT problems,
- Fix mechanical and electrical faults,
- Collect and deliver anywhere in the UK
- and generally get your car looking good and going well!

**We are GT6 and Spitfire specialists, and can carry out all aspects of restoration and maintenance work, whether it's a body off rebuild, a respray or just a straightforward service. We can also restore just a specific area of your car, while you do the stripping down and final fitting up.**

**Our 3500 sq ft workshop is fully equipped with MIG and spot welders, 4-post vehicle lift and a Spraybake paint oven, to ensure perfect paintwork. So no matter what your car needs - give us a call for an estimate.**

**Secure Undercover vehicle storage is also available**

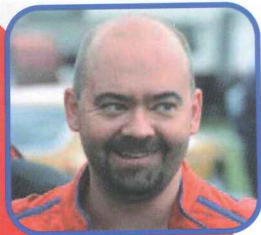
## MW RESTORATIONS

**Tel. 01799 584994 Mobile. 07802 898321**

**Saffron Walden, Essex.**

**E-mail: mwrestore@aol.com**





**Nigel Gibbins**

# RACE NEWS

**O**f all the races in this year's calendar, there was no doubt that the MGCC International Meeting at Silverstone was going to be the highlight.

Even with the recent poor showing of grids there was never any doubt that this event would attract a full grid of the size we're used to seeing, and it did.

24 Triumphs lined up for the race and although this was plenty, the race was amalgamated with a further 20 Morgan V8 race cars for both the practice and the race.

As usual, many of the drivers took advantage of the testing sessions on Friday before the event and seemed to make good use of it. Apart from Jon Wolfe, who took out his new GT6 for the session but only managed a few laps before the car failed

## SILVERSTONE & CADWELL PARK

when his rotor arm failed and destroyed the plastic 'chopper' in his electronic ignition system.

A few also had entered the 75Kmh race on the Saturday and as I arrived at the circuit preparations were well underway for this. It was a interesting taster of the kind of racing you can expect at one of these meetings with everything from a Caterham Superlight racing against 50+ year old machinery. The race was marred by a three-car incident which eliminated both leaders and put one into the hospital with cracked ribs.

On Sunday, Jon Wolfe putting his TR7 (he had gone home and swapped cars) well toward the front of the grid. TSSC pole went to John Thomason who was showing up for the first time in the Silver bullet, which was still showing signs of damage from its last adventure.

He managed to clear Martin Stackpool's time, who himself was just ahead of Andy Vowell. In his first appearance in his rebuilt car. Between them however was Julian Belchers 2.8 litre Vitesse which was showing a great turn of speed in the invitation class.

All the way down the field there was a fine mixture of Triumphs and Morgans which was looking good for the race.



Plenty of Triumphs here...

The race got off to a quick start for Jon Wolfe, as he came around in third slot for most of the first lap. However the



A Wolfe in the fold

lighter Morgans soon put him back a few places under braking for Abbey and he had a struggle to find himself a comfortable slot, eventually finishing in 7th

never challenged as he took it all the way to the end with little to worry him. Andy Vowell saw off Steve Adams, Dave Thompson and Invitation driver Kevan Hadfield for second.

Unfortunately for Martin, he didn't manage to finish the first lap as



Sunny Silverstone for a change

overall and the first Triumph home. For the TSSC cars, John Thomason was

another rotor arm gave up and ended his day. John Davies ran out of petrol after forgetting the re-fuel after practice and Richy King





Silverback - running light...

was unceremoniously punted off the circuit by an over ambitious Morgan on lap 6.

Being the only contender in Class A, Mik Davis had a pretty clear and solid run to the flag and managed to bag himself another 5 points.

All in, the race was extremely entertaining and well worth the day out... as usual the MGCC put on a superb show for their International meeting and already we are looking forward to next years event.

## CADWELL

The Cadwell Park race, which was only a week later again saw a return to a smaller grid, but enough to warrant a separate race.

Andy Vowell put his 'hat' firmly on the pole position just ahead of the ever improving Steve Adams who was himself ahead of the GT6s of Clive Gimson and Dave Thompson.

However, when the lights went out, Andy got a terrible start and slipped behind all the other Class C cars. By the end of lap one though, he was snapping at the heels of Dave's GT

and had passed him before lap two. Lap three saw him put Steve's Spitfire behind him and by lap four he was snapping at Clive's heels too.

Clive, however, wasn't going to give up his class lead so easily but lap six saw him succumb to the pressure and little grass cutting action at the first corner allowed Andy past. After that Andy managed to put in some clean lappery to the flag.

Clive, Steve and Dave finished in that order and again Mik picked up his statutory 5 points for finishing in Class A.

By the time you read this both Brands Hatch and Mallory Park races will have been and gone and with Pembrey on the 19th/20th August and the finale at Castle Combe on the 16th/17th September I can already see the seasons end.

It's at Castle Combe where I'll find out what were doing next year so watch this space and let's hope for something exciting.

## Race Calendar 2006

Round	Date	Circuit	Organisers
9	August 19/20th	Pembrey	BARC
10	September 16th	Castle Combe	MGCC

**ABINGDON**  
**PARTS 4 MG & TRIUMPH**  
Prices Correct At 05/06/2006

**DAVID MANNERS LTD**  
**PARTS 4 CARS GROUP**



Jaguar & Daimler  
0121 544 4040



Mazda MX5  
0121 544 5555



Classic Mini  
0121 544 0011



Morris Minor  
0121 544 5522

## Parts 4 GT6 & Spitfire Cars

0121 544 4444

TR2-7  
Dolomite  
Herald  
Vitesse  
Spitfire  
GT6

### Braking

Spitfire	
Starter Motor exch	£25.85
Distributor Cap MK1-4	£5.88
Rotor Arm 1500	£2.35
Points Set MK1-4	£2.35
Ignition Lead Set	£6.74
Spark Plug MK1-2	£1.76
Sports Ignition Coil	£17.50
Wiper Motor MK4/1500	£37.60
Alternator Fan	£5.88
GT6	
Rotor Arm	£1.40
Distributor Cap	£11.75
Condenser	£1.95
Voltage Stabiliser	£8.85
Sidelight Assembly MK1	£12.98
Wiper Arm MK3	£14.10
Dash Ignition Switch MK1-2	£7.65
Hazard Light Switch	£31.75
W/Box Mounting Kit	£5.46

### Cooling

Spitfire	
Water Pump MK1-3	£28.50
Thermostat 74c	£2.95
Temperature Transmitter	£5.75
Fan Belt MK1-3	£4.50
Full Length Rad	£111.65
Overflow Bottle Cap	£2.00
Top Hose MK1-1500	£3.51
Hose Kit MK2-4	£19.95
Kenlowe Fan Kit	£89.95
GT6	
Water Pump	£29.96
Fan Belt	£4.50
Fan Belt MK3	£4.50
Thermostat 82 Std	£2.95
Thermostat 88 Winter	£2.95
Fan Blades	£21.15
Top Hose	£2.95
Bottom Hose	£5.85

### Engine

Spitfire	
Top End Set MK1-3	£9.95
Top End Set 1500	£9.95
Gasket Timing Cover	£2.30
Rear Crank Oil Seal MK2-1500	£2.95
Eng Mount MK1-3	£4.75
Gearbox Mounting MK1-1500	£2.35
Rocker Feed Kit	£20.55
Sump Gasket Set MK1-3	£7.50
Oil Filter MK 1300/1500	£3.50
GT6	
Oil Filter	£4.70
Bottom End Set	£7.99
Sump Gasket	£2.50
Timing Tensioner	£4.70
Inlet Valve MK1	£4.25
Exhaust Valve MK2-3	£4.50
Rocker Gasket	£3.25
Head Gasket MK1	£5.75
Manifold Gasket MK2-3	£2.95

### Abingdon Emergency Kits

GT6 & Spitfire  
£45.00



### Polyurethane Bush Kits



Spitfire £58.75  
GT6 £70.50  
Complete Car Sets

### Stainless Steel GT Exhaust

£152.75 FS5412



Oval Silencers



**WWW.DAVIDMANNERS.CO.UK**

Don't forget to visit our website with online ordering available!! A comprehensive part listing along with fully functional

SEARCH option to find the exact part your looking for. A Secure and Safe way to order your parts. NOW WITH TRADE FACILITIES.





# THE 1600 TRIUMPH VITESSE

**Dave Rumens**

## VITESSE Register

HELLO FOLKS!

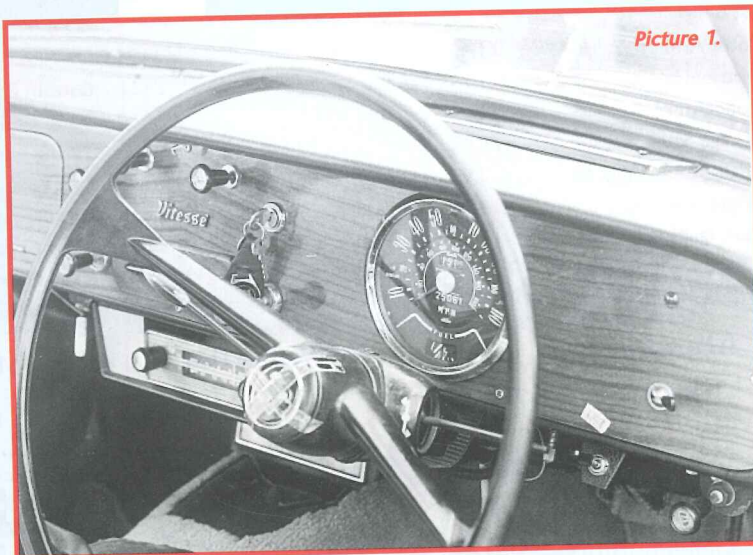
Having just come back from a classic car meet at one of the village

pubs in this area it has put me in the right mood to write about Triumphs! I can only guess this is due to the excellent show of classic cars and not the draft ale on sale at said establishment. I will add I didn't drive, just sat back in the passenger seat and enjoyed the sound of those lovely 6 cylinders.

As a result of all this exposure, to classic cars and not the ale, honest, I have just realised that this month I have been driving Triumphs for some 41 years. Sad I know but driving Triumph's can be a bit like a drug. Due to a job change I have had a modern car for a number of years but still enjoy driving my Triumphs far more and from my own

experience of modern cars they don't seem to be any more reliable than my Triumphs. Still that's another story and not for this column so I guess looking back 41 Years takes us to 1965 when the 1600 was the current Vitesse model. In fact it would be over a year before the 2 Litre was introduced and another two years before the 2 Litre MkII was seen on the roads. As with all cars changes take place and 1600 Vitesse was no exception, as over its production from May 1962 to October 1966 it underwent a number of changes. Thanks to the foresight of Martin Brown (who was our Vitesse Register Secretary in the 1980's) to retain a number of excellent pictures we can see the differences in the 1600 over its production. So let's take a look at the early Vitesse to start with.

The early 1600 Vitesse has a dashboard very similar to the 1200



Picture 1.

Herald with a single dial and the windscreen washer pump mounted below the dashboard on the driver's side. Picture 1 gives a good illustration of this, but note the speedometer is calibrated up to 115mph not the 95mph of the Herald 1200. On the US model, Sports 6, a temperature gauge was fitted to the left of the speedometer. This dash was used up to commission



Picture 2.

HB15000. From body number HBD1 to HBD2855 the sign on the rear pillar on the Saloon said Vitesse, see Picture 2 above.

A nice touch and a pity it was not continued on the later cars. Picture 3 shows commission plates used on the Vitesse up to 1964 - note the lack of trim and

see the lay out. After body number HBD2856 the rear pillar on the saloon has the Triumph name in script, see Picture 6.

The commission plates after 1964, see Picture 7, now contain both paint and trim codes. The last major change was fitting the Stromberg CD150,s side

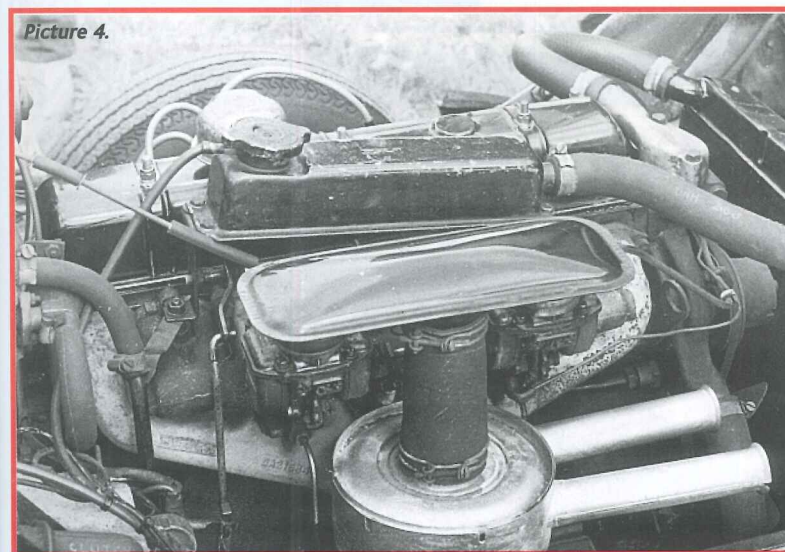


Picture 3.

draught carburettors. Picture 8 shows the correct set-up: note linkage and not cable is still in use, so is the rocker-box breather oil filler cap. (The closed circuit breathing system with the Smiths valve was introduced on the 2 Litre models) But as can be seen the header tank has gone and in its place a radiator overflow bottle is in use. As interest, the air cleaner box is

black on both the 1600 and 2 Litre Mk1. It is only on the 2 Litre Mk11 models that the rocker cover is coloured silver and there are air pipes between the filter box and a clamp on the side of the engine radiator.

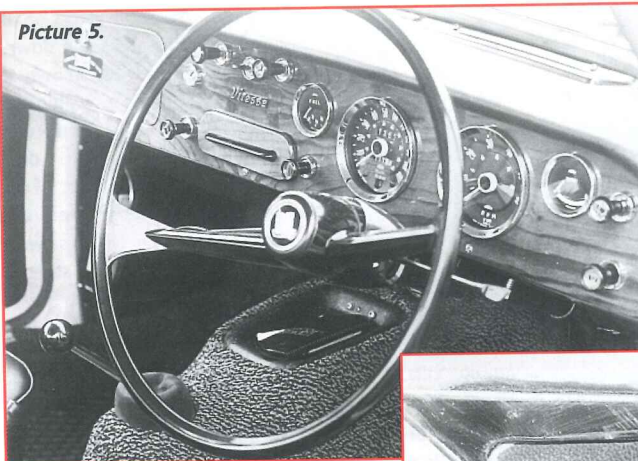
There has been much speculation as to how much improvement the change to Stromberg carburettors made to the performance. Figures like 15BHP have been used in



Picture 4.



Picture 5.



the past but strangely Triumph never published any change and still gave the output as 70BHP. A contemporary test report gave a reduction of 13 seconds in the zero to 80 and an increase in top speed of 6 MPH. My own 1600 I had in the 1960's was just at the start of the



Picture 6.



Picture 7.

changes as it had the later radiator and overflow bottle but not the Stromberg carburettors. So I fitted them myself and can only say it woke the car up, there was a big improvement in the overall performance.

A final point worth mentioning is that the very first production models of the 1600 Vitesse had a wedge arrangement for locating the bonnet. These cars are now very rare as after a couple of month's

production the now familiar rubber cone arrangement was introduced.

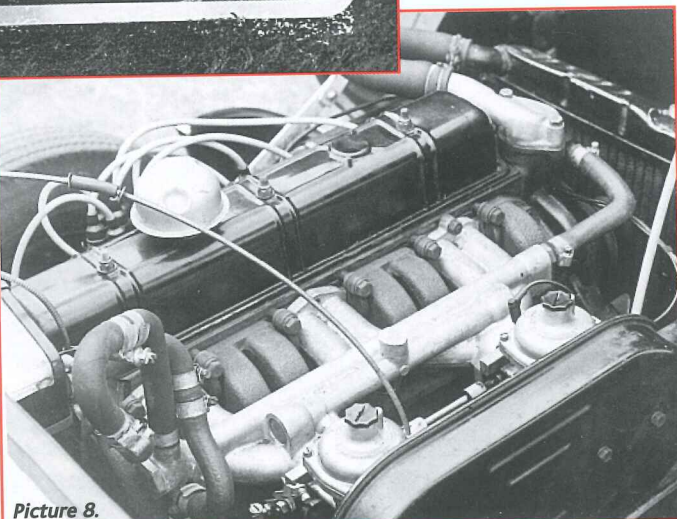
My Vitesse, SUT, is now up and running. I had a very enjoyable time driving her on my local area, Newbury, camping weekend down in the New Forest in convoy with other Triumphs.

As it's August it's holiday time so get your Vitesse out there and make the most of the summer. That's my ramblings for this month and if you

are on holiday have a really good break.

Safe Driving and keep them running on all six

DAVID



Picture 8.



## When it comes to insurance, TSSC members are laughing.

### Rest assured. We'll get you covered.

#### Did you know?

As a TSSC member, you are in the fortunate position of being entitled to many exclusive benefits that have been negotiated by your club with Footman James on your behalf.

And those benefits don't stop at Classic Car insurance.

#### Did you know?

You also qualify for generous discounts on Modern Car insurance and Home & Contents insurance too.

Whilst every Footman James policy includes many items as standard, you also have the opportunity to tailor your policies to suit your individual circumstances with a whole range of options.

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

So let us quote you without delay.

As a TSSC member, you have a right to a better deal.

*We're at your service*



Authorised and regulated by the Financial Services Authority.  
Telephone calls may be monitored or recorded for your protection.

# 0845 458 6760



**BETTER DISCOUNTS.  
BESPOKE SERVICE.**

**Exclusive to  
TSSC members.**

#### Home & Contents policy Key features

- 10% increase cover pre-Christmas and one month before and after a wedding
- Students' possessions away from home
- Vehicle accessories and parts covered up to the value of £1,000, extendable to £5,000
- 24/7 Home Assistance including call out charge, labour & materials up to £500 inc. VAT

#### Modern Car policy Key features

- UK & European Breakdown Recovery
- Homestart (modern car only)
- Emergency European Travel insurance
- Motor Legal Protection
- Personal Injury following Road Rage & Carjacking

#### All Motor policies Flexible Options

- Multi-vehicle Insure a minimum of three cars (majority classic) on a single policy and save money
- Limited Mileage Limit your annual mileage and enjoy a lower premium
- Laid Up Cover Covers your vehicle, accessories & spare parts when stored in locked premises, also whilst being exhibited or at a repairer's premises
- Agreed Value The value of your vehicle is mutually agreed at the onset of the policy protecting you from any dispute in the event of a claim

If you would like further information on any form of cover, our friendly staff are here to assist you.

**Ring for a quote**  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)



# Need a new catalogue..?

ARE YOUR MOSS CATALOGUES, OLD, TIRED AND OUT OF DATE?

order by <sup>2006</sup>  
**19 Aug.**  
**& SAVE**  
**10%**

\*exclusive to products  
 in new accessories  
 catalogues



## ..contact Moss

Call for your **free** copy of the all new  
 accessories and restoration catalogues,  
 on: **0800 281 182**

\*This offer only applies to products featured in the new accessory catalogues (MGACC1-06, TRACC1-06, CMACC1-06). This offer does not include parts in the restoration catalogues. E&OE. Call for details.

**Call, come in or visit [www.moss-europe.co.uk](http://www.moss-europe.co.uk) for over 60,000 competitively priced quality restoration parts, tuning accessories & performance products.**

**London 020 8867 2020 Bradford 01274 735 537 Bristol 0117 923 2523 Manchester 0161 480 6402**  
**Free Catalogues 0800 281 182 Website [www.moss-europe.co.uk](http://www.moss-europe.co.uk)**

**Opening Hours:** Mon-Fri: 9.00am to 5.30pm. Sat: 9.30am to 3.30pm. Sun & Bank Holidays: Closed. **Moss London** Hampton Farm Industrial Estate, Hanworth, Middlesex TW13 6DB. Tel: 020 8867 2020 Fax: 020 8867 2030 E-mail: [sales@moss-europe.co.uk](mailto:sales@moss-europe.co.uk) **Moss Bradford** 4 Bolton Lane, Canal Road, Bradford, West Yorkshire BD2 1DR. Tel: 01274 735 537 Fax: 01274 735 595 E-mail: [bradford@moss-europe.co.uk](mailto:bradford@moss-europe.co.uk) **Moss Bristol** 1-3 Elton Street, Bristol, Avon BS2 9EH. Tel: 0117 923 2523 Fax: 0117 942 8236 E-mail: [bristol@moss-europe.co.uk](mailto:bristol@moss-europe.co.uk) **Moss Manchester** 111-117 Stockport Road, Cheadle Heath, Stockport, Cheshire SK3 0JE. Tel: 0161 480 6402 Fax: 0161 429 0349 E-mail: [manchester@moss-europe.co.uk](mailto:manchester@moss-europe.co.uk)



Call 0800 281 182 for your **FREE\*** parts and accessories catalogue: Triumph TR2-4A, TR5-6, TR7, Spitfire IV, MG T-type, MGA, MGB, MGf, Sprite/Midget, Classic Mini, New Mini or Mazda MX-5.





# WIPER ARM REPLACEMENT

**Richard Briscoe**  
**STAG Register**

WHAT A BUSY MONTH JULY IS!

**B**y the time this article is printed I will have attended both the International Weekend and also the Stag National Day. Due to publication deadlines the reports will have to wait until the September issue (I'm writing the August article before going to Stafford!) As I have seen the following problems on a few cars recently and thought it best to write about them to save new Stag owners from making the same mistakes as previous owners.

## WINDSCREEN WIPER SYSTEM

Wiper blade—driver's—remove and refit 84.15.06

### Removing

1. Wet windscreen.
2. Switch on ignition and wipers. Stop wiper assembly in a vertical position by switching off ignition at an appropriate moment.
3. Simultaneously lift wiper arm from screen and pull out lower end of pantograph arm to release ball socket. Allow assembly to fall into its service position.
4. Rotate blade and pantograph arm to position shown to free blade pin from retaining plate.
5. Withdraw blade from pivot block.

### Refitting

6. With pantograph arm in position shown and blade correct way up to obtain full pivot block contact, insert blade pin into pivot block.
7. Rotate blade and pantograph arm to normal position to trap blade pin with retaining plate.
8. Simultaneously lower wiper arm to screen and guide lower end of pantograph arm to ball end.
9. Push ball socket firmly onto ball end.

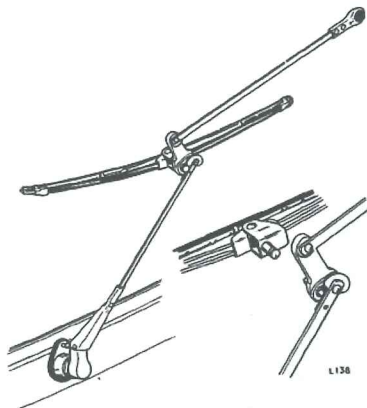


Fig 1.

arm has been repaired with a bit of rubber tube on the pantograph ball joint. (Pic 1) I couldn't work out why there should be wear in this area until I attempted to change the drivers side wiper blade on my dad's Stag using the directions given in the factory workshop manual, section 84.15.16. The manual describes this

operation as here (Fig 1).

My advice is not to follow these instructions as it will lead to lots of swearing and it will result in you purchasing a new wiper arm! This is because the ball socket on the pantograph arm in part 3 is **NOT** designed to be separated (or may also have weakened with age to the point that it will not separate). As a result, all that

the pantograph arm is that you will bend the arm or break the ball socket. The problem has not been a major one until now as a replacement for the complete wiper blade has been unavailable for some years. Luckily for us, it will be re-launched at the Stag National Day this year.

In order to prevent the wiper arm from being damaged while changing the wiper blade, I suggest that you follow these alternative instructions...

### To remove the wiper blade.

1. Place a piece of electrical tape on the screen running parallel to the wiper blade in order to ensure that the blade is positioned correctly on refitting.
2. Wet the windscreen.
3. Switch on ignition and wipers and stop the wiper assembly in a vertical position by switching off ignition at an appropriate moment of the sweep.
4. Position a large flat bladed screwdriver under the base of the wiper arm and carefully lever up to remove the arm from the wheel box spindle. The pantograph section will stay fixed to the wheel box spindle.
5. Rotate the wiper arm until the wiper blade pin can be removed. Don't force it, be patient and it will come away with a little gentle wiggling (now that's a term you won't find in the Hayne's manual!)

### Refitting the wiper blade

6. With arm held in the same position as 5 above refit the new wiper blade ensuring that it is the same way up as the one removed from the car.
7. Rotate the arm carefully ensuring that the new blade pin engages in the retaining plate.
8. Lower the arm to the windscreen using the tape previously applied to line it up correctly.
9. Push the base of the arm carefully back on to the wheel box and remove the marking tape.

It is also worth noting that Section 84.15.02 of the workshop manual tells you to pull the pantograph arm away when changing the arm assembly. However, the correct procedure is to prise the arm off the wiper spindle and then undo the nut holding the wheel box assembly to release the pantograph arm.

Another area of concern is the number of cars that have been restored using over sills instead of the full Leyland spec outer sills.

One reason for not using a full BL sill is that you have to partially remove the front and rear wings, one person I met (Not a TSSC member) restored his car using an over sill as he did not want to disturb the front wing as it only had a little rust.

On examination the passenger side front 'A' post was no longer fastened to the sill due to rot, and the front wing should have been replaced judging by the amount of rust blisters coming through the 2 year old paint! The BL sill was unavailable for a couple of years so the only option was an over sill, the problem is that you only replace the centre section of the outer sill not the part under the 'A' post or the section under the rear wing. If the car is repaired correctly and the 2 outer sections are repaired this is not an issue. I have however seen 2 cars with current MOT certificate's that have not had this area investigated. On closer examination holes were found under the base of the 'A' and 'B' posts. This rot reduces the strength of the shell considerably and the T-bar assembly will push straight through the floor in the event of a roll over.

A car restored using an over sill will not normally have the jacking points on the sill



Pic 2.

as they are not normally drilled for them. If you have bought a restored car or restored one yourself with over sills I suggest you check the area below the 'A' and 'B' posts to

I have noticed a couple of Stags where the driver's side wiper

happens when you pull the lower end of





Pic 3.

ensure that the car is solid. (Pic 2 & 3)

Eric Hambleton from near Barnsley has sent me the following letter and photos of his nice Mk 2 Stag.

Eric is also another recent addition to the fleet of

fitted with a Rover 3.5 V8 SD1 engine and 5 speed gearbox, along with a 4 barrel Weber carburettor. In the six years I have owned it, the Stag has had a complete re-spray, new mohair hood, front bumper & overriders, burr walnut dashboard, wood trim steering wheel, new radiator & new set of tyres. The next job is a suspension lowering kit as the Rover engine is 100lbs lighter than the Triumph engine. The first Stag prototype was fitted

with the Rover V8 engine, but the big wigs at Triumph were not happy – They said it looked awkward and too high. So the Triumph V8 was born; Also the prototype did not have the T-bar, it just had a central roll over bar,



Pic 5.

the T-bar was born. I hope this information is of some use to you and I have enclosed some photographs of my Stag. Yours sincerely, (Pics 4 & 5)

Eric Hambleton.

Having seen Eric's car in the flesh, I have to say that it really is a stunner! Don't forget - a couple of photographs is all you need to send me to have your moment of fame!

Peter Haigh-Lumby has sent me an IVR for his Mk 2 Stag along with some photographs, but I have run out of space this month!. I know there are at least 60 Stags registered on the club website, any chance of some more IVR's and photos from those members? The more info I have the more I can build up a data base for future. Sending IVR's to the club is FREEPOST so please get writing. To finish up this month is another of my dad's Stag Snippets!

## Stag Snippets

### Strange Stag Engine Numbers

All Triumph Stag engine numbers (Apart from engines for U S cars ) are usually in the format LE\*\*\*\*\* Plus a 2,3 or 4 digit suffix viz. HE, high compression, HEA high compression with

the Borg Warner 65 auto box, HEBW high compression with the Borg Warner 35 auto box.

But did you know that Triumph had a special series of production engines that were either sold individually or used to replace faulty units under warranty with a different series of engine numbers in the format LF\*\*\*ESS. It took me some considerable time to find what this ESS stands for and it is not listed in Graham Taylor's definitive book of Triumph Stag Facts.

Eventually I found that the ESS meant "Engine Sold Separately" I know these engines exist as I have one and I know of one other in the possession of another Yorkshire Stag owner. (I note that Derek Giles mentions the ESS engine suffix in his July Herald 13/60 report. Does this mean that it was standard procedure for all models of Triumph's to have these special engine numbers? Has anyone got any information?)



Pic 4.

South Yorkshire Stags! – Over to Eric

"I own a 1973 Triumph Stag Mk 2 Registration no. NJV 71M in Magenta with Grey leather interior. The car is

but the car suffered with scuttle shake. A worker at Triumph had a brainwave and he fixed a broom handle to roll bar. He fixed the other end to the top of the windscreen frame and this cured the scuttle shake and



# T.D. FITCHETT Ltd

## SUPPLIERS OF ORIGINAL TRIUMPH SPARES

### HERALD/VITESSE

Herald/Vitesse FRONT FLOOR PANS (NEW)	£58.75
Delaney-Galley heater valve 560612	£47.50
Petrol tank	£120.00
Front lower valance 1200 O.E.	£115.00
Front lower valance 1360 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 13/60 front lamp panel 812140	£65.00
Herald 1200 front wings	£97.50
Herald 13/60 front wings	£80.00
Vitesse front wings	£92.50
Front wing 'D' plates 703627/8	£8.75
Windscreen drip channel	£12.50 pair
Herald/Vitesse door skins 901338/9	£60.00
Complete door shell 902256/7	£215.00
Sills 803070/1	£19.50
Tread plate repair panel	£7.50
Front floor mounting bracket R 607548	£4.75
Front floor mounting bracket rear 607549/50	£4.75
Rear floor mounting bracket 607655	£5.75
B post mounting bracket 703625/6	£14.00
Stainless steel tread plate finisher	£19.50 pair
Boot side panel 804611/2	£29.50
Herald 948/Vitesse rear centre valance	£55.00
Herald 1200/13/60 rear centre valance	£57.50
Rear quarter valances	£21.50
Inner front wheel arch 903075/6	£42.50
Rear outer wheel arch 802845/6	£38.50
Front/Rear wing arch repair panel	£17.50
Rear wing front repair panel	£12.50
All chassis outriggers/side rails/boot extn	£16.50 each
White rubber bumpers (full set)	£110.00
Rear overriders 703708/9	£35.00
Bonnet corner mouldings 708161/2	£24.00 pair
Wheel arch/bulkhead seal 704033	£2.75
Chrome bonnet catch 607663	£21.00
Door hinges 607824	£16.00 each
Boot hinges	£23.50 pair
Door to glass outer weather strip	£5.75
Hoods vinyl inc zip out window	£115.00
Accelerator pedal bracket 147655	£9.50
Set of 8 front suspension bushes 119451	£10.00 set
Front suspension shim 122022	£1.25
Caliper repair kit inc pistons type 12	£22.50
Caliper repair kit inc pistons type 14	£20.00
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/16PB	£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
Track rod ends	£9.50 each
Rear shock absorber GSA385	£17.50
Rear shock absorber	£20.00
Herald 3 Synco (exchange gearbox)	£135.00
Herald 4 Synco (exchange gearbox)	£160.00
Vitesse (exchange gearbox)	£170.00
Herald rear leaf spring 305945	£85.00
Herald recon exchange drive shaft assembly	£147.50
Herald/Vitesse non rotolux drive shaft	£65.00
Universal joint grease nipple type	£8.50
Herald voltage regulator Unipart GEU 6603	£20.00
Herald new alternative distributor (exchange)	£57.50
Vitesse Delco distributor cap	£9.00
Vitesse HT lead set	£10.00
13/60 HT lead set	£7.00
Herald oil filter GFE 119/150	£4.50

**MANY ITEMS STOCKED  
FROM NUTS AND BOLTS  
TO BODY SHELLS  
CALL NOW**

Herald O.E. head gasket GEG 314	£8.00
Spark plugs 1200/12.50 (set of 4)	£6.50
Vitesse 2 Litre Q/H clutch kit	£75.00
Clutch slave cylinder 13/60	£35.00
Vitesse sealed beam inner light unit	£12.50 pair
Vitesse sealed beam outer light unit	£9.00 each
Boot catch 611225	£9.00

### TR7

Early type bonnet (single bulge) WKC170	£147.00
Late type bonnet (double bulge) XKC3822	£294.00
Front lower valance WKC86	£85.00
Sills L/H and R/H XKC 112/3	£76.00
Doors FHC WKC5286/7	£260.00
Door skins YKC7475	£47.50
Body shell FHC with sunroof	£2,950.00
Body shell convertible	£4,450.00
Late type boot lid XKC3854	£175.00
Rear deck assembly convertible WKC4255	£87.50
Window regulators XKC325/6	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£120.00
Radiator grille R/H convertible WKC3674	£25.00
Petrol tank retaining strap	£8.00
Rear overriders 703708/9	£120.00
Petrol tank sender TKC3408	£25.00
Recon TR7 (exchange) distributor	£45.00
TR7 distributor cap	£6.00
HT lead set (early) GHT 167	£9.50
Gearbox 4 speed (exchange)	£160.00
Gearbox 5 speed (exchange)	£400.00
Recon steering rack (exchange)	£42.00
Front strut assembly recon (exchange)	£65.00
Front lower ball joint GSJ154	£14.00
Front suspension strut gaiter UKC4981	£9.50
Rear shock absorbers	£19.50
Upper steering joint UKC2449	£32.00
Lower steering shaft TKC1084	£35.00
Track rod ends GSJ185	£17.50 pair
Steering wheel (early) RKCS09	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Recon servo recon (exchange)	£75.00
Uprated brake master cyl/servo assy (exchange)	£200.00
Brake pressure valve TKC 3667	£40.00
Recon exchange brake caliper	£45.00
Brake shoes 5 speed GBS813	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994	£20.00 kit
Wheel cylinders 4-5 speed	£15.00
New 4 speed differential TKC2619 (exchange)	£245.00
Jackshaft 215207	£130.00
Recon starter motor (exchange)	£65.00
Service exchange oil pump 215573	£22.50
Petrol pump TKC3419	£20.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£40.00
Clutch kit TR8 Q/H	£105.00

### STAG

Inertia seat belts non sensor original	£115.00
Seatbelts, non sensor	£85.00
Front suspension leg insert	£32.50
Recon steering rack (exchange)	£125.00
Steering column shaft 151032	£65.50
Track rod end GSJ157	£14.50
Gearbox (exchange)	£250.00
Rear shock absorbers	£19.50
Rear sub frame mounting 150382	£21.00
Rear wheel bearing kit	£18.00
Service exchange drive shaft 311914	£125.00
Recon rear hub assy (exchange)	£92.50
Recon Brake Calipers (exchange)	£65.00
Caliper seal kit inc pistons	£27.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£120.00
Recon Servo (exchange)	£145.00
Rear wheel cylinder GWC1211	£18.50
Service exchange oil pump 215573	£22.50
Viscous fan coupling TKC101	£72.50
Window regulator and motor assy 309024/5	£76.00

### TR6

Front and rear wings	£215.00 each
Front L/H fitch panel 907097/576477	£105.00
Late type rear centre bumper O.E.	£82.50
Rear quarter bumper O.E.	£57.50
Seat belts with sensor wire type	£85.00 pair
Prop shafts recon (exchange)	£65.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunnion 142377/8	£17.50
Radiator grille R/H convertible WKC3674	£25.00
Top ball joint GSJ131	£19.50
New Brake servo (exchange)	£110.00
Brake disc 209327	£19.50
Recon (exchange) caliper type 16P/16PB	£57.50
Brake pads early/late type	£10.00
Gearbox (exchange)	£250.00
Recon drive shaft assy (exchange)	£135.00
Recon rear hub assy (exchange)	£92.50
Diff mounting upper 134235	£22.50
Diff mounting lower 134236	£22.50
HT lead set	£10.00
Spare wheel cover 812236	£60.00

### SPIRE MK I & II & III

Spitfire Mk III bonnet	£615.00
Nearside/offside front wings	£69.50 each
Front wing 'D' plate 706311/2	£11.00 each
Front outer wheel arch 903137/8	£41.00
Front inner wheel arch 706548/9	£35.00
Bonnet hinge tubes 811679/811680	£35.00 each
Side light mounting panel 907157/8	£48.00
Door skins	£42.50
Battery box 806707	£15.50
Rear valance lamp panel 569900	£55.00
Boot lid 575787	£250.00
Dash top cover 714482	£32.50
Vinyl hood Mk III inc zip window	£115.00
Hood Mk III original material/zip window	£160.00
Chrome bonnet catch 607663	£21.00
Rear lamp assembly 208532/217025	£38.50
Track rod ends	£9.50
Gearbox 3 Synco (exchange)	£135.00
Gearbox 4 Synco (exchange)	£160.00
Rear leaf spring 305894	£79.50
Recon exchange brake caliper type 12	£45.00
Recon exchange brake caliper type 14	£40.00
Original head gasket GEG314	£8.00

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

### SPIRE MK IV & 1500

Bonnet stay 613045/613751	£12.50 pair
Front wings 909663/4	£39.50
Front wheel arch outer 909351/2	£35.00
Front wheel arch inner 909797/8	£34.00
Headlamp support panel assembly 818871/2	£28.50
Front quarter valance 815391/2	£55.00
Door skins	£42.50
Sills non O.E. 903097/8	£28.50
Sills O.E. 903097/8	£48.50
Sill reinforcement panel 806634/5	£6.50
Inner sill 806638/9	£17.50
Front sill end plate 706422/3	£6.50
Half floor (deep pressing)	£79.50
'A' post lower filler panel 706288/9	£14.50
Bonnet hinge pivot box RKCS62/3	£40.00
Chassis front gusset 218526/7	£17.00
Bonnet hinge tube L/H-R/H 911107/8	£48.50
Rear wing non O.E.	£87.50
Rear wing front repair panel	£15.50
Rear wing rear repair panel	£19.50
Rear lamp panel 716182	£125.00
Rear valance 908970	£42.50
Boot floor	£92.50
Boot lid 911327	£285.00
Rear inner wheel arch 725563/4	£87.50
Rear outer wheel arch 909661/2	£55.00
Windscreen aperture drip channels	£12.00 pair
Stainless steel oversill kit	£75.00 kit
Hard top rear screen seal 911040	£36.50
H/ top seal roof/ door glass 716183/4	£8.00
Front windscreens chrome insert kit	£32.00
Door hinges 607824	£16.00
Exterior door handle (black) YKC2837/8	£47.50
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 end 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
Grilling 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	£23.50
Main 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 155418	£20.50
Delco distributor cap	£9.00
HT lead set	£10.00
Manifold Banjo Bolt 145155	£9.00

### TRIUMPH 2000/2.5 PI/2500

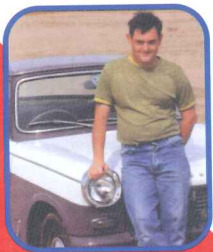
Mk I front wing L/H-R/H 570195/6	£125.00
Mk I front panel (nose cone) 903258	£65.00
Mk I bonnet 903477	£115.00
Mk II headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£125.00
Mk II boot lid 910506	£111.50
Mk II rear lamp panel 910509	£95.00
Mk II boot reinforcement panel 910505	£60.00
Bonnet seal 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 701711	£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	£16.50
Rear wheel cylinder GWC1205	£17.50

### DOLOMITE RANGE

Dolomite h/lamp mount panel 724263/4	£27.50
Front underdrier KXC 83/84	£22.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£30.00
Dolomite Rear lamp assembly R/H TKC938	£50.00
Head lamp assembly 1300/1500 Dolo	£52.50
Headlamp bowl 1300/1500 Dolo	£22.50
Rear screen rubber 913937	£32.00
Boot floor carpet 1300 F.W.D. 617831	£15.00
Recon windscreen wiper motor (exchange)	£40.00
Dolomite 1300/1500 new exchange distributor	£52.50
Dolo 1300/1500 recon exch distributor	£47.50
Set of HT leads 1300/1500	£7.00
Set of Sprint H.T. leads	£37.50
Sprint Lucas distributor cap GDC134	£22.50
Set of HT leads 18.50	£9.50
Distributor cap 1300/1500 GDC136	£4.00
Oil filter 1300/1500 GFE119/150	£4.50
Service exch oil pump 18/50 - Sprint 215573	£22.50
Sprint gearbox (exchange)	£175.00
Sprint clutch kit Q/H	£75.00
Gearbox exchange 1300/1500/18/50	£150.00
Gearbox exchange 18/50 3 rail	£170.00
18/50 original clutch kit Borg/Beck	£115.00
Input shaft 1300 F.W.D. 137617	£23.50
C/V joint 1500 F.W.D. 518093/UKC 1160	£35.00
Front subframe mounting cup washer 138626	£6.50
Recon steering rack (exchange)	£42.00
Track rod end	£9.50
Upper steering column joint 157659	£30.00
Lower steering column joint FAM1718	£22.50





# STAR OF THE SHOW

**Rob Newton-Allen**

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

**H**aving left this months article right to the last minute (Sorry Bernie) I am writing this one having just driven back from Stafford.



I will do more on the big event next month but the star of the show this year for me was definitely the courier van of Alan and Karen Davies from Wales. Yes, I have seen the van on many occasions, but all of them were before the vans total rebuild.

Having entrusted the work to Paul Cull, at 'Triumph Autoclassique' near Swindon, Alan left Paul to do his stuff and once again his standard of workmanship speaks for its self.

Another one of Pauls efforts is also sitting at m



Pic 2.

house waiting patiently for some paint. My Herald 948 convertible is slowly coming together and I thought I would give you a quick

(except for wheels) I am still amazed when I look back at the photo's of how rotten the car was I found it.

As I said, the body tub is back from Doctor Paul's surgery and I have chosen to paint it myself for a couple of reasons



update on its progress.

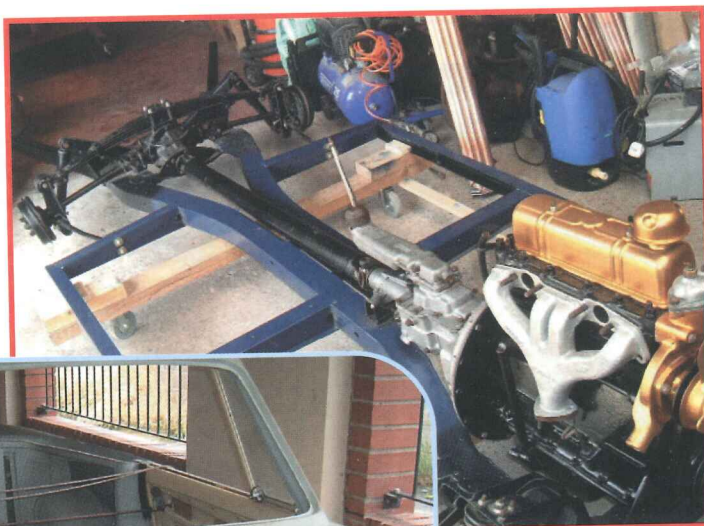
The chassis is now complete

**a:** to learn how to do it, and

**b:** to save a few pennies which I can then put towards the interior



rebuild. Having never even attempted to paint a panel let alone a whole car I will be open to any offers of advice you have. Fortunately we have a big enough garage in which I can divide off a corner and make up a polythene spray booth. I propose to use cellulose Monaco Blue paint as the body colour which should look quite good with the



phantom grey interior and white hood.

The International at Stafford next year is my target for completion and its first outing, so fingers crossed and with the wind in the right direction it should be there!

I'll keep you posted

Rob



Try our Website [www.trgb.co.uk](http://www.trgb.co.uk)

You can download our price disc of over 7,000 part No's. and our additional search facility helps you find the part you want.

If you do not have access to the Web then give us a call for a Free Price Disc

**TRGB LTD.**

**0870 7572441**  
or Fax: 7572442



**British Motor  
Heritage  
Approved**

TRIUMPH SPECIALISTS FULL RANGE OF TR2/3/4/5/6, SPITFIRE, GT6, HERALD AND VITESSE PARTS

**We Buy... We Sell... We Service... We Triumph!**

● ● ● ● ● ● ● ● ● ● **SPECIAL OFFERS** ● ● ● ● ● ● ● ● ● ●

Push button ignition switch kit	£34.85
Her/Spit Extra wide radiator (outright)	£99.50
7" Halogen headlight conversion set	£28.50
Wipac 5" chrome backed spotlights	£21.25
Spitfire stainless steel battery hold down kit	£10.50
Polybush suspension bush kit	£90.00
Gaz adjustable shock kit (Front & Rear)	£195.00

**BRAKE IMPROVEMENT KITS**

2x Brake discs & set of EBC "GREEN STUFF" brake pads	
Herald & Spitfire	£52.00
Vitesse & GT6	£62.50
Kits as above but using drilled brake discs	
Herald & Spitfire	£99.50
Vitesse & GT6	£105.00
Set of 4 S/S Goodridge brake hose set	£37.50

**YOU MUST MENTION THIS ADVERT FOR THESE PRICES**

CARRIAGE FROM ONLY £6.99  
FOR A 30KG PARCEL

**ALL PRICES INCLUDE VAT**

Full workshop facilities at only  
£35.00 an hour PLUS VAT

TRGB LTD Unit1, Sycamore Farm, Industrial Estate, Long Drive, Somersham, Huntingdon, Cambs. PE28 3HJ.

**Autoglym Polish**

[www.tssc.org.uk](http://www.tssc.org.uk) - Tel. 01858 434424

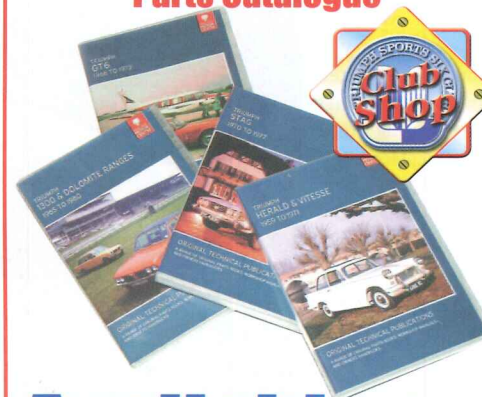


Autoglym have some of the finest quality cleaning and finishing products available today, so to keep your car in pristine condition this summer why not give it the treat it deserves.

AGSHAM	Bodywork Shampoo 1 Litre	£7.95
AG105	Clean Wheels 500ml Trigger	£4.95
AG106	Engine Cleaner 500ml Trigger	£4.95
AG107	Aqua Dry Chamois	£7.95
AG108	Polishing Cloth (Stockinette)	£5.95
AG108A	Perfect Finishing Cloth	£5.95
AG102A	Super Resin Polish 325ml	£5.95
AG102	Super Resin Polish 1 Litre	£12.95
AG102B	Ultra Deep Shine Polish 500ml	£10.95
AG007	Extra Gloss Protection 325ml	£6.95
AG008	Bumper Care (For Black Plastic Bumpers And Trim) 325ml	£4.95
AG104	Vinyl And Rubber Care 500ml Trigger	£4.95
AG104A	Instant Tyre Dressing 500ml Trigger	£5.95
AG103	Chrome Polish Tube	£4.95
AG114	Autofresh Interior Freshener 500ml Trigger	£4.95
AG115	Interior Shampoo 500ml Trigger	£4.95
AG116	Leather Cleaner 500ml Trigger	£5.95
AG118	Glass Polish 325ml	£4.95

P&P £2.95 Single Unit. Then Please Add £1.00 P&P Per Additional Item.

**Handbook - Workshop Manual  
Parts Catalogue**



**Available on  
CD Roms**

**£16.95 each P&P £1.95**

**UK Mainland - PC Format only**

**Tel. 01858 434424**





# 2+2 TO LE MANS

**Guy Singleton**

## BOND EQUIPE Register

**WELL, WHAT AN EVENTFUL MONTH!  
AT LEAST IT HAS BEEN FOR US.**

**W**here do I start? Chronologically, I think. About a month ago I collected a Mk1 2 litre Coupe from near Bristol. It looked very unhappy when I first brought it home as the bonnet frame was completely rotten and the bonnet was hanging off. I have replaced this with a frame and wheel arches from a 4s so it's now looking much better. It needs one outrigger and some small jobs doing for an MoT which I hope to do shortly. If you are interested in it please let me know as it is for sale. It is well equipped (excuse the pun) with a stainless steel sports exhaust, a 5 speed Ford gearbox (a conversion I had heard of but not seen before), a servo and braided brake pipes. The alloy wheels are no longer with the car as they were retained by the previous owner. Last month I mentioned a 2+2 for sale. Well, the inevitable

happened and I bought it! I now declare that "International Bond Rescue" is now well and truly closed – we are full !! 9 Bonds, 2 Spitfires, 2000 Estate, 1500 Dolomite, Opel Monza, Landrover Forward Control, 1929 Standard Teignmouth – and 3 bikes. More than enough for one family – even ours!!

We collected the 2+2, GMT 723B, from Accrington on the Saturday of the Bond Owners Club AGM weekend so called in at their campsite on our way home where it was much admired. On Sunday I gave it a full service (ending up having to use a brolly to put the engine oil in during heavy rain). Later that week we took it to



Newbury Area's "Cars in the Car Park Evening" where it won the "Car You Would Like To Take Home" award – a very proud moment for Bond-kind! We then took it to the Southern Area Meet the following week – by then with its brand new MoT. I had been mulling over which car to take

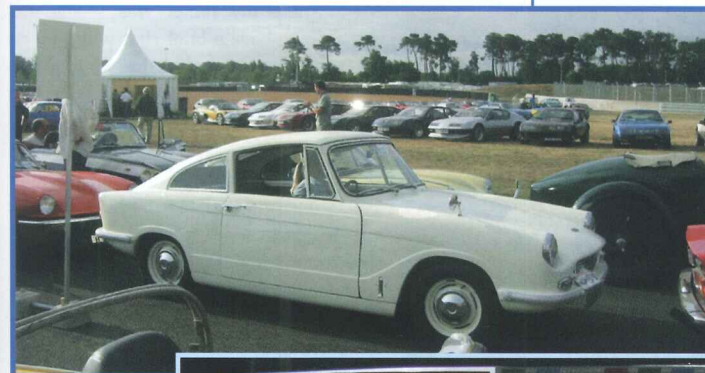
to Le Mans Classic and it really had to be the 2+2. So, despite the car only having travelled 20 miles last year and

article) getting to Le Mans about 1am.

We had a great time at the event and thoroughly recommend it to all you stay-at-homes (a real shame it clashed with Stafford this time – hopefully the next one in two year's time will not).

It was great to meet Frank Bosmans from Belgium (with whom we had previously corresponded with by email) in the flesh and a great pity that he was without his 4s as, having replaced the starter motor he left home, but after about 5km one of the carburettor float chambers was flooding and despite attempts to clean the valve it still kept flooding so he had to take it home and come down in his Eurobox this time.

I enjoyed the circuit laps – not as quick as in the convertible last time, but enjoyable all



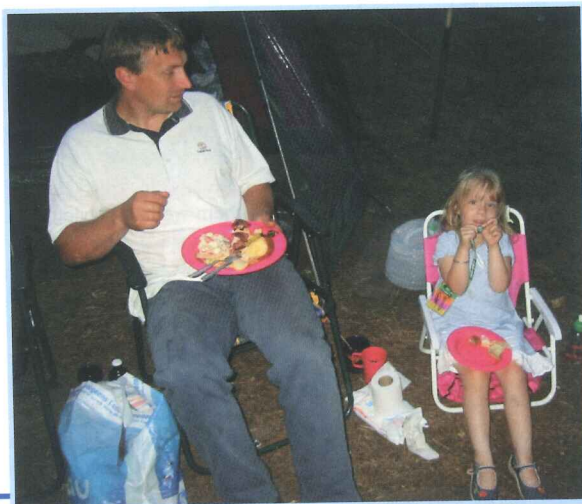
having done about 150 since bringing it home, I loaded it up (complete with Suzie's electric scooter) and set off for Le Mans on Thursday morning. Overall we had an uneventful journey (unlike some others – see Suzie's





the same.

It was also great to see Ray Lomax and his daughter



We left Le Mans at about 2pm on Sunday and drove cross country to Grandcamp Maisy on the Normandy coast where my father was sailing and managed to have a brief chat with him on the quayside just before he went off to drinks at the Maire and dinner with his sailing club. We then carried on along the coast road to our hotel for the night in Ouistreham, about 200 miles in all that day, no hiccups at all. A little bit of a shock for the poor car – 20 miles last year and now 700 miles in less than a week!

All I need to do is to fit an overdrive which will make for quieter and more speedy travelling hopefully.

I would like to take this opportunity to thank Philip, Ali, Graham, Colin and the rest of the Le Mans Team for a successful weekend (unfortunately ADU 1B did not



Jasmine again who now live in France.

Unfortunately Linda, his wife, was ill so they came up on Saturday in one of his 4s' accompanied by his friend Brian in his 2.5 pi Vitesse Estate. Ray's 4s was one he had bought from me some time ago (it now looks much better than it did when I rescued it, below right) and is now French registered. If anyone is interested, Ray has a holiday home to let near Limoges in the Bourbonnais region of France and he can be contacted on +33 555 89 97 50.

feel well and our commiserations go out to Mark and Jo) but we hope to see you all there again in 2008!

Finally a reminder for the Basically Bonds Rally to be held at The Stables on 9 & 10 September 2006, there is now camping available open site on Friday night so we will see some of you then. As mentioned last month the event will follow the usual format with a drive out to The Glenn Miller Museum on Saturday, with a party and music on Saturday Evening with a show on the site on Sunday. Looking forward to seeing you there.



2+2 TO LE MANS  
*HERE'S TO 2008!*





**STAG - TR2-8 - SPITFIRE**  
**GT6 - HERALD/VITESSE**  
**DOLOMITE - 2000/2500**

**MG ROVER**  
**MG ROVER**  
**MG ROVER**

**AUTHORISED PARTS DISTRIBUTOR**  
Original Parts & Accessories

**ROVER SD1 - ROVER 75/45/25**  
**MGF/MGT - MG ZT/ZS/ZR**  
**ROVER 200/400/600/800**  
**METRO/MINI**  
**MAESTRO/MONTEGO**

**LAND ROVER**  
**RANGE ROVER - DEFENDER**  
**DISCOVERY - FREELANDER**

**AUTHORISED PARTS DISTRIBUTOR**  
Original Parts & Accessories

**RANGE ROVER CLASSIC**  
**RANGE ROVER P38A**  
**DISCOVERY 1 - DISCOVERY 2**  
**FREELANDER - DEFENDER**  
**ROVER V8 ENGINES**



**FREE**  
**PARTS & ACCESSORIES**  
**CATALOGUES**  
**FOR ALL MODELS**

**BROWSE OUR CATALOGUES**  
**ON YOUR PC**

All our Catalogues and current Price Guides are now available on one CD.

Small charge is made to cover burning & postage.



**A BRITISH COMPANY SUPPORTING BRITISH CARS**

# PARTS & ACCESSORIES

**WANT A PROFESSIONAL PARTS SERVICE AT THE RIGHT PRICE? COME TO THE EXPERTS.**

Rimmer Bros tick all the boxes:-

- ✓ COMPETITIVE PRICES
- ✓ GREAT CUSTOMER SERVICE
- ✓ EFFICIENT MAIL ORDER ANYWHERE
- ✓ LARGEST TRIUMPH STOCKS IN THE WORLD
- ✓ INDUSTRY LEADING CATALOGUES
- ✓ EASY TO USE WEBSITE

**NEW LOW PRICES**

**CELEBRATING OUR 25th ANNIVERSARY**

**THE UK'S MOST COMPREHENSIVE RANGE OF PARTS & ACCESSORIES**

**NEW LOWER PRICES**  
**OVER 2500 POPULAR PARTS REDUCED IN PRICE**



**SEE OUR NEW WEB SITE**

**QUALITY USED LAND ROVERS FOR SALE**  
**RANGE ROVER CLASSIC & P38**  
See our website for latest stock list or call.

**TRADE ENQUIRIES**  
Tel: 01522 567111  
E-mail: trade@rimmerbros.co.uk

**VISITORS WELCOME**  
We are open:-  
MON - FRI, 8.30am to 5.30pm  
SAT, 8.30am to 1.30pm.

**ORDER ON-LINE**  
**www.rimmerbros.co.uk**

## NEW LOWER PRICES

### MAIL ORDER POPULAR PARTS ALL MODELS

**CYLINDER HEADS, GEARBOXES, DIFF & AXLES**  
**FULL RANGE STOCKED - CALL FOR PRICES.**

BRAKES & SUSPENSION											
BRAKES				FRONT SHOCK ABSORBERS				REAR SHOCK ABSORBERS			
Discs	Pads	R/Shoes		Std	Spax	Koni	Gaz	Std	Spax	Koni	Gaz
Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each	Each
10	£35.19	£9.99	£18.80	£34.66	£56.34	£187.53	£96.76	£20.56	£127.08	£148.26	£117.44
4/5	£12.93	£11.69	£17.57	£17.57	£126.84	£138.06	£99.88	£22.91	£146.88	£158.63	£146.88
6	£12.93	£11.69	£17.57	£17.57	£126.84	£138.06	£99.88	£23.50	£146.88	£158.63	£146.88
7	£16.39	£6.70	£10.58	£26.97	£52.88	£182.13	£186.83	£20.56	£127.08	£148.26	£117.44
8	£47.00	£9.99	£17.63	£26.97	£56.34	£182.13	£186.83	£20.56	£127.08	£148.26	£117.44
11/Herald	£17.50	£11.69	£15.00	£17.50	£123.38	£161.56	£117.44	£17.50	£113.39	£129.99	£114.56
16/Vitesse	£18.74	£11.69	£17.50	£17.50	£123.38	£161.56	£117.44	£17.50	£113.39	£129.99	£114.56
20/2500	£49.94	£9.99	£17.63	£34.66	£56.34	£187.53	£96.76	£20.56	£127.08	£148.26	£117.44
21	£17.63	£9.99	£23.50	£29.38	£193.64	£181.48	£196.67	£20.56	£151.28	£193.58	£148.26
Range Rover	£17.57	£14.04	£21.73	£20.56	n/a	£163.33	£157.27	£20.56	n/a	£163.33	£157.27

STAINLESS STEEL EXHAUST SYSTEMS											
DISCOVERY				SPITFIRE				DOLOMITE			
TDI	£210.33			1500	£170.00			1850	£222.08		
2500/2.5 - Standard	£245.58			Sports (Part)	£200.00			Sprint	£327.83		
SD1 V8	£468.83			GT6 MK3				1850/Sprint	£198.58		
- Standard	£468.83			- Standard	£175.00			- Sports (Less dipipe)			
- Sports (Full)	£528.75			- Sports (Full)	£428.88						
Range Rover Classic				Herald							
V8 - Standard	£270.00			- Standard	£135.13						
V8 - Sports (Inc Man)	£469.00			- Sports Part	£207.39						
TD	from £275.01			Vitesse							
Range Rover Series 2				- Standard	£146.88						
V8/TD Cat Back	from £343.12			- Sports (Part)	£207.39						
V8/TD - Sports (twin)				Doimite							
Cat Back	£568.99			- Standard	£222.08						
Range Rover Series 3 (02 on)				1850	£222.08						
V8 4.4 Cat Back - Sports	£915.00			Sprint	£327.83						
TD6 Cat Back - Sports	£515.00			- Sports (Less dipipe)							

BODY PANELS & BUMPERS											
F/Wing				R/Wing				D/Skin			
From	From	From	From	From	From	From	From	From	From	From	From
£182.99	£616.88	£61.26	£89.38	Enquire	£151.00	£358.38	£515.83	Enquire	£151.00	£358.38	£515.83
10/5	£513.42	£469.94	£80.35	£36.25	Enquire	£446.50	£88.13	£234.94	£36.25	Enquire	£446.50
16	£255.48	£225.48	£80.35	£36.25	£372.60	£254.39	£211.44	£215.61	£36.25	£372.60	£254.39
18	£164.44	£323.13	£55.81	£41.07	£175.37	£235.00	£104.58	£102.81	£41.07	£175.37	£235.00
Spitfire	£47.11	£93.94	£46.94	£36.31	£745.20	£123.00	£290.46	£244.25	£36.31	£745.20	£123.00
(MK3)	£47.11	£93.94	£46.94	£36.31	£786.60	Enquire	£290.46	£244.25	£36.31	£786.60	Enquire
13/60	£90.01	£105.00	£80.01	£33.19	NLA	Enquire	£146.88	£146.88	£80.01	£105.00	£80.01
18	£125.00	£105.00	£80.01	£33.19	NLA	Enquire	£146.88	£146.88	£80.01	£105.00	£80.01
Laminate	£76.38	£223.25	£85.19	£26.44	£135.71	£111.63	£223.90	£139.83	£26.44	£135.71	£111.63
20/2500	£468.92	Enquire	£82.00	£28.95	£206.38	Enquire	£264.38	£188.35	Enquire	£82.00	£28.95
From	£52.88	£111.63	£76.32	£52.88	£111.63	£146.88	£88.13	£88.13	£52.88	£111.63	£76.32

HOODS				
Prices shown are for Black, other colours available.				
PVC Economy	PVC Lux	PVC Orig	Canvas	Mohair
-	-	-	£236.00	£325.56
-	£170.38	-	£228.74	£296.51
-	£187.59	-	£228.74	£296.51
-	£146.88	£193.88	£229.13	£296.51
-	£146.88	£229.13	£211.44	£293.75
18" £129.25	£151.28	£194.99	£205.74	£278.30
18" V16 £136.16	£189.00	£160.36	£206.68	£303.13

ALLOY WHEELS	
(Factory)	
Stag	£102.81
TR7/TR8	£93.94
Sprint	enquire
2500	£102.81
SD1 Vitesse	£120.97
Range Rover (From)	£154.63

We reserve the right to alter prices without notice. This advertisement replaces all previous adverts & offers therein. All parts offered subject to availability. Errors and Omissions Excepted.

PRICES SHOWN INCLUDE VAT @ 17.5%.  
FOR EXPORT OUTSIDE EC DEDUCT 14.89%.

24 Hour ANSWERING S

**FAX**  
**01522 561**




**TEXT**  
**07766 0652**  
REFER TO PRICE GUIDE

**E-MAIL**  
**sales@rimmer**

**WEB**  
**www.rimmer**

**POST**  
RIMMER BROS, TRIL  
BRACEBRIDGE HEATH

**PAYMENT** WE ACCEPT PAYMENT  
CARDS, CHARGE CARDS, CHEQUES  
(supplementary cost).

WIRE WHEELS		
(Conversion Kits)	Chrome	Painted
Stag	£1086.88	£851.88
TR4/4a	£969.38	£703.83
TR5/6	£1086.88	£769.63
TR7/8	£999.93	-
Spitfire/GT6/Herald & Vitesse from	£938.83	£734.38

CARPET SETS		
(Top Quality - Tufted Pile)		
Full range of colours		
Stag		£170.38
TR4/5/6		£135.13
TR7/TR8 Coupe		£105.69
TR7/TR8 Convertible		£129.25
Spitfire		£117.44
GT6		£135.13
Herald/Vitesse		£117.44
Doimite		£141.00
2000/2500/2.5		£135.13
SD1		£174.63
Range Rover (From)		£182.00
We also supply Luxury Wool carpet sets.		

SEAT BELTS (Inertia)		
Stag	Pair	£88.07
TR4/5/6	Each	£44.06
TR7/8 Coupe	Each	£29.38
TR7/8 Convertible	Each	£39.95
Spitfire/GT6	Each	£44.06
Herald/Vitesse	Each	£46.94
Doimite	Each	£44.06
2000/2500/2.5	Each	£44.06
SD1	Each	£44.06
Range Rover	Each	£44.06

STAINLESS STEEL TUBULAR MANIFOLDS		
Stag (Pair)		£500.00
TR4/4a		£234.94
TR5/6		£182.13
TR7 - 8 valve		£158.63
TR7 - 16 valve		£187.94
TR8 (Pair)		£317.25
Spitfire		£172.48
GT6		£234.95
2000/2500/2.5	Enquire	
SD1 V8 (Pair)		£193.58

RUBBER SEALS		
W/Screen	Door from	Boot Lid
Stag	£23.44	£19.39
TR4/5/6	£26.44	£17.57
TR7/8	£35.25	£26.01
Spitfire	£22.50	£17.57
GT6	£22.50	£17.57
Herald/Vit	£26.25	£22.49
Doimite	£35.26	£25.37
2000/2500	£29.38	£22.83
SD1	£35.25	£29.38
Range Rover	£46.94	£25.50

## HOW TO ORDER

**PHONE 01522 568000**  
24 Hour ANSWERING SERVICE

**FAX 01522 567600**

**TEXT 07766 065248**  
REFER TO PRICE GUIDE FOR DETAILS

**E-MAIL sales@rimmerbros.co.uk**  
**WEB www.rimmerbros.co.uk**

**POST RIMMER BROS, TRIUMPH HOUSE, SLEAFORD ROAD, BRACEBRIDGE HEATH, LINCOLN LN4 2NA, ENGLAND.**

**PAYMENT** WE ACCEPT PAYMENT BY ALL MAJOR CREDIT CARDS, DEBIT CARDS, CHARGE CARDS, CHEQUES, POSTAL ORDERS & BANK TRANSFERS (supplementary cost).

**WE WILL CONFIRM STOCK AVAILABILITY, PRICES & DELIVERY CHARGES WHEN PLACING AN ORDER**





## MISCELLANY OF MISHAPS OR TRIUMPHS & TRIBULATIONS

**Suzie Singleton**

### SPITFIRE Mk I - II - III Register

WELL, WE MADE IT, AS DID MANY  
OTHERS – LE MANS AND BACK  
WITH AN ALMOST INTACT CAR

Unfortunately the same can't be said of everyone who made the trip and I hereby take a slight detour from all things Spitfire to commiserate with those for whom the weekend wasn't as much of a Triumph as had been hoped. With the range of mishaps before, during and after the event it seemed someone should take on the role of Chronicler of Calamities, and I decided to take on the task.

This article is by no means meant to name and shame anyone, rather to try to show the resilience and ingenuity of some of the Triumph enthusiasts in getting their cars – and themselves – to the event. Therefore, no names will be mentioned but I would very much like to share with you a few brief stories from the last few days.

\* Guy's 2+2, despite having done barely any mileage in the year before he bought it behaved very well indeed. Our only problems being the loss of the top bolt on



the nearside quarterlight (easily repaired temporarily with a longer bolt dropped through the bracket to keep it in place) and the nearside dipped headlight deciding it had had enough, thus necessitating use of the (not so very bright) full beams to get us to Le Mans.

\* A TR7 V8 lost part of its exhaust due to a break on a weld on the way to the ferry. A bean-can repair got them to Le Mans where a local garage was found to repair it a little more securely. Unfortunately not quite securely enough as, while getting back onto the ferry for the trip home, an encounter with the tie-downs pulled away the exhaust U-bolt..

\* A Spitfire had a similar but rather more damaging problem, losing one tail pipe of its twin system to the tie-down bumps while leaving the ferry on the French side, removing part of the boot floor with it. A camp-site repair seemed to be holding together well – until the car got back on the ferry for the trip back and lost the exhaust again.

\* During the night a Peerless arrived at the campsite, sporting two torches strapped to the wings after its alternator had failed en-route.

\* A TR7 V8 was the most serious casualty of the trip after suffering a blow-out on the way through France, then spinning and smashing both front and rear against concrete bollards. Luckily both driver and passenger were unhurt, if rather shaken. After contacting Footman James and finding that an immediate return wasn't possible they hired a car, joining us the following day so that they could at least enjoy the rest of the weekend.

\* The Bond 4s which didn't make it to the event due to a flooding carb problem.

\* A Herald with the same fault had a last minute transformation into a Spitfire for the trip, repair work on the Herald postponed till after the weekend.

\* The Vitesse Estate 2.5 Pi which had a blocked fuel filter but did make it to the campsite. Rough running led to a need to make use of the tree stump as an impromptu jack to check out blocked fuel filters. At that time it was noticed that brake fluid was leaking onto the

and a bump start got off ok – only to suffer a seized diff just 20 miles from the ferry port. This driver actually had a spare diff in his luggage – as you do – but time was getting on so the decision was made for the rest of the convoy to continue on their journey, rather than try to repair it, while another call went out to Footman James.



\* And of course, Mark Field's Spitfire, ADU 1B suffered its

own trials and tribulations, a very sad weekend for this car and the Jigsaw team. I won't go into the whole story here as I'm sure you'll be able to read it elsewhere. [See John Davies very comprehensive TSSC message-board post about all this.

If any of you have further stories of mishap, calamity or tribulation before, during or



bulkhead – a master cylinder starting to leak. A full top up of fluid remedied the immediate situation with regular checks planned for the return journey.

\* And one Spitfire nearly didn't leave the campsite due to a flat battery but after a helping hand or two

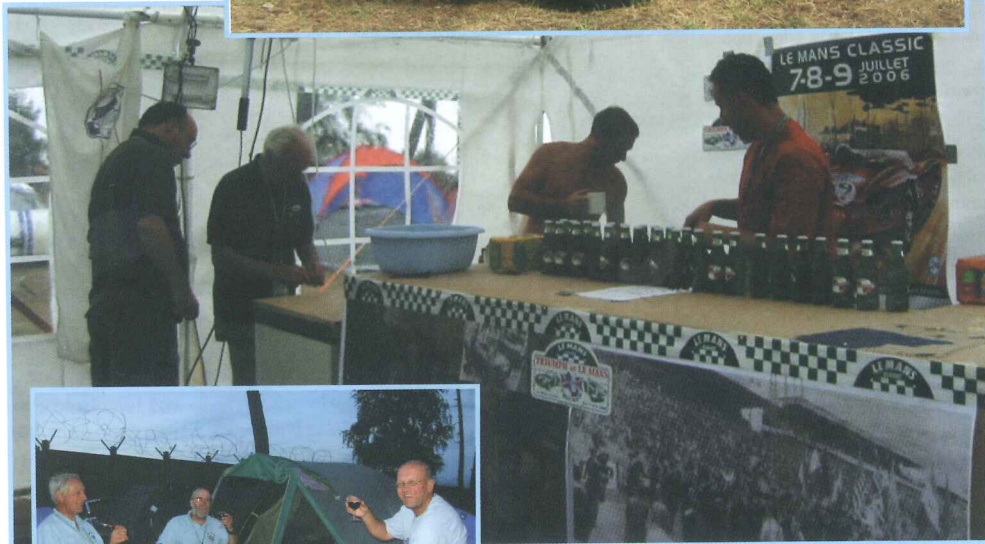
after the event, please let me know and I'll add them to the Le Mans Classic 2006 Chronicles.

Despite the various problems encountered it was, again, a very good weekend. Philip and the rest of his team did a great job arranging it all – not to mention the rather



impressive bar set-up. As is the usual case with an event like this, an alcoholic beverage or two were downed over the weekend, lubricating the parts engine oil couldn't reach! We're already looking forward to 2008 – I wonder if we'll actually have Sybil, our 1962 Spitfire, ready for that? What do you think, Guy???

As much as I'd



bypass the other??) so I just offer here a small selection of the cars spotted during the weekend.

planned this time to do an intensive trawl of the campsite and other Triumph parking areas in search of early Spitfires and their owners and stories, I'm afraid all good intentions went by the board, mainly due to French wine and lack of sleep (ever tried to get to



additional precaution, switch on the headlights. No vehicle has the right of way at crossroads, but it is the duty of a driver on a minor road when approaching a major road, to go dead slow and give way to traffic on it. Nevertheless, the driver on the major road must keep a sharp look-out and be prepared for an emergency, for the law demands reasonable caution.

**AVOID CUTTING IN,  
(CARD OVERPAGE)**

For it is one of the worst forms of dangerous driving; the driver of

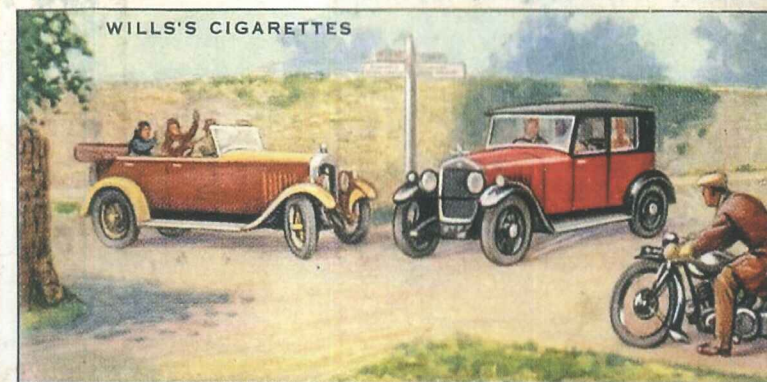


And to finish here are a few more Period Highway code Cards as previewed last month.

the sports car is asking for trouble. Never attempt to overtake until you are certain that you can pass and

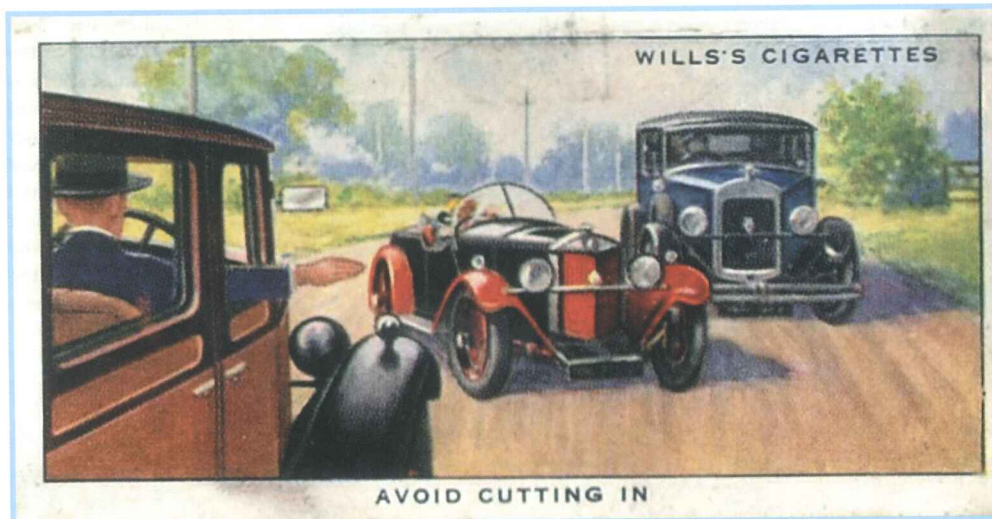
#### **Beware of Road Junctions.**

Always slow down and proceed with due care when approaching crossroads. In our picture, the driver of the red car is endangering the lives of himself and others by approaching a junction at speed. At night, as an



**BEWARE OF ROAD JUNCTIONS**

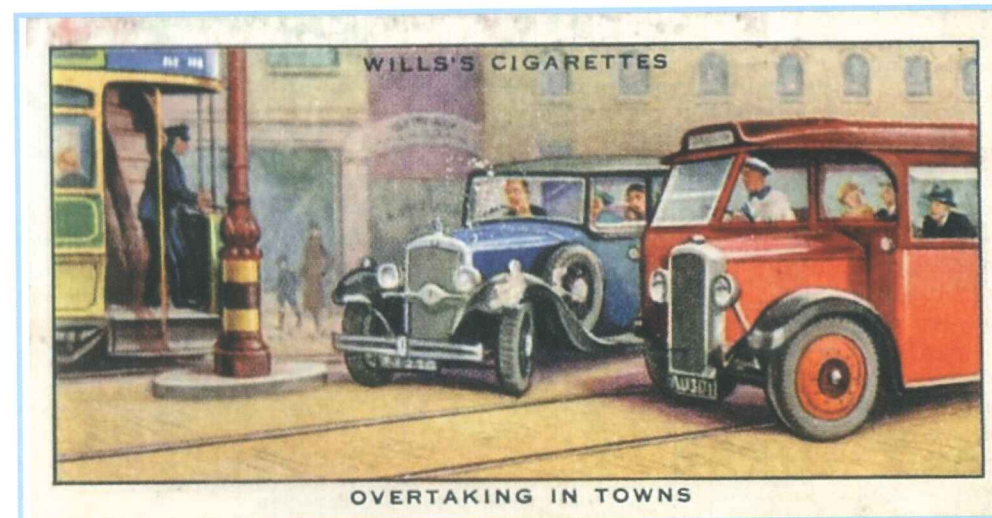




return to the left-hand side of the road again without compelling the person passed, or the traffic coming in the opposite direction, to check their speed. While one should return to the left-hand side of the road at the earliest moment, avoid doing so until you are certain that you have left yourself sufficient room to execute the manoeuvre without embarrassing the driver of the overtaken vehicle. Make full use of the rear-view mirror before turning in again to the proper side of the road.

#### OVERTAKING IN TOWNS.

Never overtake until you can see sufficiently far ahead to do so with safety. In towns where there are tramway or lamp standards in the middle of the road, great care must be exercised when overtaking. Do not attempt to overtake when approaching a pedestrian crossing place. Even when the "Overtake Me (Card 11) is received, the responsibility for making sure that the road is perfectly clear rests on the overtaking driver alone. In the picture, the impatient driver of the blue saloon, not having received a signal from the bus driver, nevertheless attempts to pass. He finds too late that there is not sufficient room for the manoeuvre.



# NEW Conversion

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

## New Ventilated Brake Disc Conversion



If you own a TR4/4A/5 or 6 and your brakes aren't as good as you would like, then here is the answer. A complete kit to convert your existing solid brake discs to fully ventilated bringing them bang up to date.

### THE KIT CONSISTS OF :

- 1 Pair Of EBC Turbo Groove Ventilated Brake Discs.
- 1 Axle Set Of EBC Greenstuff Kevlar Brake Pads.
- 1 Set Of Brake Caliper Spacers.
- 1 Set Of New Caliper Bolts And Washers.
- 2 Sets Of Brake Pad Retaining Pins.
- Full Fitting Instructions.



### THE BENEFITS OF THIS CONVERSION ARE:-

- No Need To Purchase New Calipers.
- Increased Brake Performance.
- Great Looks Due To The Gold Anodised Discs.
- Corrosion Resistance As A Result Of Zinc Coating.
- Reduction In Disc Warping.
- Cooler Running Brakes.
- Improved Pad De-gassing.
- Slot And Dimple Design Removes Dust, Water And Dirt From Brake Area.
- Brake Pads Are British Made With Ceramic/Kevlar Fibre.
- Pads Give More Bite And Less Dust.
- Pads Have A Strong Brake Effect - From Cold.



You can have all these benefits for **£199.00 inc vat. p&p £9.95 UK Mainland.**

These Kits are available to buy through the Club Shop and suit TR4/4A/5 and 6.

**Please note:-** If you are buying for TR6, please state whether your calipers are metric or imperial. Delivery time is currently at 2 weeks from order.

To place your order please call **01858 434424** or buy online **www.tssc.org.uk**





# MORE MIDGE

## Trevor Collett SPECIALS Register

### I WONDER WHAT IT IS ABOUT MIDGE BUILDERS?

**R**emember back in January and February Nigel Auker took the trouble to tell us the full story of his Midge build; well, we've now got another Midge build story. This time we have a question and answer type format - I provided the questions and Roy has provided the answers:



**Name?** - Roy Tingay  
**Occupation?** - Retired  
**Make and model?** - JC Midge  
**Period of build?** - September 1988 to August 1991  
**Number of hours take?** - I have no idea; weekends and an occasional evening for about two and a half years. I was out of commission for six months or so with a frozen shoulder so all I did during that period was sit and contemplate the project and try to plan the next steps. Unlike many kit builds the Midge is not a bolt the bits together job and because mine has the Vitesse engine there are many changes necessary to the standard build instructions and plans. I think at least half of the build period was spent thinking about how to do it.  
**Total cost?** - Don't know, but at a guess it would probably be around £1,000.  
**Why build a kit car?** - Work was very negative at the time so I wanted to do something constructive and challenging.  
**Why choose the model you did?** - The Midge was the least expensive investment, therefore the least risk should I fail to complete it. The next alternative was a Marlin Roadster, which, like the Midge, would accept the Vitesse parts; I already had the donor vehicle.  
**What was the donor vehicle and how acquired?** - A 1965 Triumph Vitesse 1600. I bought it through the local freebie paper for £70 and spent £30 getting it delivered. The car had

been laid up for 11 years in the open after the chassis had failed the MOT. I am only the second registered owner.

**Dismantling the donor?** - This didn't take very long as it was very rusty everywhere, the main chassis was so thin that a junior hack saw was sufficient to cut it up into manageable pieces for the local tip.

The previous owner was a builder so the underside of the car had suffered badly as a result of the building site environment.

**Chassis alteration and preparation?** - A new box section chassis designed to use Triumph front suspension and trailing arm rear suspension using coil springs and Triumph Toledo/Dolomite rear axle.

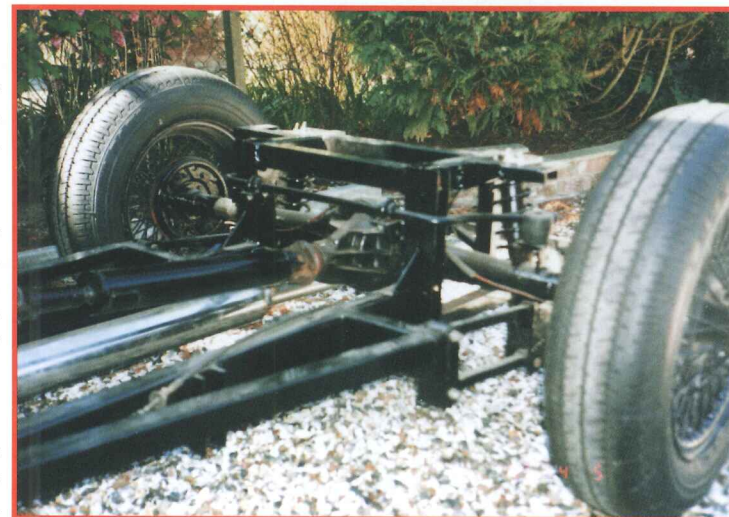
Gearbox, propshaft, differential alteration and preparation? - Second hand Vitesse Mk2 gearbox with overdrive was acquired stripped down and refurbished with new input bearing on the gearbox plus new clutch assembly and a

only paid a tenner for it, knowing that it had failed.

**Suspension, steering, brakes alteration and preparation?** - Donor front suspension with custom made springs to give the correct ride height. The spring rate is 280lbs/in and the spring length 9.75 inches (the engine is 22 inches further back than on the Vitesse).

The rear springs are standard Dolomite rear springs with a rate of 140 lbs/in but with one inch spacers to give the correct ride height.

The rear suspension is trailing arm with panhard rod, plus an anti-roll bar as fitted to the front. With a spring rate to give a reasonably com-



fortable ride an anti-roll bar is necessary to reduce body roll at the rear end.

Steering uses all standard parts from Herald/Vitesse extended in length with a TR6 steering joint to negotiate the engine mount. The

front calipers were seized after 11 years of storage outside but with the aid of a special home made tool they were dismantled and then refurbished.

The rear axle was in working order brake-wise so just a new set of rubbers was necessary. A single hydraulic layout was made up by me using copper. The original master cylinder was reused with a new set of rubbers. I decided to use silicone fluid to



second hand planet carrier assembly in the overdrive. Still I

reduced corrosion in the system and after 15 years on the road I haven't had any problems at all which is surprising considering the



limited use the car gets.

**Engine type and preparation?** - Engine from the donor unmodified. One exhaust valve needed reseating, all bottom end bearings and oil seals replaced and the oil filter modified to take a canister type filter which doesn't drain off. The engine had only done around 60,000 miles.



**New body collection and assembly?** - The body is the two seat version in order to make room for the engine. In the original plans the doors are too small

to be of any use other than for midgets so I extended the opening rearwards by a couple of inches; a decision that I would come to regret when I fitted the 16-inch wheels some years later.

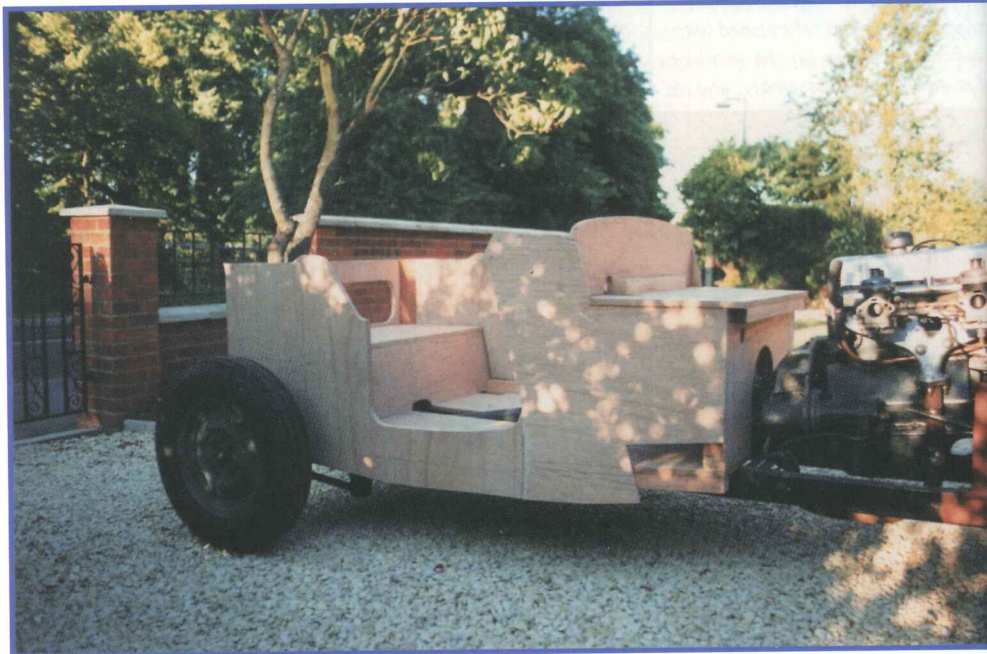
The tub construction is different to the plans in order to get larger rounded corners at the rear, plus the axle cut-outs are much smaller as I did not have to accommodate the Triumph Vitesse rear spring/axle. These modifications make the whole structure more rigid. The finished tub was then painted with etch primer and cellulose using an old Electrolux vacuum cleaner and spray gun.

**Assembly of major components**

**and body onto chassis?** - The rolling chassis was completed with everything fitted ready for the body to be lowered on to it. Fitting the body was done using an 'A' frame and one of those old Halfords lots-of-pulleys-and-string hoists; with a helping hand from my wife to position the body on the chassis. The body tub

is fixed to the chassis at six points, front and rear of the floors and the two seat belt anchorages.

The cycle mudguards at the front steer with the



wheels and the rear have three point fixings to the body tub installation; these being done after the body was fitted. The fibre-glass scuttle supplied by Mr Cowperthwaite needed beefing up and the dash panel is recessed about two inches to make a little more room in the cockpit.

Thanks Roy, we're going to break there and bring you the second instalment next month when Roy

completes his kit car story with fitting out of the interior and finishing off the exterior.

If this format inspires any of you to put pen to paper to tell your kit car story drop me a note and I will send you list of my questions - it's a much easier starting point than a blank sheet of paper, or an empty screen.





# Suspension & Bushes

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

## GAZ Shock Absorbers

Due to a high interest The Club Shop are now able to supply GAZ shock absorbers. These will be available to compliment our existing range of SPAX shock absorbers.

### THE BENEFITS OF USING GAZ ARE :

- Every Unit Is Fully Tested And Dispatched With An Individual Dynameter Report.
- Made To ISO9001 Standard And Supplied With A 2 Year Manufacturing Warranty From Date Of Purchase.
- Over 30 Point Rotary Ride Adjustments To Enable Fine Tuning And To Strike The Perfect Balance Between Comfort And Performance Road Holding.
- No Tools Required For Adjusting.
- Adjustable On The Car So There Is No Need To Remove The Damper.
- Zinc Plated Body For Maximum Protection Against Corrosion And For Superior Looks.
- Double Lip Seal Plus A Further Stem Seal On The Piston Rod For Ultimate Reliability.

### FRONT SHOCK ABSORBERS

HER/VIT/SPIT/GT6/BOND EQUIPE	£105.00.
1300/1500/TC/TOLEDO/DOLOMITE/TR2-TR6	FROM £100.00.
TR7/TR8/STAG INSERTS	£170.00.

### FRONT SHOCKS WITH ADJUSTABLE SPRING SEAT

HER/VIT/SPIT/GT6/BOND EQUIPE	£150.00.
DOLOMITE ALL MODELS	£165.00.

### REAR SHOCK ABSORBERS

HER/VIT/SPIT/GT6 NON ROTOFLEX/BOND EQUIPE	£105.00.
GT6 MK2/MK3 ROTOFLEX	£105.00.
1300/1500/TC/TOLEDO/DOLOMITE/2000	
INC EST/TR4A-TR6	FROM £105.00.
TR7/TR8/STAG	£105.00.

### REAR SHOCKS WITH ADJUSTABLE SPRING SEATS.

DOLOMITE ALL MODELS	£165.00.
---------------------	----------

Shock absorbers for Herald/Vitesse/Spitfire/GT6/Bond Equipe are held in stock, others will be sent direct from Gaz.

Post and packing £9.95. All prices include vat and are per pair

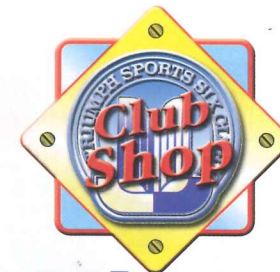


**Superflex Bushes**  
available for  
all these Triumph  
models:



**Available for:**  
Shock Absorbers, Wishbones, Leaf Springs, Radius Arms,  
Anti-roll Bars, Steering Racks, Steering Columns,  
Trunnions, Diff Mounts, Bump Stops,  
Spring Insulators etc.

**For your best price on  
Superflex Bushes, please call  
the Club Shop Hotline with  
your requirements and  
vehicle details.  
Or visit the Club Website.**

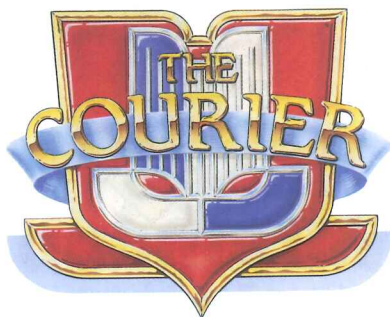


## Polyurethane Bushes



**Herald, Vitesse, Spitfire, GT6,  
Bond, Specials, TR2 - TR8,  
Stag, 2000, 2500, Toledo,  
Dolomite.**





## PAST COPIES OF THE COURIER MAGAZINE

I have been a member of the TSSC since early 1990 and consequently have accumulated every (pristine) copy of The Courier since then. I am getting short of space and suggested that rather than put them in the re-cycling bin a club member might like them. They are free but would need collecting, or an arrangement made.

My contact details:  
Stuart Barry Mardlin, Malting Yard, 24 Silver Street, Great Barford, Bedford, MK44 3HU.  
Telephone 01234 870988 (home) 01234 222079 (office with voicemail)  
e-mail - bmarklin@supanet.com

**Barry Mardlin**

## SMARTER OVERDRIVE SWITCH

Re: "Building a smarter overdrive switch", Andy Stanton, July 2006 Courier.

I didn't realise that building an overdrive control unit using two relays meant that one would be "looked at with awed respect". Had I known, I would have told you about my convertible GT6 a long time ago.

Three or four years ago, like Andy, I was fed up with pulling away smartly from roundabouts in 2nd, only to get bogged down as I shifted into 3rd overdrive. I was also fed up with constantly having to repair the wires that run up the gear shaft from the overdrive to the switch.

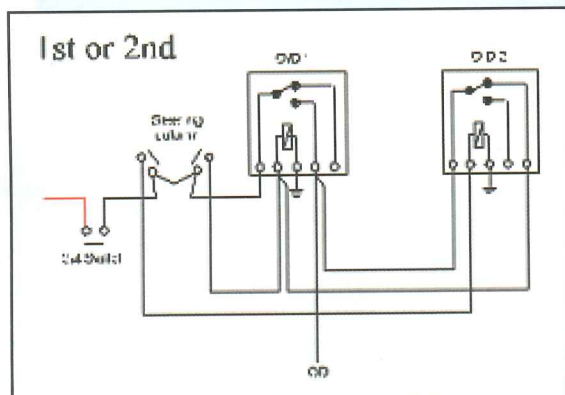
It took a lot of working out, but eventually I managed to come up with an arrangement of relays which automatically drop the car out of overdrive when I change to second or first. Unlike the system described in the July Courier, the control of my relays is via two "spring loaded" lever switches, technically known as off/mom switches. I bought long

# Readers Write . . .

levered switches from Vehicle Wiring Products, and mounted them on either side of the steering column below the indicator and wiper controls. I now no longer have any wires inside my gear lever shaft, thus solving both my problems.

I'm sure the purists out there will be having kittens about all this, but if anyone is interested in making such a modification to their cars, here's how it's done:

In first or second gear, power to the whole system stops at the switch on top of the gear box. Without any power, both of the



relays must be open, and no power can get to the overdrive unit. This is why the overdrive drops out every time I shift into first or second gear.

In third or fourth gear however, there is power to the steering column switches. If I flick the right hand switch, relay 1 closes, supplying power to the overdrive. The clever bit, is that relay 2 is open at this stage, meaning that even when I let go of the right hand switch (spring loaded remember), power is still fed to the coil of relay 1, and it remains closed - still powering the overdrive.

If I flick the left hand switch, relay 2 is closed momentarily. This cuts the power to the coil of relay 1, and the car drops out of overdrive.

I suppose the system described in the July Courier has the advantage that the original switch is retained on the gear stick (if you think that is an advantage), but with my system, there is no flicking a switch on or off. Just shift into 3rd or 4th, and one lever puts the overdrive on, and the other knocks it off.

To be honest, it's fun pretending to be an F1 driver on the country lanes as I flick the switches like paddle gear shifts. Knocking the overdrive out as I pull out of corners or start to overtake, and flick it back on as the revs rise.

**Dave Siberts**

## DOWNFALL OF BRITISH CAR INDUSTRY

Thank you for the very interesting article written by Paul Richardson. It tallies exactly with a story told by a friend of mine who served his apprenticeship with Albion Motors in Glasgow. In the years before Albion was taken over by Leyland they had designed a very advanced range of horizontally-opposed diesel engines and had several of these in operation with haulage fleets. The range was from six to twelve cylinders and a novel feature was the crankshaft supported on roller bearings. When Leyland took over the project was stopped and so ended a potential world-beating engine.

Best wishes,

**David Crapper**

## PHOTO IN COURIER



Hi, I'm a member of the TSSC (68072) and have promised my sister I would do everything I can to try and get a photo in the The Courier Magazine!

The story surrounds her wedding which took place on 3rd June this year. I drove her in my 13/60 convertible from Wittlebury Hall (in Northamptonshire) to the ceremony which was in Stowe Gardens. The other person in the photo is my brother Russ. The groom was driven to the gardens in an Aston Martin DB9, and both cars drew in quite a crowd whilst parked in the gardens.

My sister's name is Lisa Fellows and she married Joe Flynn. An interesting side to this story is that Joe works for the Red Bull formula one Team, so a lot of the wedding party were used to working with slightly more modern vehicles.

He was allowed two days off work for the, so called honeymoon, before having to prepare for Silverstone and then off to Canada and Indianapolis for back to back F1 races.

Although biased of course, I can honestly say that the Herald was the star of the show.

Thanks again,

**Jason Fellows**

(I'm going to regret this, I'll get Swamped!....)

**Bernard Ed**

## HERALD / VITESSE ROOF REMOVAL

Hello there! Would it be possible for the club to tell your members and publish on the web

site for non members, the hazards that are created by just removing the roof from Herald and Vitesse saloons. i.e. the reason why Triumph fitted antiburst catches the convertibles, in order to reduce chassis flex.

It has come to my notice over the last few days that the removal of the roof is seen as a selling point on E-BAY!

I contacted the vendors of two vehicles directly, one was thankful the second arrogant and dismissive, he claims to be a member. Ignorant is a word I use to describe him.

This is not a word I would like to choose for club members.

**Julia Rogers.**





# BUILDING THE BEAST PART 2.

**by Matthew Smith**

MAX FROM *TOTALLY TRIUMPH* HAVING BEEN INSPIRED BY THE DEVELOPMENT OF HIS CHAMPIONSHIP WINNING HILL CLIMB Mk1 VITESSE AND Mk 2 SPITFIRE DECIDED AT THE END OF THE 2003 SEASON TO TRY SOMETHING DIFFERENT.



Photo 1 'Eat my dust'



Photo 2 Welded to Measure – the bespoke Nascar seat

Beastie was to be a highly modified car built from a fully restored GT6 shell with stripped interior, plastic side windows and bespoke Nascar seat (Photo 2).

In keeping with the previous evolutions of the Hill Climb Triumphs it was to have 660lb/in front springs (bearing in mind most road cars use around 200 lb/ins), the double front anti-roll bars and decambered swing spring and Max's wonderful highly tuned 2.5 engine (Photo 3 & 4).

There were however to be important additions, such as the electric water pump, aluminium Ford transit radiator, an aluminium fly wheel and front crank pulley. The aluminium fly wheel being a

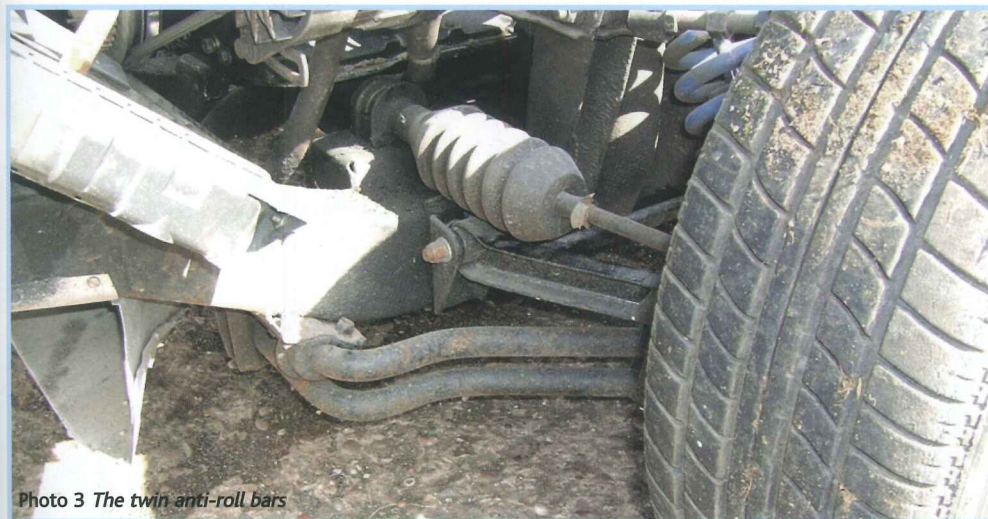


Photo 3 The twin anti-roll bars

late addition in 2005 due to the weight of the original 'lightened' fly wheel being responsible for two snapped cranks between the 5th and 6th webs causing dramatic exits on the hill climbs! Other causes of woe included a recurring problem of 'axle tramp' when the rear wheels would hit



Photo 4 The lungs of the beast supplied by a monster air scoop

both the front and back of the wheel arches when accelerating under full load which alarmed scrutineers and spectators alike. The solution was the creation and fitting of an additional rear suspension arm (see photo) which helped control the rear suspension when putting down the power from Beastie's engine (Photo 5).

Other innovations that enhanced Beastie's performance included the development of the Cosworth mapped ignition system (Photo 7) and the development of in-board rear disc brakes (Photo 6) to help out the overworked front callipers.

In 2004 during the frantic development phase Beastie entered 10 of the TR register championship hill climbs winning six and finishing 4th overall. They however manage to beat Audi Quattros, Ford Cosworths, MGCs, MGB V8s and Subaru Imprezas to win the 2004 Midlands Speed



Photo 5 The anti-tramp additional rear suspension arm (inboard of the rally cage)

It was now time to use all the experienced accrued during the previous years of competition to build the ultimate highly modified Hill Climb GT6 'Beastie' (Photo 1).





Photo 6 LSD & Inboard rear disc brakes

Hill Climb Championship (class 3c).

2005 produced superb results with nine outright wins from thirteen outings in hill climbs at a wide variety of locations including Harewood, Loton Park, Goodwood, Curborough, Prescott, Shelsley Walsh, 3 Sisters and Castle Coombe - so that Beastie became crowned the TR register Hill Climb Champions 2005!

Beastie is slumbering quietly in Bay 5 of Totally Triumph awaiting a crack at the 2006 championships - follow her fortunes in future issues of the Courier or have a chat with Max at **Totally Triumph**



Photo 7 The Cosworth mapped Ignition system



A Family Get Together

# What's **your** classic

...the answer is at the  
UK'S biggest classic car show!

A CLASSIC MIX OF OVER 1000 CARS



## Classic motor 2006 show

27-28-29 October  
The NEC Birmingham

**tickets on sale now!**

**www.necclassicmotorshow.com** Book online: **0870 060 3776** or call the Ticket Hotline:

ticket includes a show guide to the value of £6

Support your local club!

### Exclusive Club Members Offer!

**SAVE UP TO £5.00**  
on each ticket!

By phone or via the website, quote code CLX and you can buy tickets for just £10.00, saving you up to £5.00 per ticket!

strictly limited to 2 tickets per member. Have your membership  
to hand when booking. Available in advance only. Applies to  
Saturday 28th and Sunday 29th Oct only. Friday 27th Oct prices are £18 in  
advance and £21 on the door only. Car parking is charged at £7.00. Please  
note that this cost is set by The NEC Group Ltd. All bookings are subject to  
single transaction fee. All information is correct at time of publishing.

OFFICIAL PARTNERS

**FOOTMAN  
JAMES**  
Insurance specialists At your service

OFFICIAL PARTNERS

**Meguiar's**  
The Art of the Finish

ORGANISED BY

**CLARION**  
EVENTS  
nec





# WATER-WATER EVERYWHERE

**by Paul Richardson ©**

**ALTHOUGH THE HERALD RANGE  
EVENTUALLY BECAME FINE CARS AND SOLD  
EXTREMELY WELL, THE FIRST MODELS  
HAD NO END OF PROBLEMS THAT FILLED  
WORKSHOPS AND KEPT GUARANTEE  
DEPARTMENTS BUSY FOR YEARS**

I started my apprenticeship at S.H. Newsome & Son, the Standard Triumph distributor in Coventry. As was the fashion in those days, new apprentices got several crap jobs and 'Sid' the foreman made me what would be known these days as 'Chief water ingress technician' on Heralds. The first Heralds had 59 officially recognised areas in the bodywork where water leaked in and flooded the boot and footwells. In fact, soon after the car was released all the factory service representatives were called back to Coventry for a 'Herald water leak course'. They were also presented with a water leak kit containing tools, special sealant, and touch up paint etc. As I said in a previous article, Herald drivers with water leak problems were easily recognised in service reception areas - and could be confused with cyclists - because they either wore cycle clips, or had their trousers tucked in their socks, to stop their turnups dangling in the water!

I must have spent hours shut inside Herald boots with a torch looking for water leaks, whilst Frank Bull, who I was apprenticed to, squirted high-pressure water at the boot lid and tyre well seams etc. In fact I learnt to scuba dive in Herald boots and, to save time on service items whilst thus enclosed, I became fully proficient at checking the spare tyre pressure and tread depth under water. Occasionally Herald owners would complain of heavy door operation or a 'sploshing' sound when doors were opened or closed. Ironically, the doors on early models formed perfect watertight containers. This coupled with bad side window sealing led to the doors filling up with water.

These water leaks could have very unpleasant side effects, because the 'fish based' glue used to fix the carpets denatured with the constant soakings and caused the wet carpets to stink something awful. The wet carpet jobs were often made worse on Saturday mornings, because one of the mechanics at Newsomes, 'Windy,' had

a pension for tripe and onions on Friday nights followed by a gallon of best bitter!

There were also problems with the headlining slowly detaching itself and falling down on occupants. This was often due to the glue (again fish based) failing - due to

factory cure was to put an aluminium spacer on top of the L H front spring and shocker unit to lift the left-hand side of the car. The spacer had to be painted black so that the customer didn't spot it. In extreme cases a special pre set anti roll bar had to be fitted as well.

On the electrical side, there were several problems that could, and did, cause major burnouts - especially on early cars that had no fuse box fitted. One was to do with the engine to body earth strap. If for any reason either connection became loose, corroded or disconnected the earthing circuit routed itself through the choke cable on start which

then short across the un-insulated live contact and the earthed switch frame. Lack of insulation of horn terminals and the bad positioning of horns also gave problems because the bonnet stay rod could foul the terminals. Another fire risk concerned the position of the wiring loom. On some cars it ran on the inside of the tubular bonnet hinge so that the bonnet spring could scythe across it and cause short circuits and loom burnouts. There were also many complaints about Heralds causing TV interference. As they accelerated by houses, TV's would buzz, click and flash in unison with the high tension firing sequence - much to the annoyance of families watching 'Dixon of Dock Green' or trying to get the football pool results. This was cured by replacing the copper wired high tension lead between the coil and distributor with a 'Ripaults' high resistance lead.

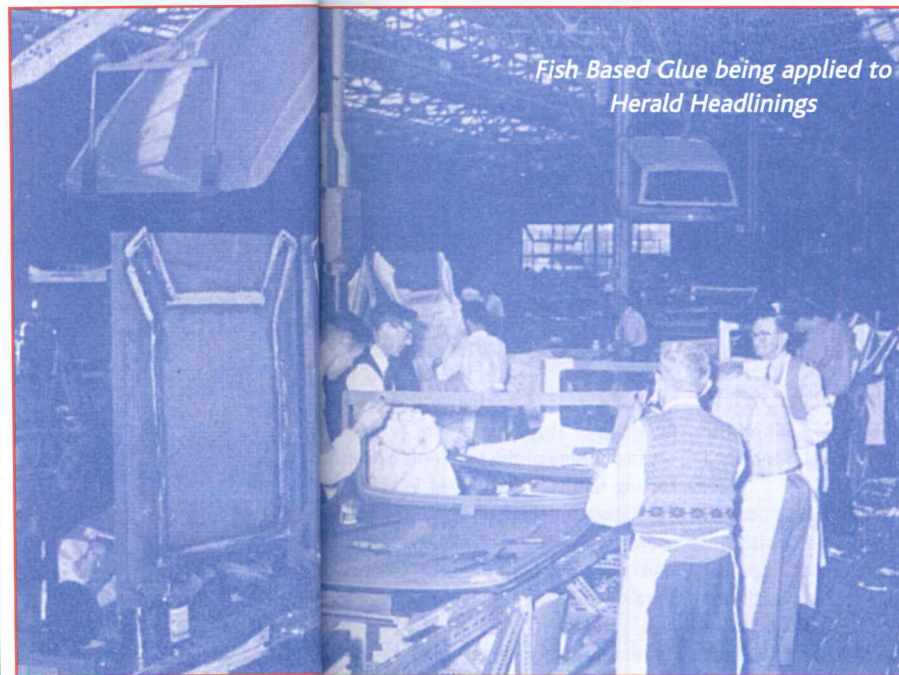
And what about those bonnet catch failures on early cars? If one failed the other usually followed suit, which allowed the bonnet to rise under braking and completely block forward vision - very dangerous. Herald owners with acute bonnet catch problems could be seen driving their cars very slowly and applying the brakes in gentle stages. Even with the

most gentle brake operation the bonnet would rise and fall, and the cars took on a remarkable likeness to a jumbo pair of blacksmith's bellows. I well remember a great character called Pat Hannon, who was the tester at Newsomes, arriving back from testing a Herald - without the car and ashen white. When we went out to retrieve the car, it was perched atop a milestone at its rear with the bonnet folded neatly under the front of the car. Pat had braked heavily to swing into a turnoff near the Roots factory at Ryton - and the bonnet catches came adrift.

The bonnet locked forward and left Pat driving on instruments whereupon he ran off the road and crashed into the milestone.

There were also problems with the inner axle shafts in the diff shearing - thousands of them. The shafts sheared from stress failure through the square cut shoulder of the circlip channel. The problem was solved with a new shaft in which the circlip channel was radiused and a round section circlip was used.

Another of the 'Full Monty' of mechanical problems concerned persistent transmission vibration. This was sometimes caused by globs of underseal stuck to the propshaft or UJ failure etc. But, if all the 'normal' problems had been ruled out, a thoroughly soul destroying 'official' factory procedure had to be adopted to balance the prop shaft. The rear of the car was jacked up and put on axle stands under the shocker mountings with the wheels and brake drums removed. A 'jubilee clip' was then fitted to the rear end of the prop shaft and the car was run up to 50mph on the speedo by 'the driver' to check prop vibration



water leaks. Customers with this problem drove into dealership to your imagination. Another serious electrical problem on Heralds usually happened at night when owners were groping for the interior light switch cars looked like a grenade hanging on the dash. Fingers feeling for the small switch could sometimes dislodge the open festoon bulb so

Heralds that listed to the left. That one of it's metal ends would



which was rarely cured by the first position of the jubilee clip. THEN, once the clip had been positioned to provide the least vibration (judged by diminishing body vibration) a chalk mark was made on the propshaft opposite the jubilee clip screw case. THEN the clip was moved round the prop shaft until the screw case was positioned 90 degrees from the chalk mark. THEN a second clip was fitted next to the first clip so that the screw cases were 180 degrees apart. THEN the screw cases of both clips were moved by equal amounts towards the chalk mark to achieve perfect prop balance. This again was judged by diminishing body vibration and sometimes involved dozens of start stop procedures. If perfect balance was not achieved



The Oval Trim Track

by the first procedure the whole palaver had to be carried out on the front end of the shaft - and sometimes kept mechanics busy for a whole day!

Another 'high tec' method was to use a stroboscopic 'wheel balancing machine'. The car was put on a four poster ramp with the rear wheels jacked up etc. and the balancing machine was rigged so that the flash pick up (which for wheel balancing was positioned under front or rear suspension to detect vibration) was positioned on the differential case mounting bracket. The usual palaver with chalk marks, jubilee clips and start stop sequences then followed and balance was achieved by stroboscopic observation of the chalk mark and clips coupled with the 'in balance' needle reading on the machine. Talking of prop shafts reminds me of another problem. On early Heralds a terrible grinding noise emanated from under the car on full bump over rough roads. This was due to the propshaft fouling the handbrake cable guides.

The rear suspension design led, as we know, to handling problems when the rear wheels tucked under etc. Other problems in service concerned the fact that the six nuts retaining the rear spring could

come loose allowing lateral movement of the spring.

Also, if these nuts were overtightened the retaining plate could bend and cause side loading on the studs which over time would then shear.

I've spoken to several people about the dear old Herald over the years, including John Murrel (service manager) and John Warren (sales director), and they believed that the enormous amount of money spent on guarantee claims on the car played a major part in the financial collapse of the company before the Leyland takeover. It has to be said that many of the faults could have been sorted out at the drawing board stage rather than sub contract the job to 'customer development'. Arthur Ballard, chief body engineer, told me that rushing pro-

duction of the Herald was a major cause of many of the problems because tooling had to be achieved in about a year rather than the three years usually needed.

All said and done, I once owned a Herald and thoroughly enjoyed it. I also remember my father using an extremely quick green one he was developing, which at one stage was supercharged. The Richardson family went on holiday to Italy in this car in 1959 and our first week was spent at the Monza circuit where Ken had organised a world endurance record attempt for a TR3 - but that's another story which includes a test drive in the Herald by a very famous Italian racing driver.

# TRIUMPH



## WORLD

### The magazine for all Triumph car owners and enthusiasts

Whether it's pristine, original specification restorations, high performance and modified Triumphs, cars in regular daily use or rare factory prototypes - **TRIUMPH WORLD** features them all.

Each issue also contains practical advice about keeping your Triumph on the road where it belongs. Add in news and views about the current Triumph scene from around the globe, event coverage, historical features and much, much more - there's something for everyone in **TRIUMPH WORLD** magazine!

#### GET THE LATEST ISSUE DELIVERED

**POST FREE!** (UK readers only)

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



Check out the website at [www.chpltd.com](http://www.chpltd.com)

### ORDER FORM ORDER FORM ORDER FORM ORDER FORM

Please send me the latest issue of **Triumph World** magazine

I enclose a cheque for £\_\_\_\_\_ payable to CHPublications Ltd

Alternatively, please debit my VISA/MASTERCARD/EUROCARD/DELTA/SWITCH/SOLO\*

\*Delete as required

Card No: \_\_\_\_\_

Expiry Date: \_\_\_\_\_ Switch Issue No: \_\_\_\_\_

Signed: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

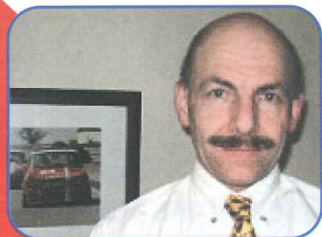
Postcode: \_\_\_\_\_ Country: \_\_\_\_\_

Send to: **Triumph World** (Dept SS), CHPublications Ltd  
PO Box 75, Tadworth, Surrey KT20 7XF, UK

(Credit card orders can be made via fax, telephone, e-mail or on-line at [www.chpltd.com](http://www.chpltd.com))

Ref: TSSC





# TR 5 OVERDRIVE & GEARBOX REPAIR

## PART 1

### Tony Lindsey-Dean Talking Repairs

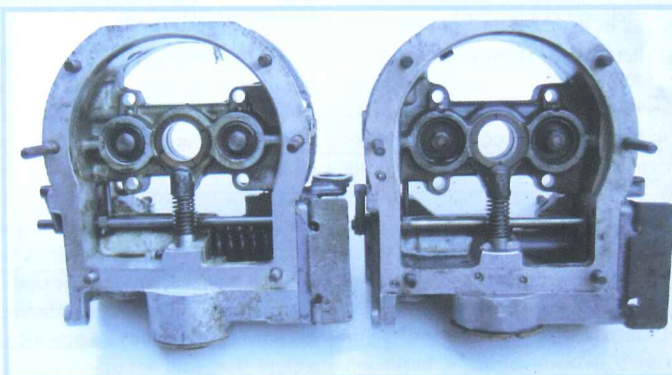
#### GREETINGS ALL

In the light of recent enquiries regarding transmissions I thought it would be a good opportunity to cover some basics. The two recent queries were both regarding TR5's. One owner had a sudden failure of his overdrive. This was not the original TR5 gearbox but a saloon one with a TR3 overdrive fitted. He still retained the original standard non overdrive gearbox. The other owner was asking about a grumbling noise in 1st and 2nd. He said that in all other aspects the box was fine with perfect gear changing and was looking for assurance that it would be fine to use for the summer and to have the transmission checked out over the winter. He uses the car regularly to meet new clients. Both were somewhat put out by my recommendation that both owners should stop using their vehicles with immediate effect.

The first owner was sure the overdrive must just be electrical even though he could hear the solenoid operating. He also wanted to use the car through out the summer and deal with any problems in the winter also. Fortunately both owners,

having been recommended to contact me, took my advice of possible dire consequences to continue using their cherished cars and took them off the road. Both owners wanted me to check the units out. Alan the guy with the saloon box with the TR overdrive was advised to bring both the original standard TR5 box and the errant overdrive set up. My suggestion was that as the whole unit would have to be dismantled, the 'one time' job should include restoring the TR5 original box and converting it to overdrive. Also to have the box up rated with a selection of improved parts. This was received well but the not the notion that this would well exceed his imagined budget of £250.00. Never the less he delivered said units and I informed him that my normal procedure was to strip and inspect both units and report to him on all the possible courses of action and costing.

Upon inspection the so called good standard TR5 gearbox had obviously had a hard life. The layshaft had failed with a good degree of pitting to the first gear end. The 2nd gear bronze top hat bush had fractured at the shoulder as most do and the gears looked tatty. The saloon box had



also the beginnings of lay gear failure but otherwise the gears were in far better shape. The overdrive turned out to be a TR3 unit with the deep filter housing (Picture above shows the deep

filter housing of a TR2 unit left compared to the shallow type as fitted from TR5 onwards) The later

improve the durability of these boxes. The replacement repro gear bushes are no longer bronze and have very



poor tolerances; even triumph knew the bronze type were not really man enough for the job and made steel gear bushes for all the late gearboxes after mid 1973. When designing the steel gear bushes I asked the CnC programmer to revise the design of the rear oil groove to continually feed oil to the mainshaft when the gear rotates (picture Below shows the repro next to the up graded steel one) The joy with these bushes is that once fitted the tend to never wear out and

cars were fitted with shallow filter housings to give clearance to the twin pipe exhaust system of the injection cars. (picture above shows the shattered 2nd gear bronze bush) The gearbox was restored using the TR5 original gear casing and the primary gears from the saloon box. However as the TR5 input/1st motion shaft was developed from the TR4 it has a press fit internal bearing with a large tip to the main shaft. The saloon has the smaller tip main shaft with the open cage roller bearing as fitted to the post 1969 TR6's. So I provided a new early



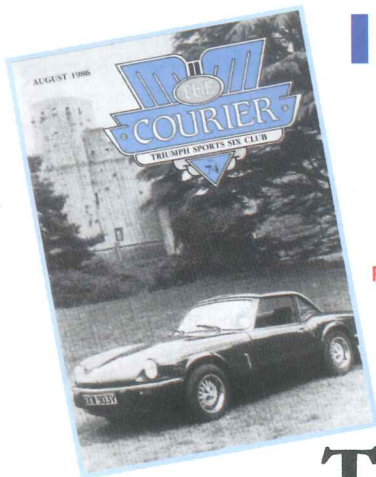
provide greater stability for the gears which in turn gives better synchro engagement and longer synchro life. I also fitted improved load capacity bearings to the laygear and supplied my own produced layshaft. I have my own made as NO other supplier offers a guaranteed 60 rockwell layshaft for

type mainshaft to be compatible with the original TR5 input. I also fitted a set of the up graded gear bushes in steel (picture above) that I designed to

these gearboxes.

### TR3 Overdrive Next month





# IT WAS 20 YEARS AGO TODAY.....

MEMBER MARTIN MARRISON FROM SUSSEX AREA SUGGESTED THIS IDEA OF REPRINTING A TECHNICAL ARTICLE FROM THE COURIER FROM WAY BACK WHEN FOR THE BENEFIT OF LATER/NEW MEMBERS WHO MIGHT NOT HAVE THESE ISSUES. SO HERE WE GO 'WARTS AND ALL'! FROM AUGUST 1986

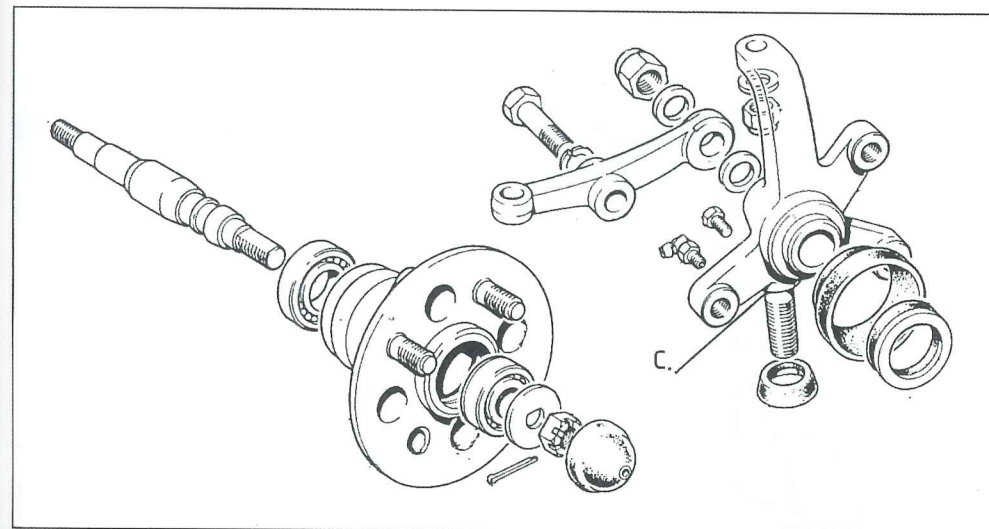
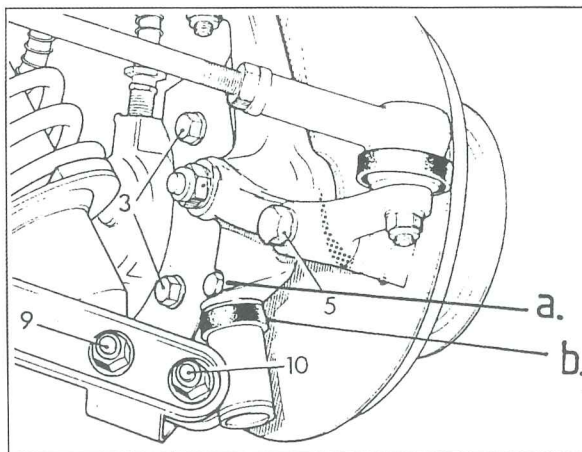
## TRIUMPH SPITFIRE FRONT TRUNNION MAINTENANCE

By David Herriman - Venlo, Holland

**T**he Spitfire front suspension is often neglected by people now used to so called maintenance-free units, (although virtually nothing is maintenance-free on a car if driven long enough) The parts requiring attention are the trunnions themselves (so called after their inventor, Sir Archibald Trunnion, 1808-1893) and the trunnion bushes.

Maintenance consists of regular OILING of the lower vertical link/trunnion, Fig. 1. This is done by removing the plug, Fig. 1a (if fitted) and screwing in a 1/4" grease nipple (the 45° ones are best). Pump using EP90 gearbpix oil until fresh oil appears at the rubber cap, Fig. 1b. Wipe clean and replace the plug. If you are feeling flush, you can, of course, leave the nipples in. Don't let people tell you grease will do as it won't.

Look at the lower, vertical link, Fig. 2. It has a large thread, like teeth in a gearbox, which turns against the bronze trunnion thread. This creates pressures similar to those in a gearbox or back axle, hence EP



(Extreme Pressure) oil. A lot of garages can't be bothered to have a second gun filled with oil which always leak and are messy. They tell you grease is OK which, while being better than nothing, is not correct.

Lack of lubrication, perhaps combined with bush wear, can cause the vertical link to break off at point c. Whilst this normally happens at parking speeds, it is an unpleasant, expensive experience and not as uncommon as you might think.

### ...Buy yourselves a cheap plastic grease gun...

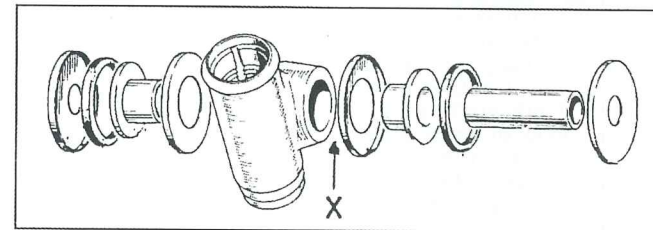
Buy yourselves a cheap, plastic grease gun, which are available for about £3 at large supermarkets. Fill it with EP oil and keep it for this purpose.

Check for wear in both the trunnion itself and the bushes by rocking the whole wheel with the weight of the car on it. You can usually feel wear before you can see it, so try and get someone to rock while you feel and watch.

Replacement of both is a simple job. The bushes come in kits which all the necessary bits can be seen in Fig. 3 for BOTH

sides (without the trunnion itself) and cost approximately £6. While you are at it, you may as well replace the nuts and bolts which are probably very rusty. The sizes can be seen in Fig. 4.

Providing your suspension isn't too badly rusted, the bushes can be changed easily without having to remove the hub. Undo bolt 10 in Fig. 1 and remove; loosen bolt 9. You can now get at the bushes. Drift the metal bush out of the middle and remove the nylon bits. If you get problems you can cut one end off between the trunnion and the washer, Fig. 3. Then drift out the rest. Drifting is almost the same as bashing but you use a round, metal object which should be slightly smaller in diameter than the bit you are removing.



Clean up the trunnion and fit the new bushes. This should be self-explanatory if you look at Fig. 3, not forgetting to lubricate the new bits.

Assembly is in reverse order as they say, but in this case should present no problems.

The trunnions themselves are just a little more complicated but still no problem. When buying, don't forget they are "sided". Left or right is stamped on the side, as one has a left-hand thread and the other a right-hand.

This time we have to take the hub off but it's not as difficult as it first appears. I won't insult your intelligence and tell you to make sure the car is properly propped on axle stands. Remove the wheel. Take the brake caliper off and hang out of the way with a piece of wire. Don't just let it hang on the brake pipe. Remove the grease cap, not always as easy as it looks but a little



persuasion and a medium hammer should work wonders.

Take the split pin out of the big nut (see Fig. 5) in the middle and providing you have a new one, (which yov should, of course!) throw it away. Undo the nut, take out the washer and outer bearing. Pull the hub off - you don't need a puller as your muscles will do.

Undo the nuts (3 and 5 Fig. 1) and the brake disc shield can be removed. Unfasten the trunnion as described in the previous bit. The trunnion itself should now unscrew (with just your hand).

Wash the vertical link in parafin and clean all the nuts and bolts (except when replacing, of course). At this stage it is a good idea to take the rear wheel bearing (Fig. 5.3) out by carefully taking the rear felt oil seal out (Fig. 5.4). Wash both bearings out in parafin (or petrol if you're a non-smoker) and let them drain on a clean piece of paper. Also, you can check the rubber suspension bushes at this point. Replace where necessary.

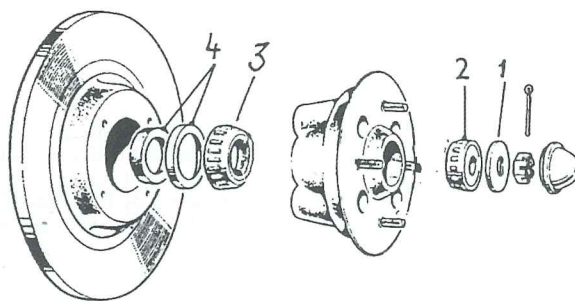
Pour some EP oil in the new trunnion which you have, of course, already fitted with new bushes (normally supplied). Screw the new trunnion on to the vertical link, not forgetting the new rubber dust seal. Make sure it can now turn sufficiently in both directions. If in doubt, compare with the other side.

Work plenty of grease into the wheel bearings and refit them, again using plenty of grease. Push the hub back on and then, whilst turning the

hub, tighten up the nut until it (the hub) won't turn. Slacken the nut until the split pin will go through the hole in the middle and the hub will turn without binding. According to the official Workshop Manual, the play should be 0.0508 to 0.1270mm. Now considering 99.9% of you aren't in a

3/8

7/16 3" long.



position to measure this amount we shall disregard that information and if you do it as described it will be OK. Let me just say this: a little bit of play which you feel when the weight of the car is on the wheel and you try to rock the wheel with your hands on the top and bottom, is better than having the hub binding which will cause rapid bearing wear.

Assembly is again very simple but don't get your grubby, oily fingers on the

disc. If you do, wipe with clean petrol before you fit the caliper. Pump the new trunnion full of nice, new RP oil.

Tighten up all you nice, new, nyloc nuts and refit the wheel, tightening the wheel torque of 6.6 kg/m (or 48 lb/ft for the old fashioned) like you always do.

Now that was't too bad was it? Next time we shall move on to the rear trunnion bushes.

**"SPIT - BITS"**  
MKIV & 1500 SPITFIRES GT6, MKII & III  
ALWAYS BEING DISMANTLED MOST PARTS OF THE SHELF  
(CLUB DISCOUNT)  
AND POSTAL SERVICE AVAILABLE  
TEL: READING (0734) 884371 ANYTIME



# LE MANS CLASSIC SPITFIRE ADU 1B

**by The Spitfire Aces**

## WHAT HAPPENED TO MARK FIELDS' ADU 1B SPITFIRE AT CLASSIC LE MANS 2006? AN ANSWER FROM JOHN DAVIES

It's a Long story.

First time out, evening practice on Friday, Colin lost power from one chamber, and coasted to a halt at Tertre Rouge, less than one lap out. On retrieval of ADU 1B, Jigsaw set out to diagnose the problem, but the head wouldn't come off. (Pic 1) They needed a special, thin ring spanner to undo the two nuts on the short studs of the eight port head. Urgent calls around the pits and to the TSSC/TRR camping area found nothing suitable, but Spitfire Ace Jonathan Binnington

poor spanner. (Pic 3) bottom of page.

That did the job, and the head was off. Initial diagnosis was a blown head gasket, between 2 and 3,



but this unusual place to blow a head led to a re-assessment, and a slip of alloy was seen on the front face of bore 1. Clearly the alloy piston had picked up on the bore and deposited it there. The rings must have been smashed by this block of metal, losing compression. No hope of repair, so



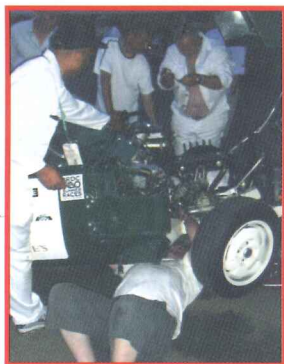
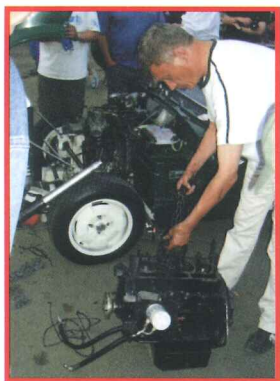
found a right sized spanner and a hacksaw and set to to cut it to the right thickness. (Pic 2) But then a battery powered angle grinder appeared and Mark took over, sparks flying as he fettled the spanner down to size, stopping only for water cooling of the



the spare engine was called in, while a team of donkeys from the TSSC camp stripped the now useless race engine. A chain was found from the camp site (thanks Phil Willcocks!) and using the lever of Mark's hi-lift trolley jack, the engine was lifted up and out, away from the car. (Pic 4)

That to one side, the new engine, a 'short block' with the crank, pistons and camshaft in place, was prepared to replace it. We fitted the studs - but one stud hole had no thread! Another appeal around the pits found a right sized tap and the stud went in. So did the clutch and then the engine was

lifted into place. I've spent hours trying to get gearbox splines to mate with the friction plate - these almost sailed into register, aided by some massive persuasion by Dave Jones. (Pic 5) We crowded around, fitted the other engine ancillaries and bolted up the engine rear plate to the bell. All stepped back then to let Mark and Jonathan fit the very special head gasket. Two such heavyweights sitting on the front tyres were a necessary balancing act. (Pic 6) We then left the Team to do their thing of setting up the engine. Beers all round for a job well done!



Meanwhile, it should not be thought that Jigsaw were the only team struggling with engine problems. Right across the pit area, a Ferrari team, resplendent in red shirts and black trousers, were having similar problems. But problems were not over for Jigsaw.

The Team fettled and fettled the engine. But it wouldn't start. They tried everything, even Kwikstart and butane from a camping stove. The engine was trying but wouldn't fire, and Mark decided that it was too late now to do any more - the Team were exhausted and an early start tomorrow would sort it. BY then it was decided - the only possibility was that the camshaft was not accurately timed, so off with the head and Mark saw evidence that he was correct - the valves had been kissing the pistons.

A very near thing, it must have been, short of complete engine destruction.

The morning's task was, time the cam but now the crankshaft nut was immovable. We've all been there, but this was a new engine! The Team's crankshaft nut socket BROKE, split in several places, just blown apart by the tightness of the nut. The Aces set out again on a 'Search and Borrow' mission that led to the American Army. In fact, French World War Two re-enactors, driving US Jeeps and army trucks, dressed in various stages of appropriate attire, from singlet and dogtags to a full Colonel in his Number Ones, complete with General Patton corncob pipe! Thanks to the help of the French speaking partner of an MGB entrant, the need was explained, and I was whisked away, riding nonchalantly with my foot on the fender to the Army's camp. (Pic 7) Here Glen Miller played instead of Duran Duran, and top sergeants and red-crossed army nurse lootenants strutted their stuff. The French equivalent of, "Hey, Looley! You gotta big socket on your rig?" found gold.



You may like to make a note for future use - a Jeep wheel nut is the same size as a Spitfire crankshaft pulley nut.

But this was a socket for use with a tommy bar, and all that came with it was a rather battered soft iron tent peg. Aces off on pit-scrounge duties again, and it was the MGB pit that helped again. A beautiful, steel jemmy (aka tyre lever) was recruited as a tommy bar, and the trolley jack handle as lever. Even with

Mark on one side and yours truly on the other, pulling and pushing on five feet of alloy tube, that nut was TIGHT! But not tight enough and it finally gave way. Nut off, timing cover off, and the delicate work of cam timing was again left to the Jigsaw Team, while the TSSC crew retreated to the camp site and some deserved refreshment.

Meanwhile, ADU 1B had missed the start of racing proper. This was a 'real' Le Mans start, sprint across the tarmac, leap into car, start engine and drive away. Door open, safety belts undone, NOT. In fact, and cunningly, this was a 'false' start to a green flag or parade lap, during which the drivers sorted themselves into grid order behind a pace car. They had plenty of time to check doors, check belts, check check, before a rolling start as the pace car drew into the pits. Much safer, but the sound of all those engines, many of them 8s or twelves, pulling maximum power as they entered the chasm of the start/finish straight, between the cliffs of the tribunes or grandstands was - eye watering, bowel moving earth shattering doesn't begin to describe it!

It was now that the Aces were again called into action. Phil Wilcocks and his team were famished and in need of refreshment themselves - would we man the bar and the 'office' while they went for a wash and a meal? No probs! Now Ace Binman is indeed a big man, and it was a hot night, so like many others he had lost his t-shirt and relaxed in shorts.

Trouble was as soon as he was behind the counter - we had a Naked Barman.

The next outing possible for ADU was the night session. Twenty to five in the morning, yes 0440, when all good people should be abed. And in fact most of them were. The tribunes were nearly deserted, except for some gallant or demented souls who stayed up until then, and some others, overcome by heat, tiredness or falling-down water, who lay across four or five seats in the stands, sleeping until the day should come. It must have been the falling-down stuff, as most did not move when again the earth moved and the GT40s let loose all the way along the straight. As they passed, we waited for No.57, blue light on roof. There it was! But no, it was the TR4 that had also borne a blue light, then and now. And again, there it was, no bigger than a man's hand, showed the familiar shape of ADU 1B, piloted by Helen Elstrop, once again at Le Mans. It ran the length of the straight and disappeared, over the brow and through the Dunlop bridge. A lap is nearly eight minutes at Le Mans, unless you are a GT40, so we waited for the next coming. And waited.

And waited. But 1B was not to come again. As it entered the Mulsanne straight, it again lost power, oil pressure and electrics and Helen was forced to pull in and retire.

At the end of the session it was trailered back to the pits and a brief inspection showed that a core plug had dropped out, losing all the water and probably the electrics. (Pic 8) As the engine died, so would oil pressure. At this point, Mark made what must have been one of the most difficult decisions, to not try



and get ADU 1B racing again. He and his team were exhausted, and the car might need a lot more work to dry it out, even if a new plug could be got to seal. That was it. For ADU 1B, Classic Le Mans 2006 was finally over.

[A postscript comes from the Team.](#)

No one more sorry than them that they couldn't perform for their TSSC fans, and they came up to the camp site on Sunday evening to thank everyone. They pointed out the terrible accident that befell Adrian Newly, driving a GT40 in the same group as 1B, who crashed at Arnage, the notorious sharp right hander with zero run off space and massive tyre walls to protect the outfield. Newly just lost it there as he tried to brake and crashed right through the tyres and Armco. The front of the 40 was gone and the windscreen frame bent up - a truly massive, high speed shunt, that Newly was, I am told, lucky to escape from uninjured. The tale is that the GT40's speed is so great that 1B would have reached the same spot and been about to be lapped by Newly at the moment when he had his accident!

Clearly ADU 1B was not about to commit motoring suicide and had shied away from a premonition of possible death. Baloney? Or real? Only you can decide, but let's hope that we can see ADU 1B again in its home at Le Mans!





## COVENTRY FESTIVAL OF MOTORING STEPS UP A GEAR

Coventry has a long history of hosting spectacular motoring events and last year's inaugural Festival of Motoring was no disappointment. The weekend Festival proved to be a huge success, attracting almost 500 entrants and thousands of spectators along a stunning route through beautiful countryside in Coventry and Warwickshire. We are delighted to confirm that the event will take place again this year, on September 2nd and 3rd 2006 – the second time Coventry Transport Museum and partners CVOne have organised the event in this new look format.

The Festival will kick off on Saturday 2nd September with live entertainment, fun family activities and a display of entrants' cars staged in Millennium Place, outside the impressive frontage of Coventry Transport Museum. During the afternoon spectators will have the opportunity to vote for the 'People's Choice' prize for the car they would most like to take home, and to enter a draw to win a ride in one of the Museum's historic cars at a future date. The Museum will also be open to visitors, who will be able to see the results of a £6.9million expansion, including four brand new galleries, with admission absolutely free!

On Saturday evening the Lord Mayor of Coventry will again host a Reception Dinner at the Museum with respected motoring journalist and historian Graham Robson, welcoming guest speaker Tom Wheatcroft. Tom is the owner of the Donington Collection. His life has been committed to motor-sport and his determination, pioneering spirit and achievements have brought millions of visitors to the Derbyshire circuit.

# THE 2006 COVENTRY FESTIVAL OF MOTORING

On Sunday 3rd September all the vehicles will take part in a 60-mile route around the region, flagged off by the Lord Mayor of Coventry. Last year the participants received a rousing reception from spectators along the route who held their own street parties and organisers are encouraging local residents to recreate that fantastic Festival atmosphere and give the cars and motorcycles a warm greeting as they drive past. The cars will then return to Coventry's War Memorial Park where a packed programme of entertainment is planned to run throughout the day.

This year, an added attraction will be a Bonham's Valuation Marquee.

Highlights of Sunday's entertainment programme include the White Helmets – The World Premier Motorcycle Display Team. This record-holding team will give a traditional, thrilling and disciplined arena display on British Millennium Triumph 750cc motorcycles, clearly showing all the qualities of teamwork, courage, trust, strength and agility that are needed in the modern army. In their immaculate uniforms, the Royal Signals Team will perform spectacular feats of balance, death defying crossover rides and outstanding acrobatics. Also performing will be Jez Avery with his world class mountain bike stunt show, bound to thrill adults and children alike with his leaps, stunts, jumps and tricks. Jez is a natural entertainer and always a favourite with the crowd.

Coventry Transport Museum, and our partners in the organisation of the event, are proud to be involved again this year and are looking forward to hosting another memorable Festival in 2006. We have already had a record number of enquiries from previous entrants who enjoyed last year so much they are clamoring to repeat the experience!"

**There are still some places left. For information on how to enter please contact Nicola Roach, Telephone: 024 7623 4270, or Email: [nicola.roach@transport-museum.co.uk](mailto:nicola.roach@transport-museum.co.uk)**

## 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>

## 'BIG SIX' INTERNATIONAL VEHICLE REGISTER

Thanks to all of you who have sent IVR forms to me. We currently stand at 13 cars on the Big Six IVR Register - the oldest of which is a Valencia Blue Mk 1 saloon belonging to David Ward. The youngest is a 2500S Saloon belonging to Terry Newell.

Currently, the model breakdown is as follows:

1 x Mk 1 2000 Saloon  
5 x Mk 2 2000 Saloons (one of which has a 2.5PI engine)  
2 x 2000 Mk 2 Estates  
2 x 2.5PI Saloons  
1 x 2500TC Saloon  
1 x 2500S Saloon  
1 x 2500S Estate



Mk 2's are more scarce than they should be.

I think this has much to do with the lousy water-bound paint that was used from about 1974 on.

I prefer to receive original IVR forms by post and it won't even cost you a stamp if you send it to the Freepost Club address.

The Register is steadily growing and I need your help for it to continue to do so. The more information held the more I'll be able to see trends and be able to feed back information to owners within the Courier.

**John Macartney**

Any Extra information along with your IVR I would also be happy to receive and sometimes I feature your cars in my Register Reports so a couple Photos would be welcome along with a brief history and of course any technical tips or requests you may want to see in the Courier **(IDEAS FOR REGISTER ARTICLES ALWAYS WELCOME)**

Although the material I have on the Big Six record is by no means comprehensive or in fact useful to come to conclusions, but the indicators are that cars up to say, 1974 seem a bit more plentiful than those of later years. This seems to be borne out by what I've seen elsewhere when Big Sixes come together. Granted, Mk 1's are by no means as common as they were - and for fairly obvious reasons of age, but later



# 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

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

## TSSC LIBRARY

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

## CLUB SHOP e-mail: [clubshop@tssc.org.uk](mailto:clubshop@tssc.org.uk)

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

## MAGAZINE COPY DATE

All magazine material must be received  
**BEFORE 10<sup>th</sup>** of each month prior to the  
month of publication.

**DEFINITION OF DEADLINE** - Last date by which  
copy can be included in the publication,  
assuming space is still available. Always try  
and work well in advance of the deadline.  
TSSC, Main Street, Lubenham, Leics. LE16 9TF  
Tel: 01858 434424 Fax: 01858 468228  
e-mail: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

## TSSC ACCOUNTS e-mail: [accounts@tssc.org.uk](mailto:accounts@tssc.org.uk)

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

## SHOW CAR REGISTER e-mail: [showcar@tssc.org.uk](mailto:showcar@tssc.org.uk)

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

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

## TECHNICAL SECRETARIES

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

## HERALD 948/1200

Rob Newton-Allen, 42 Langford Road, Weston-Super-Mare, Avon.  
BS23 3PG. Tel: 07786 478753 e-mail: [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

## HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS  
Tel: 01934 515376 e-mail: [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

## SPIRITFIRE Mk I/II/III

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

## SPIRITFIRE Mk IV/ 1500

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

## VITESSE 1600/ Mk I/ II

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

## GT6 MkI/ II/ III

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

## BOND

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

## SPECIALS

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

## 2000/2500/2.5PI

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

## STAG

Richard Briscoe, 1 College Farm Close, Whitley, Nr Goole,  
North Yorkshire. DN14 0UY.  
Tel: 07766 354449 e-mail: [stag@tssc.org.uk](mailto:stag@tssc.org.uk)

## TOLEDO/DOLOMITE 1300/1500

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

## TR Technical Secretary

Tony Lindsey-Dean  
Tel: 01359 269777 e-mail: [tr@tssc.org.uk](mailto:tr@tssc.org.uk)

## TRIUMPH ACCLAIM

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

## AMPHICAR

David Chapman, e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)  
Tel: 01684 592985

## TSSC MODIFIED

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

## INTERNATIONAL LIAISON SECRETARY

Philip Willcocks, Flat 3, Hermitage Court, Woodford Road, London. E18 2EW  
Tel: +44 (0) 7973 333303 e-mail: [overseas@tssc.org.uk](mailto:overseas@tssc.org.uk)

## EQUIPMENT STORE

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

## TRIUMPH ARCHIVE

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

## INTERNATIONAL WEEKEND EVENT MANAGER

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6EF.  
Tel: 07971 017012 e-mail: [international@tssc.org.uk](mailto:international@tssc.org.uk)

## INTERNATIONAL CONCOURS ORGANISER

TBA

## PUBLIC RELATIONS OFFICER

TBA

## AREA LIAISON OFFICERS

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

## COMPETITION SECRETARY

Nigel Gibbins 10 Dean Road, Hampton,  
Middlesex. TW12 3JL. Tel: 0208 2551842  
e-mail: [racing@tssc.org.uk](mailto:racing@tssc.org.uk)



AUGUST 2006

Plus

## CLASSIFIED CARS & PARTS CONTENTS

- AREA DIRECTORY
- AREA NEWS
- CARS FOR SALE
- CARS WANTED
- PARTS WANTED
- PARTS FOR SALE
- ORDER/AD FORMS

**The Robin Hood Run**  
Archery, Barbecues, and a Visit to The Caves  
Ye Olde Bridge Inn, Oxtou on 4th to 6th August 2006  
Bookings with Nigel or Claire Hill 07971017012  
Or visit our web site  
[www.notts-tssc.org.uk](http://www.notts-tssc.org.uk)  
£15 per car





# 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	2nd Thursday
		TBA	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 Consett Rd	8.30pm.
LANCASHIRE	Graeme Lewis: 01484 649008	The Myerscough - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTON	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 LAW FORD	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 MON. 7pm.
NORTHANTS	Jonathan Ingram: 01604 820231	The Elves Arms - LITTLE 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, Pand-y - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDULAI'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	Dog & Partridge - ORSETT	1st Mon. Eves.
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.
------------------	-----------------------------	--	---------------

## 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	The Gardeners Arms -	1st Wed. 8pm.
		The Wise Old Owl - KINGSFOLD	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
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The West Meon Hut - WEST MEON A32/A272	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last 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.

## OVERSEAS Contacts

AUSTRALIA N.S.W.	Carl Grady: 00 6129707848150	Garden St North Narrabeen - N.S.W. 2101.
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Conrad: 0075 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.
		lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubepines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,KelstoN - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.
		president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Antonio Cabral Afonso: 00 351 1 9433002	Urb. Portela Lote180-52-Di2268 5- SACAVEM.
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.





## ANDOVER

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

Not much to write about as, due to the way the dates work I wrote about the last meeting last month. We had our annual BBQ on 1st July and it was good to see Anthony and Rachel (starring as Anthony had left their food behind), Bob and Hazel and Southampton Bob who is still looking for his TR.

Suzie and I have just returned from Le Mans. Ed, Maureen and daughter were also there in their Spitfire and TR7.

We had a great time and hopefully more people might like to go to this event in two years time.

If anyone wants passes for the Hampshire Pageant of Motoring at Broadlands on 29th and 30th August please contact us as we will have received them by the time you read this. (NB, we will be away the week before the event so please don't leave it too late to contact us for your pass).

Next meet at the Clatford Arms in Goodworth Clatford will be on the 10th August.

See you all there.

Guy

## AVON

The Brean Stella-fest mmm scorchio!! So much happened, yet so little can be remembered! Great weather, great company including Ashley and family, The Fartpants family (including the little star that is Grace) etc. etc. - quality not quantity was the order of the weekend! Fortunately we have no photographic evidence, so the far the innocent are protected! The awards, with a twist or two:-

The Northants/Avon inter-area Go Kart Challenge - the Grande Finale. After the two previous years heats, it stood at a one all draw - no pressure then, as it was all to play for! And they're off! Johnny storms into the lead, only to spin and be passed by Avon, Johnny's kart then became parked in a Schumacher style and the race was halted. The re-run - Avon got boxed-in and often rammed, while Johnny stormed away! Northants won - or did they?? A stewards' enquiry took place and Northants were awarded the win but Avon have 12 months to appeal which could result in a rematch next year???

Long Distance award went to Carol, not due to miles but also using a ferry, to get here from the Isle of Wight!

Car of the show - the one I'd most like to try - again a slight twist as most Triumphs I've been in/owned, resulting in Tony's XJR being awarded the prize - certainly had the best HP/pound ratio from the four litre

## ANDOVER . . . AVON EAST BERKS

supercharged lump! All for 500 notes!!

The much coveted Party Animal award! Again many qualifiers for this over the two nights, including some rank outsiders Friday night saw much Karijokie from many of us, but the highlight was Johnny and the tray trick, which then Sean had a go at, only to be totally upstaged by his daughter Emma who did the same tray on head trick but turned the tray from flat, into "U" section - good girl!! Saturday saw Sean redeem himself (or not as the case may be) including a Robbie number (where a couple of notes were just out reach allegedly) - the overall result, was a first we believe for such a camping weekend, as the Party Animal award went to the Jones Family!!

And then there was Ashley not being allowed into the pub carpark, as it was reserved for Triumphs only! The young lady in question, was very quickly shown the Triumph badges on the Acclaim, and all was well!!!

Classic & Sportscar Classic Action Day - Castle Combe - club stand. Again scorchio!!!! Another opportunity to try and get acclimatised to the French Classic Le Mans weather! A good turnout so thank you to all those showing cars. Sorry if I wasn't about as much as usual. I also sorted the neighbouring MG Car Club F Register club stand. 3 big personal highlights:-

1 - on track with Rick (Chris's Dad) in his TVR Griffith - totally awesome!!! So what if I looked a tart in my MG Xpover race suit - if your gonna play, play safe!!

2 - catching up with Mark and Jo from Jigsaw, complete with ADU1B, which we are really looking forward to watching race at Classic Le Mans very soon.

3 - Many thanks to Karl for this one (and I know thanks from June as well) as Karl invited us out onto the track, to help line up the GT40's and other Le Mans cars (including ADU 1 B) for the Le Mans start demonstration/laps. Not only did it then give us better photo opportunities than the photographers had but we also got to push/manoeuvre ADU 1 B into place (as well as GT40's etc.) - that'll be a beer for Karl at the next meet then!! All in all a fab day out then!!

July's meet was no doubt spent making last minute plans in preparation for our Classic Le Mans trip. Those not going probably spent it chilled out in fine company, enjoying the glorious evening, some maybe even with a beer?

7-8 July - Classic Le Mans - this was enjoyed by: Les, June, Mick, Jude, Chris, James, myself and more! Details next month or will you just have to go yourselves in two years time to find out just how good it really was?

Stafford - Did Nev sleep through the Saturday night party? Did Sean get naked? Did Shawn get bladdered? Was Mark sporting this years model dressing gown? Did Rob end up with another 948? Was there a Stag celebration? Did Johnny Fart Pants live up to his name? Did Lewis 'sparkplug' Barton put in an appearance? So many unanswered questions, but I'm sure the truth (some of it) will come out in time???

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 - Caravandalism 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 - 1 2th November - yes, it's a 2-dayer now - Restoration s how at Shepton Mullet

18 - 1 9th 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 - so positively warmer for camping - oh yes!!

Party On People!

P.S. just where did the first half of this year go? Jingle Bells. Jingle bells.... scary!!!

## EAST BERKS

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

Hi All. As picked up by Phil, unfortunately I didn't mention him in my report to congratulate him on his win in class with his TR6 at SEM. I was leaving SEM at the time of the prize givings, hence it wasn't until I received and read the report from SEM that I noticed he had won! Congrats Phil and sorry!!

During the month I popped to the Thames group on the 22nd June, as very sadly Dawn died suddenly, so I signed a card for Dick on behalf of our area. I wish to send Dick our condolences as an area.

Our meeting on the 11th July was a very popular evening and we were very lucky with the warm evening and sunny sky. It was good to see Phil with his lovely TR6 who he kindly took Mark out in and Sue & Mike Lewington with their catcus green herald convertible.

Colin & Jess were enlightening us with their stories from Stafford the previous weekend! Colin had sold a steering wheel to Mark S. Mark seen sat in the back of a van "practicing his steering technique" Please see below for a photo!



It has been suggested for our SEPTEMBER Meeting to go to the Ace Cafe. this gives us some time to decide where a conven-

## SOUTH BUCKS . . . CANTERBURY CHESHIRE

nient meeting place can be - I will send an email out and as we have a new website, details of the meeting place will be made available on that too.

Peter Hinson has suggested we hold a BBQ in September, which I will be liaising with him about, details again at our August Meeting at the Shire Horse Pub.

On the 20th August is the De Haviland Flying Day at Woburn Zoo. Please can you let me know if you would be interested in travelling up for this, which is very near Milton Keynes.

Coming up we also have the Triumph World Picnic, for which we have an invite to join on Newbury's Club Stand. Again, it maybe possible to convoy to this event, which will be held at it's new venue of the Wellington Country Park.

Sunday 17th September is the Windsor Classic Car Show and Equine Driving Trials. I will be getting free tickets for this one. Hope to see you at our next meeting on the 8th August at the Shire Horse Pub on the A4.

With kind regards,

Helen

## SOUTH BUCKS

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

Greetings all! Summer at last!

I should actually be on the ferry to France about now, but some 'issues' prevented me from going this morning. I've changed the booking though and should be going tomorrow. I hope. Whether you are going to Stafford, the Classic Le Mans, Festival of speed (why do they all have to clash eh?) or embarking on some other adventure this weekend I wish you good luck!

I also didn't make it to the Ace cafe Triumph day. Instead I spent a very educational few hours learning about Stag fuel systems, thanks to all the people who stopped to help (including the owner of a v rare 4WD Stag, I wondered why he had so many tools and spare hose etc in his modern Mazda!) when the fuel pump on Carl's Stag decided it had had enough of the heat. Que Carl driving the car for however far he could get on a fuel filter full of fuel, at which time he would have to get out, open the boot, and whack the pump with a spanner to get it going again. Fortunately we were only about 1/2 mile from his house. I was not quite so lucky when my Stag decided to show it's support for Carl's and join in the strike action. It decided to strand me just outside Beaconsfield with the front brakes locked on. A fruitless wait for the AA (3 hours! and no one stopped for me!) and the brakes had slacked off enough for me to get the car home.

The usual classic car night (every second Tuesday) was a bit damp but we got talking to the editor about cars and magazines in general, and (somehow) Carl is now product evaluator for classic cars magazine! So if you have any suggestions (apart from 'more Triumphs', he knows that already) come along to the meeting and let him know your thoughts.

The June meeting went very well, we had 7 Triumphs in the car park, including a very nice yellow Vitesse, which had just fin-

ished it's rebuild and looked just like a brand new car (sorry if you are the owner, I didn't catch your name and you weren't in the register, I do hope to see you at the next meeting though, and good luck at Stafford)

Next meeting is August 16th, from 8pm at the Squirrel in Penn.

p.s. After intense negotiations (often involving large hammers, and some new parts) both Stags are fine. Regards,

Daniel

## CANTERBURY

Stafford 2006 Chapter one. Yes, if I wrote down the events of the Stafford Weekend word for word I could fill the Courier on my own. The abridged version goes like this. Tony, Eddie and myself left home Thursday Afternoon, all in Tony's 2.5 estate loaded up to the roof and trailer tent in tow. Met Ray at the services where I was slung out with my tent and transferred to his V8 Dolly. So far so good, until Ed gave me a ring just past the roadwork's on the M25 saying that the 2.5 had disappeared in a cloud of steam and smoke and would not be going any farther. Recovery was arranged via the clubs insurance (Tony can recommend them) and back home they went leaving Ray and myself to continue. At Stafford we set up our tents, sleeping bags and airbeds, er where's my airbed?? Still on the way home. Bums! Ed confirmed they were going to do a quick turnaround and come straight back in the Mondeo minus the trailer tent, but with my bag. Good lads! A bottle of red wine ensured a good nights kip (and it doesn't deflate in the night) and Tony and Ed arrived at 2 am and after a couple of hours sleep in the car looked how I felt in the morning. Breakfast and a morning's work helping set up the show saw everybody ready to crash out for the afternoon. (See Ed, I didn't mention you trying to turn the Luton van into a convertible on that roller shutter) Mark and Steve arrived later that afternoon in their Stags, their first real run, Steve having bought his the previous week and decided lunch was in order, so off to the local Hostelry. On arrival Mark had trouble locking the door, when it was time to go of course it wouldn't open either, which meant I had to climb in his side, this had to be repeated at the supermarket. All I can say is the gear stick and handbrake are in the wrong place and it's a good job I've had children. The evenings were duly spent trying the ale which had been brought in especially and this had no influence on the fact that I only counted two steps on the way out of the bar instead of three and fell flat on my face. Never could count. It was nice to see Del and Ian from West Kent and must arrange a inter area meet later in the year. Maybe a bowling match. Any suggestions? In all a successful weekend despite the problems at the outset, with a few bargains gained on the way. Thanks to Ray for the lift.

Some at the Stafford complained that traders and the auto jumble seem to be a vanishing breed, this was also evident at Bromley Pageant, there seems to be more boot fair and cuddly toys every year. Also



down were the numbers of Triumphs in the one make parking area. A few Heralds and Vitesse's, a couple of Dolomites and 2000s. The largest display was Stags. A sign of the times perhaps? Still a large show, but maybe losing its lustre a bit.

The weather was cracking for the Km event at the Hop Farm and we sneaked in on West Kent's Stand. Thanks to Harry and co for their hospitality. The event was quieter than normal and people started to leave early, a football match on somewhere I believe. I missed the Sunday, but understand the club stand was well appointed. However, rain made an appearance at the Darling Buds Show that Phil and Nigel attended, although the show was still busy with quite a few Triumphs.

Hopefully by the time you read this I will have heard about our bash at Detling. Let's hope the weather is as kind and I will endeavour to get a bigger camp area this time, it looked like Glastonbury last year.

Finally Tony's engine died on the M25 causing the no1 piston to break up, oh dear! If anyone has a spare 2.5 lump in the garden Tony would like to hear from you. 'till next month

Del

## CHESHIRE

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

Once again the high spot of the month has been a convoy of (mostly) Triumphs led around Cheshire and Derbyshire by our good friend Mike. This time he left his Rover at home and came in Ray's two seater Morris Oxford (as I heard such a car described many years ago in Cars and Car Conversion - this is showing my age). True to Mike's cars, there was a small problem with electricity, starting the vehicle requiring the use of a booster battery. We left the Cock with all tops down (except Paul who would have required drastic surgery) and threaded our way through Pott Shrigley, Whaley Bridge and many other places (even with the map and directions I'm struggling) then along the Goyt Valley and arrived at the Cat and Fiddle, to find the place shut! However the Stanley Arms is but a short distance from the Cat and Fiddle and we drove there and enjoyed a pint. It was rather late when we left the Stanley so we headed for home afterwards rather than returning to the Cock, which would have been almost shutting if we had gone there. It was also cold and damp outside the Cat as we discussed the next move, forcing all the hoods up.

It must also be observed that we only had a mile or two of the narrow lanes that Mike usually selects for the runs. This may be





## CHESHIRE cont

due to doing the recce in a wider car than usual, Mike's rubber band tyred boy racer BMW having been exchanged for something more civilised.

As is usual my passenger took several photos as we motored along, and I undertook to ask my management at home about getting the web site updated and, well, it's not that simple. We have a new computer and the old one with the web stuff on now belongs to our son, so we may have to wait a few years for him to become html trained. Or carry the new computer to Macc College and have the software installed, or something else equally difficult. Perhaps I'll bring the laptop with photos to the next meeting.

I understand Paul's Vitesse has had to go to the chassis menders after being sagged by the MOT man, and Adrian's GT6 has more bits on but still awaits a headlining man. In a separate Area mini-meeting, Adrian and I bemoaned the problems of owning French cars, both his and mine having also cost serious money at the menders recently.

There should be another run out at the August meeting, again the arrangements being 7.30 for 8 at the Cock, and if you arrive later than Paul (like Richard who was four minutes later) there is some risk of finding the car park empty of Triumphs (and other older cars). As we have now had summer, thermals and wet weather gear may also be advisable (or a car with a roof). And, should we run late again, we do not guarantee to return to the Cock.

The second Tatton show is coming up in August, on the 19th and 20th. I have some requests for Sunday tickets, so there are spaces available for both days at present. Requests please at our next meeting which is on **Thursday 3rd**, 7.30 for 8 at the Cock. If you can't make it, call or e-mail. I shall be there, or in Nürnberg!

Henry

## COVENTRY

tssc.coventry@hotmail.com  
or: nclark1955@aol.com

### CORLEY MOOR GROUP

Despite the threat of thunder storms, I was pleasantly surprised to see the ten Triumph cars in the field at The Bull and Butcher at our last meeting in July. It is always good to see members who have not been along for a while, and we hope they will return more often, especially throughout the summer months. This has to be the best country pub in the area, with something for all ages. We are fortunate to have this field to ourselves, which has ample space, overlooking Corley Moor.

## CHESHIRE . . . COVENTRY CUMBRIA . . . DERWENT VALLEY

Birdingbury Festival proved to be a great success once again; this village event attracts an amazing range of vehicles and crafts. Exhibits include historic military equipment, motorcycles, steam traction engines, tractors, and of course - classic cars. Nigel Clarke had organised a TSSC group stand, with 9 cars in attendance. It was a great day out for the whole family. Small traditional fairground for the children, falconry displays, and live music from The Backroom Boys - probably the most interesting show of its kind in the Midlands. The Triumph Stag Owners Club stand was opposite our group, whilst we had two Stags in our lineup. I do prefer to see the complete range of Triumphs that we have within the TSSC fold, as it provides a more interesting and varied model range. If you missed out on Birdingbury this year, you really should try and get along next year. Well done Nigel, a great day out at a well organized event.

Our next meeting is on **Tuesday 1st August** at The Bull and Butcher, Corley Moor, for 7.30 onwards. Hope you are enjoying the summer in the Triumph. Regards,

Kevin



### Church Lawford News

We have been out to two good, traditional local events recently. On 25th June, I took the TR6 to the Princethorpe Fete with Mike and Viv Rowell in their Vitesse and Stag, plus neighbour Rob in his Frogeye Sprite. We thoroughly enjoyed the organised road run (2 hours and 2 pubs, can't understand why we were the last back!). Then 2 weeks later we went to the Birdingbury Festival, with a line up of 7 club cars including Vitesse, Stags, GT6, Herald 12/50 and my TR again. (There is a photo attached, and hopefully it can be published). Both of these local shows were especially enjoyable because of the wide range of classics that attend. Don't get me wrong, Triumphs still are the highlight is still the spice of life. For me, the highlight was to see the contest at Birdingbury between steam traction engines and diesel tow trucks - steam won hands down for both class and pulling power!

By the time you read this, we will have also been to the race meeting at Mallory on 30th July. Our next meetings at the Old Smithy will be **20th August** and **17th September**. I hope to see you there, from 1pm on the **third Sunday** each month. Regards,

Nigel

### IMPORTANT NOTE

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

## CUMBRIA

Hi there everybody, we had a few at the Distington Annual show, Roy & Anne from Barrow with Red Spitfire mk4, Roger with Silver Acclaim, George Brooks with red spitfire 1500, Helen and I with Blue Spitfire 1500, Mike Brooks with Red Spitfire mk4, John and Shirley came along with grandson and Lynn with her son. Mark who has a GT6 mk3 with modification came to see who was going to Stafford. I had to go to work in the afternoon need the monies. The weather was great but had to stay in the shade as it was hot. John, Helen and I went to Stafford meeting Mike and Mark at Penrith and went in convoy to Stafford. Mike sold his car before lunch and went home feeling a bit down, never mind hope we will still see you around Mike. John, Helen and I had a great trip home. Events

**July 30th Edenhall**, Check last months courier or ring Tony.

**August** South Yorkshire Lake district Weekend **25th 26th** for more info ring Mike on 01302 537290.

**September** is at Low Wood Hotel on the Windermere Road.

Tony

## DERWENT VALLEY

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

Well it's all over for another year and this years Peak Run was FANTASTIC. We started on Saturday at Chatsworth and 63 Classic Cars were on display many arriving in convoy...very impressive. Most runners took advantage of the discounted admission fees and toured the house and gardens before embarking on a mini run at the end of the afternoon.

The Saturday night party was held at a new venue and after some good wholesome food the silly games began...heads and tails; quizzes; chase the quizmaster. A great time was had by all and everyone was safely transferred back to the camp site and the Bear.

Early start at the Bear on Sunday morning and 80 cars lined up and after break fast and another coffee set off on the 90 mile run. Gary Flinn was noticeable by his absence on Saturday. It transpired that he was at the local MOT station and he arrived at the Bear in his splendid restored Vitesse. The run finished in the centre of Derby at the Silk Mill where we parked on Cathedral Green. A very brief report on the Peak Run for now but our usual full story will be published in the courier soon. In the mean time here are the winners:-

Car of the show was Bill Galloway's GT6 MkII. This year The Peoples Choice was the year of the TR4 as all three places went to TR4s. 1st - Chris Carter, 2nd Rob Greeves and 3rd Carl Drinkwater. The Non-Triumph prize went to John Howiss and his Austin Healy 'frogeye' Sprite.

July's meeting was a Treasure Hunt organised by John Eade and his family. Eleven Classic cars lined up at the Smalley Common Ex-Serviceman's Club and after a quick drink set off at intervals in search of treasure. The run took us through local

towns and villages. We stopped at the post office in Horsley Woodhouse and got the feeling we were being watched...we were by Brian (Black Vitesse) who was enjoying fish and chips outside the local chippy. We then moved on to the historic Arkwright East Mill in Belper where we set about walking around the River Gardens looking for clues. We finished at Belper Lane End at the Bulls Head where we sat in the garden marking each others answers. Barbara nearly got disqualified for heckling and questioning the judges decisions. The final result was close. In fact it was a dead heat between Paul / Kim and Gary / Mike. The overall time taken to complete the run was scrutinised and the winners were...Paul and Kim.

The weekend of the 8th and 9th July was a busy one and Derwent Valley regulars were split between the International at Stafford and Warsop Carnival. Those who attended Warsop had a great time and those who visited Stafford witnessed our very own Mike Mayfield win the International Concours Saloon Class for his Dolomite 1850. Well done Mike. Dates for your diary

**1st August** - Mini Run, meet at Ripley Market Place at 7.30pm.

**4th to 6th August** - Notts Area Camping Weekend.

**8th August** - Annual visit to Ashby Folville - meet there just after 6pm

**11th to 13th August** - Northants weekend at Billing Aquadrome.

**20th August** - Picnic Run to Dukes Wood Oil Museum. Meet at Ollerton roundabout at 10.30am.

**27th and 28th August** - Moorgreen Show.

**5th September** - Meeting at Smalley Common Ex-Serviceman's Club at 8pm.

**22nd to 24th September** - Norfolk's MOT

Bye 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)

Flaming June at last arrived and lasted long enough for us to have another picnic on our Sunday outing on the 11th. Four Triumphs were joined by three MX5s (Bob and Di were sunning themselves in Crete and asked us to have the MX's too), and from Exeter Services we drove towards Dartmoor. Somehow en route, our 'sweeper' managed to lose Rob and Helen and, after an anxious wait at Chudleigh, we found them waiting for us at Haytor. After a picnic and ice cream we drove on through Widicombe to Spitwick where it was too busy for our intended stop by the Dart, and up (very steep and winding) to Buckland in the Moor where we saw the clockface marked 'MY DEAR MOTHER' instead of numerals. The MX5s left us on the A38 and we finished up at our place for tea, where Stan and Ian tried their hand at another form of transport!

The MX5 Club invited some of us to join them for skittles at Awliscombe, where Gail scored a total of 4 pins and one person! Unfortunately we were not able to cir-

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

culate this one due to short notice but we will try to organise a skittles night later in the year.

Bob's Treasure Hunt, planned for June Club night, was postponed until July (off on holiday again!) but nevertheless we had a full house at the Star. Dave and his son Mark were able to come, as well as Gerald whom we had not seen for a while. Stan and Rosemary made it (with a little help!). We will report on Powderham etc next month as we have to submit our copy to Bernard just before that weekend, but we have a massive 29 entered.

Our 13/60 'Jassy' now has a big sister - I have always lusted after a Stag (sad?) and FRU 149 L joined the family in June - perversely to be called 'FRUGAL', obviously she will be anything but! Her first outing was to a small show at Chudleigh, where we met up with Allan & Jacky, Ian & Gail, and also Debbie.

Important CHANGE OF DATE. Because our original date (6th) coincides with 'factory fortnight' holidays and hence a very busy weekend in East Devon and its attractions, we have taken Richard's advice and changed to **SUNDAY 13TH AUGUST**. Richard (01297 32409) is organising our outing - taking in Pecorama at Beer, followed by lunch at the Hunters Lodge at Axminster. Please do ring and let us know numbers in advance. We have not been to Pecorama ourselves but it sounds good fun with something for all ages, model trains and gardens included. It will be an early start - we will be leaving Exeter Moto Services at 9.30am sharp to drive to Beer. We aim to be at Pecorama for around 10am so that we can have a couple of hours there before an 8 - 9 mile drive to the pub to be there for about 1.00 o'clock. Again numbers would be appreciated so we can book enough space at the pub.

Club night will be **Wednesday 16 August** at the Star as usual. Our Second Annual Scalextric Competition will be held at Chudleigh on **Sunday 3 September**, after lunch at the Coaching House at Chudleigh. Jackie and Allan are organising this one - call them on 01626 852448. The rules - no Grand Prix cars - but any conversions allowed. The competition is being hosted by last year's winners, John and Lesley-Ann

Sue & John

## ESSEX

Hello Essex Area and hope you and your cars are all well. As a area we attended one show at South Wild Park. I could not make the show as I was ill, so thank you to the members who rallied round and set up the stand. I hear they had a good day and it could be a two day event next year, so watch this space.

John seems to be doing a good job of finding us shows to attend.

This months meeting went well, and to our surprise Tim turned up in his spitfire, YES THAT'S RIGHT TIM AT A MEETING WITH A TRIUMPH. There was a good turn out of cars and it was hot so we just talked cars and had a beer. After the meeting me, Dave, John and Donna went back to South Wild Park car show to see what Sunday



was like, and it was a good turn out. Even if on the way there we did get a bit lost and I showered Daves car with gravel. Sorry dave will you ever forgive me??

Our area (Dave, John, and Kevin) attended Bromley car show on the club stand. Keith went to the Hop Farm on Saturday and Kevin on Sunday. I was meant to go but my Vitesse's diff went BANG!!!!!!!!!!!!!! So that put a stop to that.

John and Donna went to the Darling Buds Of May car show. I think they had a wet day but John did say he met Vic Reeves and The main man liked John's car, which was nice (sorry wrong show!!!!) He didn't have a pan fight with Vic, but anyway I think John is just name dropping..... anyway that's enough from me, see you at the meeting on the **20th August**.

Russell

(and his car with all the muscle) haha

## GLOUCESTER

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

As I sit typing this my head is still buzzing from our trip to LeMans, but more on that later. The Classic and sports car action day at Castle Coombe was a scorcher, not only because of the blistering heat but the track action too. Paul and I re assembled the GT6's engine and as we needed to put some miles on in we took it and the TR7 V8 out for the day. Paul struggled to fit into the TR with his crash helmet on, I'm not implying that he's got a big head, the roof line is quite low. As a result I did the decent thing and gave the car a thorough track test. It went very well. We enjoyed the day both driving watching and looking around the static displays. The area meeting was a pleasant evening with a good turnout of cars (I won't mention the Skoda). The absence of Gareth and Ali meant that some home made raffle tickets courtesy of the bar staff enabled us to distribute the prizes (where were you Gareth). Thanks to everyone that contributed the goodies.

The mid month meeting at the Star Inn at Ashton under hill was a cosy gathering. Paco, Paul, Ian, Jane, Belle and I enjoyed the pub garden, the food and the hospitality. Our thanks to Maggie and Bojo for the warm welcome. The following evening we cruised out to the Coalhouse in Apperley to hook up with the Stag owners club and the Wydean area, there was a great selection of cars and the riverside venue added to the evenings ambience. As usual I took a run over to the Worcester area meeting Paul was unable to attend and so Paco kindly chauffeured me across. The meeting was very busy and several new visitors were there too. It was nice to see and chat to Andy and Vince (I was given Andy's details but put them through the wash).





## GLOUCESTER . . . HANTS & BERKS WEST KENT

### ● GLOUCESTER Contd.

Nice to see you guys and don't forget to come and see us at the Gloucester area meeting.

Now back to our LeMans trip. Wow, wow, wow, wow, what a fantastic weekend. Thanks must go to Phil Wilcocks and his team of helpers for all their hard work. The campsite was an ideal spot only yards from the circuit and the main village. The whole weekend was superb, our only casualty was Paco's exhaust manifold gasket blowing but with a kind donation of a new one from Rob and some exhaust paste it was soon as good as new. No other mechanical problems in our group although Vincent had a valve stick open, with some perseverance they managed to free it up enough to limp home. Well done guys. It was great to enjoy driving the circuit with Paul in his GT6. It was the climax to the whole project and seeing the grin on his face as we sped along the Mulsanne straight was worth the blood sweat and tears that were shed along the way. Well done Paul and thanks for letting me share. For those still left this side of the channel Stafford was on. Jane went and enjoyed a very relaxing weekend catching up with old friends. If you went somewhere I haven't mentioned please let me know and we can report on it, meanwhile keep a lookout for more things to see and do.

Andy

Events.

**Tuesday 1st August** Mid month meeting at The Green Dragon Inn, Cowley. 7.30 pm.

**Monday 7th August** Worcester area meeting at The Berkley Arms, Spetchley.

**Saturday & Sunday 12th & 13th August** The Avon area camping weekend at Haye On Wye.

**Monday 21st August** Area meeting at The Kings Head, Norton. Saturday 2nd September. The Glos area BBQ.

### ● HANTS & BERKS

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

I start this Area News with an apology and a correction! If you read last month's news you'll probably be confused about the provenance of Colin's GT6 - I'll probably confuse you more but then what's new about that? It was actually nothing to do with Duncan who has the Damson GT6, or Duncan's father! Colin's Mimosa car had spent time in Colin's family having been owned by Colin's father! Right I hope that

clears that one up and sorry to Duncan and Colin and their families and anyone else who, like me, now has a headache!

Right, back to things Triumph - much has been happening these past few weeks, my Vitesse now has Lucas fuel injection thanks in no small part to my mate Dave at Canley Classics - we didn't have enough time to sort it all out and there are some issues to be resolved (like the overheating fuel pump that caused no end of trouble on the way to Hollycombe last weekend) A lot of the issues are down to my tight fist nature of using stuff that I've accumulated over the years - I will take the time to work through the issues at my leisure! Suffice to say that when it's running it's amazing! Due to the temperamental nature of the system at the moment I left the car in the garage and took the wife's Sixfire again - I really must get that tracking sorted out, the car squeals badly at parking speeds on every type of surface - I can only think it's a result of the lowering work I did a few months ago. There's a new independent tyre place opened up just half a mile away from front door so I think I'll give them a try. So to this month's meeting and another bumper crop of Triumphs at the Crooked Billet including a few new guys and new cars. A quick piece of advice to anyone coming along for the first time, don't be shy, make yourself known to me or any of the guys as if you don't, you could feel a little excluded. The meetings are getting bigger and if I don't know you're coming I won't be looking for you. I would hate anyone to come and not feel welcome. In the summer months we try and make the best of the weather and sit outside and park out back. If you walk in the front door you may not have seen a Triumph and may not see any of us so please do look around, we're fairly obvious!

Good to see Paul Bodium in his Spit fresh from a successful few hours on the rolling road - running well and sounding glorious with two big Delortos, the local petrol stations must be pleased with you. A warm welcome to Chris in his tuned Red Herald, a car with some good period mods, next time I must have a proper look under the bonnet. Good to see Don again, I don't think I've seen the "pink Spit" (Don's description) before.

Welcome also to the guy in the yellow GT6 who's name I didn't catch. And finally welcome to Steve Higgins. Having passed the "register" on to Carl for next month's meeting I only have a scrap of paper with these details on so I'm bound to have got it wrong and just welcomed someone who's been to a few meetings or missed out another new guy as you'll have seen, we run an informal area.

Why have I passed the register to Carl? Well I will be on a plane to America when the next meeting is on, I'm taking my family over to Wisconsin to see my mate Jerry, GT6 owner and fellow Round Britain driver in 2004. Jerry is looking after a fifth wheel trailer and Ford crew cab pick-up that my father bought in the States last year - we're going "RVing" in North America. I'm promised a drive in the GT6 and Jerry's Buick Special, a day at the Northwoods Classic Car show and some beer drinking and rifle shooting on the porch at Jerry's place in the woods.

I hope Stafford went well for those attending. I've asked Andy Cook to represent our Area at the AO's meetings as I can't make the show this year. My eldest daughter Zoe who usually comes with me for Stafford now attended Pangbourne College and it is their Founders Day parade - the highlight of their calendar so I will be there proudly watching her marching around the parade ground.

So, if keep coming to the meetings, bringing your Triumphs out to use and abuse of polish and pamper - just get them out on the roads and I'll see you all in September.

Jason

### ● WEST KENT

WestKent@tssc.org.uk

Many thanks to everyone who supported the club stand at the Bromley Pageant and Hop Farm, Paddock Wood. Both stands were a mighty impressive.

As ever we fielded the biggest display of club cars at both events more especially The Hop Farm with the help of Surrey, Thames, Essex, West Herts, Herts & Beds, Gatwick, Canterbury and Isle of Wight along with a good contingent from our own area. Your participation was very much appreciated. I must give Karen and Adam a special mention. They were at both events bright and early ready to erect their huge gazebo. On behalf of everyone present, many thanks to you both. It just proves if we all pitch in how successful we can make these occasions.

Another fine person who deserves recognition is Carol from IOW. Carol sailed on the 5 o'clock ferry, arrived at Southampton only for her massive journey to be halted moments later by a damaged radiator. Fortunately a knight in shining armour was soon on hand and promptly went for a bottle of Ragweed. Carol arrived around lunch time still wearing that ever present smile. Transtarpromotions who organise the Hop Farm recognise our need for a larger pitch and agreed to my poaching of extra land, something Ashley and I have done for the last few years when no one was looking. Despite our best efforts that included bribery we were unsuccessful in winning best club stand. I'm convinced it's only a matter of time.

The area meeting took place at the Hop Farm under the shade of a huge tree but was unfortunately cut short by the Citroen robot, which like the piper had hoards of people following.

Discussion centred on convoy type drives probably on a Sunday, stopping off somewhere for lunch. Something the kit car club have been doing for ages.

Perhaps we can tie up with them certainly Sue and Julian's day out during the Classic Sandwich proved popular. Ian has volunteered to organise the first one and I will pass on the details.

There was also talk of cross meetings with the Canterbury area as they meet on the same Tuesday. Although some will be happy to travel, I suspect many wouldn't. The ball is in your court - let me know.

Lastly, a certain someone who was at the Bromley Pageant had immaculately sprayed wheels and polished wheel nuts -

I'm envious. Will have to do mine now!! Take care

Hanny

### ● LANCASHIRE

First of all apologies for not submitting a report last month. We have been decorating the spare room at home where the PC lives so no computer access to submit the letter (bad excuse I know). Also sorry for not attending the last meeting but a big thank you to Paul for stepping in. There are not enough pages in the Courier to explain why I wasn't there so if you want to know just ask me, but let's just say - car problems, and not the Triumph type!!

By the time you read this we should have all enjoyed Stafford, wonder who will have won the lobster lookalike competition this year?? Previous winners of this prestigious trophy are myself and more recently, Sid!!

Following reports from Dookie it appears the the Blacko event went well, so thanks to everyone who supported that. Our next event will be the weekend camping at Hawes on **August 11th / 12th / 13th**. This is the one that has been rearranged following the vile weather in May that forced us to cancel.

Unfortunately the site owners cannot take bookings at this time of year so I will set off early Friday to the site and reserve us room for pitching myself, therefore I will have to meet you all there. I don't know if the rest of you want to meet to convoy up to Hawes, if you do probably be best to meet at Gisburn Market.

Well that's about it for this month, hopefully you will all behave as expected at Stafford so that I have some material for next month's newsletter.....

Take care & see you all soon,

Geordie

### ● LEICESTER & RUTLAND

July and things are warming up. Not necessarily the weather but certainly events and shows within the area. As mentioned last month, we attended Stapleford Park Steam Rally and several members camped over the weekend, and numerous others came over for either Saturday or Sunday. Lovely weather, huge steam engines, lots of tractors and a steam organ that seemed to go on, and on, and on. Without our presence, the classic car section would have been a little thin, but it ensured plenty of interest in our cars. Not everyone passed the camping induction programme but with a little more practice and restraint, success should be assured. We have been invited to attend at the **August Bank Holiday**, but it clashes with the wedding!! But members agreed that they would like to go back again next year.

The real ale tent was not quite what we officianados would term real ale, but it was cold and wet and most welcome on such a warm day. Roy has added to his organ, a microphone, and he entertained us on both evenings and with the assistance of the lovely "Terisa" (and she had

a grey tractor in the show) on Saturday, is this the start of a duet?

Graham, Ade, Liz and myself have had further meetings concerning the organisation of our own show at Brookside Hall on **Sunday 13th August** and matters are progressing very well. Catering this year will be provided by outside mobile caterers and an Ice Cream van will be in attendance, so all we need now, is the sunshine. Flyers have been given out at local car shows in the last month and interest from other classic car and motorcycle enthusiasts has been positive.

Several of us attended Birstall Gala on **Sunday 2nd July** and what a roaster. No shade so much sunburn. Andrew and Corrine organised a car section and over twenty classic cars of all colours and shapes turned up. Peoples choice was Tony Simpson's lovely GT6.

Just unpacked from our annual outing to the TSSC Stafford International. Again a superb showing from the area with over twenty members and family camping, and many more turning up for the day. Several members cars in the hall and into the Concours and judging was still going on when I left. Weather was very windy Saturday night and it made it very interesting for us when we came to take the tents down. As an area, we provided members cars for a display in front of the show hall on the Sunday. What do tents need Anne & Terry? - Pegs. And the gas cooker? Gas. A mobile phone call back to Leicester ensured that they turned up Saturday morning, so hot food was resumed and Snoop could curl up on his own. **Sunday 23rd** will see us put on a club display at the Beaumanor car show, and if the Burton Ford Capri club win the trophy yet again, it will convince us that the show organisers are sad people.

Or if it is the MGB club yet again!!!!

**Sunday 30th** will see us at Oakham classic car and cooking show. Yes, how to cook a meal for four, using only the heat off the bonnet of a Triumph Spitfire!! Who says classic cars are boring.

Dave

### ● LINCOLNSHIRE

www.lincstssc.co.uk e-mail: garth@lincstssc.co.uk

Sorry for not putting an area report in last month, I just don't know where the time goes. It has been a reasonably quiet June, we were hoping to get to the Peak Run but other commitments conspired against us yet again. One day we will manage to make it! Phil Jones did manage to get there this year and has given nothing but good reports about it, so let's try and get a decent group of us going next year.

The Waddington air show has just gone and it was a cracking weekend, Ellie and myself took the caravan on the Friday night and camped for the whole weekend (well that was the plan!!) and so did one of our newer members Oliver Holmes who is in the RAF and is actually stationed there, but just wanted to get out of his barracks block for some time out as he was off duty that weekend. Phil Jones and his family came along on the Sunday, and on the Saturday we had Keith Nock's very nice



1500 Spitfire and Alan Madin's Spitfire showing that even if your car is not concours you should still be proud of it and bring it along. I can really recommend attending this event as the beauty of exhibiting your car at the show is that it is free! This includes the driver and the passenger, which if you came through the main gate would cost you £16 each plus £2 for parking so it saves you a whopping £34 well worth it if you enjoy air displays.

There were a few disappointments this year, I was looking forward to see an F16 and the Nimrod, both were static displays but neither were flying. Also the Harrier broke down while on its display something to do with the inertial navigation system so they said, they did have another go later in the day but it was still a very curtailed display which was a shame as it is one of my favourites. At least the people on Saturday got to see something off it as it did not even manage much more than a take off and landing on the Sunday. Still as Triumph owners I suppose we should be used to it! I think the highlight of the display was a draw between the Eurofighter Typhoon and the Battle of Britain Memorial Flight. There is something very stirring about the sound of the RR Merlin engine, all I need to do is figure out how to get one in my GT6 now that would be an engine transplant and a half!!

We are very lucky here if you are an aircraft anorak as we have the Battle of Britain Memorial Flight, the Eurofighter and the Red Arrows all based here in Lincolnshire. It is not unusual to look up when washing the car on a Sunday and see the Lancaster or a pair of Spitfires flying over the house.

Don't forget the camping weekends coming up soon:-

**August 4th ~ 6th** The Robin Hood Run  
**August 11th ~ 13th** The 2nd Northants Camping Weekend and finally our Bomber County Camping Weekend  
**August 25th 28th** over the Bank Holiday

Well it's off to Stafford today to help set up and then have a cracking weekend. See you at the next meeting.

Garth

### ● MANCHESTER

www.tssc.org.uk/manchester

This month's Area news is going to be rather a short one as we are all off to Le Mans this week.

Every body has been really busy getting their Triumphs ready and poor old Les hasn't had a weekend off for weeks as he has been helping everybody out with either repairs or advice including Frank and myself so may I take this opportunity to say a big thanks Les on behalf of all the Manchester members you have helped. We have just spent a great week end with





## MANCHESTER Cont

The Derwent Valley members on the Peak Run. As usual we have really enjoyed ourselves, and thanks to every one of the organisers for a great run and a very well organised weekend.

We camped for the weekend at the Grouse and Claret Campsite which has really good facilities (thanks for organising that Jen) Friday Night was the usual, wind down and drink ourselves into the mood. We set out Saturday morning for Chatsworth House in the rain, complete with hangover. The gardens were absolutely stunning, and we certainly enjoyed ourselves. Gary promptly fell a sleep behind his Spitfire hoping no one would notice (fat chance). He reckons he was suffering with hay fever we reckon it was self harm!

Saturday night we had a meal in the Grouse and Claret which was good considering we were told by the head waitress earlier in no uncertain terms that that we were not allowed to book a table, but common sense prevailed and the boss man set a side table for 18 of us and the meal wasn't half bad either.

Sunday morning we set off on our run it took us through miles of beautiful country side and scenery, and we were on the road for approximately 5 hours. Oh yeah! We all made it to Derby except one (you always get one don't you?) Sean ran out of petrol. Ahem!! Gaining a prize for most unusual breakdown.

We all made it home in one piece except Sean who broke down, was it petrol related? We don't know. Les and Ler, Paul and Kerry stayed with him till late at night when I got a phone call saying they were on the way home from Buxton the time 11 ish, it had been a long day. Now the Ode, to sum up our brilliant weekend the first verse is dedicated to Bernie our very observant Courier News editor.

The infamous Ode by Kees  
Peak Run 2006  
As I subject my Ode to the literary  
predator  
To censor my effort comes  
Bernie the Editor  
I know I must give him an ache  
in the head  
With language more suited to post  
watershed.

So we've all been away enjoying the fun  
At a most enjoyable annual Peak Run  
But at my expense there was  
nowhere to hide  
When my troubles to the Club  
I tried to confide.  
So I admit I disclosed perhaps  
too much information

## MANCHESTER . . . NEWBURY

After shuffling all day with  
chronic constipation  
But to suffer in silence I cannot condone  
As I pondered for ages upon the throne.

I read my book but to no avail  
My mission to motion was  
doomed to fail  
I was looking for sympathy,  
If only I knew  
The hysterics that followed when  
I said 'I can't pooh.

With friends like these, who needs a foe?  
They suggested a Karcher  
to help me 'go'  
And the 'Crazy Daisy' raised its head  
As colonic irrigation was too  
much to dread.

But enough about me, here's the  
rest of the story  
Head banging pensioner does  
'Land of Hope & Glory'  
And Gary's red eyes only lead  
me to deduce  
It wasn't the hay fever, but  
excess self abuse.

And the prize for breaking down is  
awarded to Sean  
Who left camp at teatime, didn't get  
home till dawn  
A broken accelerator was of no use  
Then 'Sod's Law' struck when  
he ran out of juice.

We're off to Le Mans and we  
must travel light  
The contents of my wardrobe is  
causing a fight  
So to answer Paul's protest 'you're  
gonna have to tough it'  
I'm sure you can guess where he  
can go push it!  
(Now there's another orifice to hide a  
pair of shoes in!)

We had our Tuesday meeting on Sunday  
due to going to Le Mans early the following  
morning, with 29 members present.

We do have one or two going to the international  
so good luck to them I know you  
will enjoy the weekend; it's just a shame  
both events were at the same time.

Paul gave us an update on the Devon run  
we are hoping to do next year, we have to  
book campsites and B/B before Xmas so I  
would appreciate any body not at the  
meeting to let me know if they are interested  
in this trip by phone or at the next  
meeting. (We are hoping to meet up with  
some of the Devon members)

Hopefully we will have our Flags and  
regalia from the club by the time we go to  
Tatton Park in August.

The club BBQ will be at Jenny and  
Graham's in Poynton on **Saturday 2nd  
September** full details will be given at the  
next meeting and will appear on the  
Manchester Area website.

The next meeting will be back at the  
Stamford Arms **Tuesday 1st August**.

Don't forget our next important dates  
Woodvale **Sat/Sun 5/6th August**,  
A6 Run **6th August**  
Tatton Park **19/20th August**.  
See you soon

*Dip/Frank*

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

## NEWBURY

[dave.rumens@btinternet.com](mailto:dave.rumens@btinternet.com)  
[mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

Our annual Cars in the Car Park evening  
at the end of June resulted in an excellent  
show of 18 club cars in the car park,  
together with one of our biggest number  
of people this year - especially welcome to  
Philip in GT6 and Norman in Spitfire. We  
hope to see you again soon. Thanks to  
everyone for making it such an interesting  
evening, the weather was good to us as  
well so we spent virtually the whole  
evening outside. The car most people  
wanted to take home was Guy and Suzie's  
2+2 Bond, with Colin's Spartan and  
Dennis, Vitesse coming a close second.

If you are intending to go to Wroughton  
on **6th August** please let us know. 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**. We  
will wait at the end of the entrance road at  
about 8.45 but don't feel you have to be  
there by then. If there's no one there just  
drive in and come to the stand. We have  
to be on site by 9.30 ready for opening to  
the public at 10.00. Don't forget your letter  
which is your free entry pass, they nor-  
mally don't ask for it, but if you don't bring  
it, this will be the year they do!! Let's hope  
for 'normal' weather - no heatwaves or  
downpours.

The TR Register BBQ was a bit of a wash  
out unfortunately. Sean and Diane and  
ourselves went along to what is usually a  
lively and fun afternoon. However it started  
to rain soon after midday when every-  
one was just starting to eat and it was still  
chucking it down at 3 p.m. so everyone  
decided that was it. Still we had some  
interesting photos of people trying to eat  
with a knife and fork and holding an  
umbrella at the same time!

Can't comment on how Guy and Suzie's  
BBQ went, though I expect it was a good  
evening. We actually only got about 300  
yards down the road in the Giffire and then  
Bang, front trunnion went and we were  
grounded, literally, chassis on the road  
and a chewed-up front tyre (with a lot of  
tread on it, isn't it always the way?) It took  
the AA contracted out garage 2 1/2 hours  
to get to us home. At least it went then and  
not when we will be in Norfolk.

Stafford report from Dave: Well it all started  
at Waitrose car park in Thatcham with  
Nigel in his GT6, I thought I better mention  
Nige to start with as he got there first.  
This was mainly due to a bit of time shifting  
by Ian and me. Now would we do that  
to you Nige. Moving on quickly, next in the  
car park was Heather in her 1500 Spit, then  
Ian in his 2.5 PI Saloon or mobile container.  
Er. Finally me in SUT my Vitesse, this was  
a change for me as most Stafford's I have  
taken HIA the 13/60 Estate.

All started out well as off we went heading  
north with Ian doing his normal excel-  
lent job of sweeping up at the back and me  
navigating at the front. Just south of  
Oxford we picked up both Andy in his  
Bond 4S and Mark in his Spit. At some  
stage on the M40 we lost both Andy and  
Ian mainly due to me passing the very high  
number of slow moving lorries present.

## NORFOLK . . . NORTH EAST NORTHANTS

But we didn't have to slow right down to  
let them catch up as fate struck in the form  
of Mark's overdrive wiring started to make  
smoke. As an aside some say the Lucas  
system runs on smoke and when the  
wiring breaks the smoke escapes. That's  
why the things stop working. However, I  
digress so back to the plot - a quick stop,  
the overdrive circuit was disconnected and  
we were on our way again. By this time  
Andy and Ian had overtaken us, so it was  
just a matter of catching them up which  
we did at the M6 Toll. This is the first time  
we have used the Toll on our run up to  
Stafford and I can recommend it as we  
didn't have the normal stop/start traffic jam  
around Birmingham to contend with.

Well we all arrived at Stafford together  
only to find our normal quiet spot we have  
used for years had largely been taken and  
we ended up using an alternative. This is  
a change from the past as the quiet end  
has now become very popular and by con-  
trast the lively end now looked quite  
empty, though I guess Le Mans may have  
had something to do with the lack of lively  
people being around! As we had experi-  
enced very heavy rain on the drive up the  
erection of the tents was considered as a  
priority. Well I did say considered as they  
were erected but only after the traditional  
area bottle and can opening ceremony had  
been completed. Its dry work driving 135  
miles! After that hard work we had a meal  
in the corner café and had a good natter in  
the bar. Heather related her skills at tractor  
driving and I guess we all put the world  
to rights, but I can't remember too much  
about it! Early the next day we were joined  
by Malcolm & Josie and Ollie both in  
GT6's, so with Nigel's we had three GT6's  
from Newbury Area in the Hall, well done  
everybody. During the next day we all had  
a good dig in the auto-jumble with Andy  
finding a good pair of seats for his Vitesse  
(at good price), Mark bought some of the  
replacement parts for his overdrive circuit,  
and I found a good calliper bracket for  
Mary's car.

That evening we had our Area BBQ with  
both Ian and Mark providing gazebos, as  
the weather had started to deteriorate into  
rain these were very welcome. Ollie as  
normal hovered up all the food left over  
(including a German burger!) and we  
could only just see Heather through all that  
BBQ smoke! After that Andy and I went to  
the bar, the rest of the group went to the  
disco. Hmm - Well not quite as Malcolm &  
Josie first went to their tent and allegedly  
fell asleep so were late to the disco, that's  
their story anyway. The next day we  
packed up early as the weather looked wet  
and then put seven of our cars around the  
Triumph World Arena, we were also joined  
by an MBG GT that sneaked in from some-  
where! I believe we all gave very good  
entertainment value and with our abilities  
given time could go on the professional  
circuit! I wonder if Steve Redway thinks  
the same. After a quick look around the  
show it was the homeward run and gener-  
ally the lack of slow moving lorries meant  
our journey went relatively smoothly.  
On the way home it was nice to see we had  
a GT6 attach itself to our group and if you  
are reading this you were very welcome.  
An enjoyable weekend.

Next meetings: **Wednesdays 9th and**

**23rd August** at the Spotted Dog starting  
about 7.30pm  
Events:

**6 August** Wroughton Classic Car Show  
**13 August** Newbury Classic Car Show  
See you all at the next meeting.  
Keep 'em flying.

*Mary and Dave R.*

## NORFOLK

Hi All. Julys meeting brought us the annu-  
al mini concours. The weather was perfect  
for a Summers night culminating in nearly  
thirty cars in the car park. All members  
chose their favourite three cars and the  
results were as follows:

1st Place went to John Smith's beautiful  
red TR4A, totally stunning.  
2nd Place was jointly shared by Bill  
Galloways lovely red GT6 and my Mk2  
White Spitfire.  
3rd Place was Jackie and Alan's Spitfire.

A few new members this month, a big  
welcome to you. That's all this month  
folks,

*Julie*

## NORTH EAST

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

Hi All. I was really pleased to see every-  
one at the July meeting, warm weather  
brought 33 people and at one point 22  
Triumphs outside, lots of chat and com-  
parisons being made.

Where to start, maybe with who has done  
what. Mark Ramsey has blinged his Vitesse  
with chrome wires, Rich has painted wires  
on his Herald and both look very good. Bill  
Meson finished his engine rebuild ready  
for CLM but said he is now selling his Spit  
1500 due to having bought a TVR Tasmin.  
Gavin Brown finished his rebuild and got  
an MOT, both Matthew and Andrew Plews  
have MOT'd red Spits, one was there  
(Andrews I think) looking very nice, hope-  
fully both will have made it to Holy Island  
by the time you read this. Alex is keeping  
his Spitfire (again). Brian's Herald still has  
no MOT as an apparently perfect brake  
pipe across the bulkhead split along its  
length during some work.

Ian and Joy and family brought their  
Vitesse out and it responded by failing to  
start properly. Ashley Meson's Spit has  
been laid up for 8 months but he and Phil  
Wright got it going, put some bits on  
(bootlid for one) and brought it up, sadly it  
now has drivetrain vibration under load,  
unfortunate as Ash likes to 'give it some  
welly'. My Spit is all solid again, the rust  
having been caused by the rear valance  
being welded onto part of the original and  
rusting completely along the join, been  
done properly this time.

Aaron has had his Herald tuned up and is  
well chuffed now. Chris Fish has AVO  
shocks on his fine looking Gentry and  
apparently it is fantastic now. I saw Joe  
Grundy's Vitesse conv restoration last  
month and it's progressing well, hopefully  
on the road in the near future. Not sure  
what else anyone has done as I couldn't  
speak to everyone. It was good to see a fair  
sprinkling of Triumphs at the MG  
Northumbria Dilston show, well done.



Our camping looks to be well attended  
(**11-13th August**) out near Hexham, Ken  
Falcus has volunteered to do a run out on  
the Saturday afternoon for those interest-  
ed, many thanks. Ken and Brian Harrison  
are also going to do a treasure hunt for  
**September/October** time. We have the  
Burnhope Vintage Vehicle Rally on  
**August 20th**, a Sunday lunch run in  
**September** into Yorkshire. Joe Grundy  
also organises fun pub quizzes in one of  
his locals and has offered to do one on the  
club night, might be fun seeing as the pub  
is having one on a Sunday as well, maybe  
in **September or October**. I think we  
might have to move the 'formal' bit of the  
meets forward a bit to compensate for the  
pubs own quiz, well I'll try for 8:45pm in  
August and see how that goes.

Congratulations now to Tim, Debbie and  
Willow on the birth of a brand new  
baby daughter.

Almost at the word limit, hope to see you  
all about in the fine weather showing (if  
possible) all these modern cars (and MGs)  
what the point of a convertible is.

All the best, thanks for your support,

*Mark*

TOTM  
Remember where you put IMPORTANT  
things. DOH!

## NORTHANTS

Hi all, back on form this month, kitchen  
nearly completed... been nearly completed  
for a few weeks.... anyway. What's been  
going on the past month. Several mem-  
bers went over to Le Mans to see the invis-  
ible car....no tools doh! But otherwise a  
good weekend was had by all.

Six of us went up to the Peaks run and  
once again didn't disappoint, especially  
the people who locked themselves out of  
there caravan whilst very peeed up... most  
amusing ...you know who you are  
Notts area.

Our camping weekend is fast approach-  
ing on the **11/12/13 August**, have confir-  
mation from the police that the convoy is  
o.k. and so far there is now 64 people  
booked in.. looks to be a good one, will be  
if the HQ's food is as good as last time.

For those attending there should be some-  
one at the Aquadrome front gate to greet  
you when you get there if the security guys  
fail to notice that you are there for the tri-  
umph weekend.

Must say farewell to two of our members  
Vi and Paul, good luck in your new house  
and I think your local A.O is Harry, I'm sure  
he will look after you, but don't forget us.

Also new member Steve turned out at the  
meet with his lovely 6 Vitesse convertible,  
the car park had a very good turn out of  
cars, still to many euroboxes though.

Anyway, time to get the bunting ready, I





## ● NORTHANTS Cont

hope this good weather continues....see you all there..

Jonathan

## ● NORTHERN IRELAND

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

It's been a hectic couple of months, between the Run to Kerry and our own event in June. This year we decided to mark the sixth anniversary of Standard Triumph and moved to a new venue in Wallace Park, Lisburn.

Changing a successful formula is always risky but to be honest although last years show turned a small profit, numbers year on year have been going down. We still enjoy the show, which is the main thing, but you can never pick a date or venue to suit everyone and this year was in some ways make or break.

Our next area meeting is in a few days and I will get some feedback then but numbers were again down. We did get cars from far and wide from as far west as Dungannon and Omagh and as far north as Eglinton.

We had members and cars turn up which I certainly have not seen at events before and everybody had a very good time. We were supported as always by Chic Doig, who came along on the day, and by Rimmer Bros. who sent along 10% off vouchers and £100 in vouchers which we used for quiz prizes.

Douglas Hogg did an excellent job sourcing the finishers awards - this year a dark blue fleece with the club logo and our area name - keep an eye out for them at Stafford. Richard Rutledge and his fellow Concours judges also did an excellent job. I was particularly pleased when the Vitesse estate won the best modified class and Eric Williams' finally got Car of the Show to add to his many trophies. Eric Thompson's very nice red 13/60 took best family car and Douglas Hogg, yes he who organised the fleeces, got Best Sports Car for his TR6. The best guest car was a 1946 Flying Standard.

We also had a new prize this year - the Glenholmes cup, for the car which most captured the spirit of the club. My 1200 herald convertible, at his debut event and with over spray still on its tyres, won - much to my amazement.

Will we run the event again next year - still up for debate. certainly the venue was excellent - many thanks to Lisburn City Council - and I think it was enjoyable but it is a difficult to keep it fresh. Let me know what you thought of this years show and if we should run it again next year.

One thing we shall definitely be doing, as always, is keeping our Triumphs on the road!

Paul

## NORTHANTS . . . NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH

### ● NOTTINGHAM

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

Wee, not quite sure where to begin this month. It has been rather hectic to say the least. We attended the Peak Run again this year and once again were reminded why this remains one of the best events the club has to offer. The work put in by Colin and his team makes the weekend such good fun. The runs are superb, the people are amongst the friendliest you can meet and superb organisation means nobody goes away disappointed. Add in a few shenanigans at the campsite late on Saturday night (Johnathon from Northants and Richard from DV as co-conspirators) and what resulted - a brothel on the camp site! (Well, actually in Roger and Julie's caravan). Keep up the good work, Colin - can't wait till next year.

Our meeting at the end of June was again extremely well attended with 52 people (and 1 dog!) and 20+ Triumphs in the car park. Our new idea of BBQ food free with each raffle ticket worked a treat and we will continue to do this as long as the weather permits. As you read this we should be up to the final few days before our own camping event, THE ROBIN HOOD RALLY. Please come and support us. Even if you don't like camping try and make it on the Saturday or Sunday. We have two really exciting venues this year and with the archery display on Saturday evening it looks like being a weekend to remember.

Our main news item this month is the fact that Nigel and I have agreed to take on the mammoth task of organising the International at Stafford for the foreseeable future. This would not have been possible without the support of our area members. As soon as we confirmed this to the people who attended this years event with us we were inundated with support from Notts area members. We had an absolutely great weekend there (thanks to Chris Mills and his team for yet another great event) with the band on Saturday night amazing most folk with their wide repertoire. We also managed to take away with us yet another trophy for the best display there. So, please, all of you, put yourself on the back and be secure in the knowledge that the Notts area is thriving.

Events we are attending this month -  
**4th-6th AUGUST - THE ROBIN HOOD RALLY - OUR OWN TOP EVENT.**

**11-13th AUGUST -**

Northants area weekend

**25th-28th August -**

Lake District Weekend.

Please also note that due to the Bank Holiday our meeting in August will again change to the **Tuesday 29th**. Back to normal again in **September**.

See you all soon

Claire

### ● PETERBOROUGH

A good turnout again on the 10th, with showers holding off to allow us to have the food outside again and view a good selection of Spitfires, Stags, GT6's, a 2000 and Pauls intercontinental Vitesse Convertible. It was sad to note that Rick and Mo are leaving house to go and live in Allington, near Grantham. It appears

that the Nottingham District meets not too far away from there, so we might lose two regular attendees. Hope your operation goes well, Mo. We all wish you both health and happiness in your new abode.

Andy's wife was unexpectedly rushed into Addenbrookes on the 10th, after tripping whilst recycling an opened tin. Apparently tendons and nerves etc. were sliced open. We hope Margaret soon recovers to help you with the washing and polishing of the 2000 Andy. Good little Sam East, slept all evening in the back of Richard and Pam East's Stag. Contented little chap that knows a comfy car when he sees one.

The Bourne Classic Car Show was an excellent show for the Bourne Motor Racing Club's first event, and they got the weather right as well. I'm not too sure whether punters and exhibitors were aware that about 3-400 yards away was the Raymond Mays (of ERA and BRM fame) Museum in the Water Mill Centre. You missed it? Well there should be next year to take advantage of it. We had a couple ask if we knew of anybody who is interested in a 'G' Reg. 13/60 convertible that they were given new as a wedding present 38 years ago. It will need a lot of money spent on it, but I do have the contact details should you require. My GT6 ran perfectly to the show but once again I threw its teddy in the corner on the way home. I have not had any further time to spend on it since, but tighten up all the clips on the suction side of the fuel line and hope this will solve the problem, but I have not had time to try it out for reliability. Took it to the club night and it played up again and had to be nursed home.

Obviously the new fuel pump wasn't the original problem.

I couldn't get to Stafford to reunite the GT6 with the scores of others on their 40th anniversary, so will have to wait for the 50th. Apparently the event was lacking from the large English contingent that had taken to the continent by Ferry to a motor race event. Le Mans. That Classic Le Mans event was enjoyed by several intrepid drivers and their navigators. The Le Mans event will be covered properly in the area news within the next issue of the Courier by Paul. Colin gave us a very professional edited lap-top presentation of the whole event and if you wish to view it, I am sure he will only be to willing to oblige by arrangement. It was good to note that all of our local members arrived safely and triumphantly home. Apparently Graham was a bit stiff when he got home but with 636 miles recorded it wasn't surprising. What was good news the engine that played up on the coast to coast run only needed some new thrust washers for the crank end play.

This is also a reminder call for the Maxey Classic Car Show on **Saturday the 12th of August**.

Our next Club Night Meeting will be on Monday the **14th of August** in The Bertie Arms at Uffington, Nr. Stamford, PE9 4SZ at around 8.00pm. You are most welcome to join us for 'nosh, noggin, natter n'raffle'. Thanks for the continued flow of prizes for club funds. See you there on the **14th**, as we must make the most of our cars on the warm days and evenings before Autumn draws in.

Happy Motoring. Regards.

Doug

## SCOT CENTRAL WEST . . . SCOT NORTH EAST SOUTHERN

### ● SCOT CENT WEST

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

Sunday 18 June saw three assorted red Spits with me in my Blue Herald hard top make off from the Bothwell Services on the M74 accompanied by a couple of MG Midgets whom I'd invited along in a kind of reciprocal arrangement - their AO (or perhaps secretary) having invited us to a run at Easter past which I was unable to attend due to family commitments but I do think the local Clubs (of whatever marques) should work together more closely and hopefully boost the enjoyment we all get from our cars. Anyone with a foot in more than one camp who may be reading this is more than welcome to pass this message on...

As per norm for our run out it was a fairly miserable day as we progressed up through Law, Carluke, Lanark and Abington to Leadhills and the narrow gauge railway there - well I do admit to a passion for trains as well as cars but I do try to make a point of including something of transport interest in our runs. We turned our coach into 'the diner' - a clement spot Colin declared it - while we enjoyed the ride. The staff (all volunteers) were very amenable and took pride in showing us round the engine shed while explaining the works and future plans. I'd say it was well worth a visit if you are in the area. The line, which is an registered charity, lives basically from hand to mouth - if you're driving up north (M74) on at Saturday or Sunday, make the (small) detour, pay a couple of bob (well £3 actually p/p) and enjoy a ride on the highest adhesion line in Britain (1498ft at the summit I think).

The road down from Leadhills though Wanlockhead and Lower Hills I'm sure is very scenic - just we couldn't see it most of the time!

The clouds were right down and I drove it with lights on most of the way. It was certainly an enjoyable drive, quiet and twisty. I was still in the lead but the marques were a bit more mixed and when the weather and road allowed the other five cars made a pleasant sight in my rear view mirror.

The run after lunch took to the sea front in Ayr but by now it was fairly miserable that soft Scottish rain which soaks through everything so we decided to bin the planned walk on the beach eating ice cream and go out own ways.

It was good to have the MG guests on board and I hope we can do more together in the future.

Over roughly 7 hours and made 150 or miles door to door over mostly pleasant roads although I didn't enjoy the hack back from Ayr at the end. The spray was terrible and the M77/M8 in Glasgow was really quite congested for a Sunday afternoon.

Where do you want to go next time folks? I'm running out of ideas - especially if a visit to a transport related venue is to be included but I do agree with a comment made by one of the Midget drivers that it good to include some sort of visit rather than just drive in a big circle for the day.

Over to you Gregor for the meeting report. Yours aye

Jim

Thanks for that Jim, a seamless link to the next part. The run was good fun and we are used to the weather by now. Colin and

myself made a detour at the end of the run to a classic motorbike show in Prestwick rather than the beach, and yes, we nearly came away with two extra wheels. each! Meeting report now.

Well once again in Jim's absence we managed to have the complete meeting out doors. The evening was warm and sunny. We had four Red Spitfires and one White one (Ronnie) with a very plush interior. Two modern cars and a 1980's Scirocco also turned out to play. Most bonnets were up at some point as modifications and different models were discussed. I was providing the entertainment unfortunately, as just having my Mk2 Spitfire up and running after two years in storage, the diff has started to complain and is getting more vocal. The entertainment was taking passengers for a run to listen for the noises facing backwards ears to the diff. All confirmed the diff was about to go bye byes at some point, you can feel it grating through the body work. So no trip to Stafford for the Spitfire then, after all the trouble with the mot tester and tax disc, still at least it's not going to blow up on the M6! The gearbox is not to happy either so I think it's time to take it all to bits and shake the worms out. I feel the need for the big hammer (precision gearing adjustment tool) again.

Thanks go to all at the meeting for their help, and we did avoid the police patrols during testing , twice! By the time this is published Stafford will have been and gone I will be in alternative transport, until the Spit is running again. Robert is looking for a good Herald 1200 chassis as his is not exactly mot worthy. Contact AO if you know of one or even a cheap car. An appeal for all to come to the meetings, it's fun, you get to hear Spits eating diffs, what could be more entertaining? Seriously, although a bit extreme it shows that the TSSC is there to help if we can. Many heads are better than one , or ears!

The Scotland Central West Area has been going a good time now and has had many faces come and go so please support the area meetings. I will at some stage be collating a history of the area, ao's etc. So I may be looking for info. I am looking for records of runs events , can you help? That's all for me and goodnight from him. The next meeting is on **Wednesday 2nd August** at Lochinch. Details of the Irvine show the next **Sunday** should be available. The Spitfire will return too.

Gregor G

### ● 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 Westcoast Run in June by all accounts was one of the best that has been organised, with the group of 11 Triumphs scoring with the good summer weather.

A full report on the run has been posted on the Grampian Triumphs Club website [www.brmbrmm.com/grampiantr.bb](http://www.brmbrmm.com/grampiantr.bb) thanks to Brian Slade for the really good editorial.

The Triumph line up at the Thomson rally was good with the following cars being shown. 1 Spitfire mk3, 1 Spitfire mk4, 1 GT6, 1 TR3, 1 TR4, 1 TR5 & 1 TR7, all cars were well turned out and collected a lot of



interest from the public. On the Sunday 2 yellow Spitfires turned up these are owned by members of the Glen Isla Club.

Triumph events scheduled for this month are as follows:

**10th Aug:** Triumph Pub Run this month we head to the Banchory Lodge Hotel meet at 8pm, if you going for a meal we normally get there around 7:30pm.

**13th Aug:** TRIUMPH DAY, this is the big one in our local area events calendar with a club barbecue and concours judging, this year we are meeting at the Grampian Transport Museum at Alford. The event is held in conjunction with the MG, Morgan and TVR clubs.

**31st Aug:** Triumph Pub Run this month we meet at the Potarch Hotel 7:30 pm or 8pm

**1st - 3rd Sept:** Triumph Autumn Rally, this Grampian Triumph Clubs organised run takes us to Grantown-on-Spey, if you want to join us please contact Mike Forbes ASAP.

The other events scheduled for this month are as follows:

**6th Aug :** Garioch Rally, this is a good event organised by the Garioch Restoration Society, there should be quite a few Triumphs as a lot of the owners are members of the Society.

**6th Aug :** Glenisla Rally + Barbeque, all the local area club members have been invited to this event there are quite a few Triumphs owned by the members of the Glenisla Classic Vehicle Club.

**12th-13th Aug :** Historic Wheels Rally, over two days this rally is held at Brodie Castle. 19th-20th Aug : Deeside Steam & Vintage Rally.

**26th-27th Aug :** Callendar Classic Rally, this is a good rally usually with a few Triumphs from outwith our area.

**27th Aug :** Duff House Rally, this event is usually well attended by our local area Triumph enthusiasts.

That is all the news for just now.

Danny

### ● SOUTHERN

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

Summer seems to have well and truly arrived now with the recent heatwave - and today's thunderstorms! As I write this we're looking forward to packing up the car tomorrow and heading off to Le Mans - more about this next month.

June was rather a quiet month for the Area, hopefully allowing everyone to tinker and tweak their cars for the various shows coming up in the next few weeks when the calendar starts filling up.

A smallish but select group met up at the Churchillian on Portsdown Hill, going back to Southern Area's roots as that's where the first meets were held all the way back





## SOUTHERN . . . SUFFOLK

### SOUTHERN Cont

in 1978. It was quite a distance for us so we arrived to find Alan, Beccy and Ali already tucking into their dinner.

We also discovered that Mark, having spotted a familiar Triumph silhouette going past the window had headed out to the car park to pick up Liz who, having been waylaid by Alan and Wendy in a lay-by after the QE show and having her arm twisted to join us, did just that. There was the usual exodus to the car park to check out the 'new' car.

Unfortunately this year our BBQ seemed to clash with many other things but Alan and Wendy brought Vitesse and Portaford and the TSSC was also represented by visitors from both Andover and Newbury Areas, not to mention Bonds from as far afield as Surrey and Milton Keynes (Thanks to Dave and Amanda and Bob & Jane for joining us for the evening). The weather was glorious, if almost too much so, but we did have a lovely time and we do enjoy having such a great mix of people here.

Although we had planned to pop along to Calne for the Atwell Wilson Classic Car Show on the Sunday, when Monty came out of the garage he was rather poorly with a petrol leak so, with it being so hot, and Guy and I being rather tired from the previous late night we decided to stay home with Guy removing the culprit petrol tank ready for repair and catching up with a few other odd jobs on the cars.

The weather stayed very good for the Meon Hut meet and we had a great turnout of both familiar and new faces. Welcome to Barry, Matt, Gil, Paul T and Chris C who all joined us for the first time, Paul's TR5 getting some envious looks. It's Murphy's law working overtime that the evening we have the most cars in the car park I forgot to bring the camera but Guy did manage to get a few snaps with his all-singing, all-dancing mobile phone which have turned out pretty well.

John even brought his 'GT6 on steroids' out to play and he, Paul & Barry had a long discussion about Le Mans, sorting out the important bits such as who was taking the corkscrew and who had to remember the loo roll and tea towels.

We heard that Matt and Mark D had both managed to visit the Club Triumph meet at Hollycombe last Sunday and that there appeared to be a good turnout of Triumphs, and various extra steam exhibits made for a good day there. Sorry we missed it but we'd already figured that a long trip down there the morning after the BBQ wasn't too enticing.

On Tuesday Gil kept up the tradition of new visitors to the meet winning a raffle prize, and Wendy was the thrilled (!) recipient of some Triumph footwell mats we'd

found lurking in the back of one of our garages and offered up as an extra prize.

There are several events on next month although unfortunately Guy and I will be unable to do the Lingfield and Northchapel shows, both of which should be good ones though Alan and Wendy are aiming to be at both so look out for them.

The Broadlands Pageant of Motoring show over the **Bank Holiday** weekend promises to be as good as it's been the last couple of years. The Club Stand is booked and by the time you read this I should have received the entry passes. Guy and I will not be able to make the West Meon Hut meet on **1st August** as we'll be away on the canals again but should be at the Pub with no Name. If you're unlikely to be able to make that meet and want a pass for the show then please contact me so that I can send out passes to everyone who needs one. The show is on the **Sunday and Monday of the Bank Holiday** weekend and we do want to put on a good display for both days.

Please contact me for further details.  
**1st August** - Regular Meet at 'The West Meon Hut', A32/A272

**5th - 6th August** - Lingfield Steam and Country Show

**12th - 13th August** - Festival of Transport - Yeovil

**13th August** - Leukaemia Research Classic Vehicle Show at Newbury Racecourse

**17th August** - 'Pub with no Name' at Froxfield

**19th - 20th August** - Northchapel Steam Rally

**20th August** - Southern Classics Late Summer Show - Otterbourne, Hants

**20th August** - Mega Meet and Bike Jumble at Popham Airfield

**27th - 28th August** - Hampshire Pageant of Motoring - Broadlands, Romsey

**28th August** - Gosport Vehicle Rally - Stokes Bay, Gosport, Hants

*Suzie*

### SUFFOLK

Suffolk@tssc.org.uk

Hi Everyone! As Colin and Peter were leaving for Le Mans at the crack of dawn on Wednesday, they couldn't make Tuesday's meeting as they had to have an early night. (NO, not together!!) I was therefore volunteered to do the notes for the Courier.

There was a good turn out of about a dozen members but only 5 Triumphs! Mike was Vitesseless as his exhaust system had parted company from the car. His Herald Estate rebuild is progressing and Mike is now thinking about the paint stage. Dave was without his Vitesse Special as its hood frame (reported last month) was being covered with canvas, no expense being spared to turn the special into a high-speed luxury limo! (I have still got white knuckles after my demo run in the beast last month!) Jim left his Spitfire at home and hitched a lift in Vic's rather nice 2000. We seemed to have forgotten what nice cars 2000s were (and still are! My nephew Andrew in Dublin has one), the wide alloys

on Vic's car giving the correct amount of "attitude". The effect is slightly spoiled at the moment by an even coating of stick Ash tree resin all over the paintwork! (he must live in the sticks!).

Lindsey, as co-driver and navigator in Chris's splendid GT6 for the Le Mans trip left his Spitfire at home and successfully navigated Chris all the way from Felixstowe to the Magpie as a final trial run. Chris has had a few mechanical gremlins in his GT6 since its terrific re-build overheating being one problem which was eventually cured with a new radiator.

broken weld on the rear suspension was a bit of a worry on the Ipswich to Felixstowe Classic Car run but that has been successfully re-welded. We won't ask Chris who did the original weld!! Dave's immaculate Spitfire was looking as good as ever with its Le Mans plaque gracing the front bumper. Dave's son Andy is planning to part company with his rather nice TR7 in order to make room for his Spitfire rebuild. (there are 3 Spitfires in the family Dave's wife having one as well) It was good to meet another Andy (from Ipswich) with his very nice customised-in-the-best possible-taste Herald 13/60 convertible. The car looks quite striking with its chromed-um-free shiny dark blue finish, and unusual in that it has a Dolomite 1500 engine and overdrive gearbox, up-rates discs, fabulous Minilites, a 12/50 bonnet and is about to have more streamlined headlamp hoods. (of Andy's own design). The "piece-de-resistance" is the 3 inch bore megaphone exhaust system which certainly awakened the village when he took off from the meeting!

As you all know, I am a stickler for originality, (!) my bog-standard Hervitbonfire being the only one in existence, but Andy's Herald is providing some competition! Adrian is looking for a good nearside door for his Spitfire, so if there is a good one out there please let him know. He is also looking for a driving licence as he had an unsuccessful encounter with the Driving Examiner last week! Good luck next time Adrian! No news on Becky's "Pink Peril" rebuild this month as rumour has it the Becky was attending a Capri Owners Club meeting. (a WHAT?!!)

There were general good luck wishes for the Le Mans entrants, and some discussion on the enthusiasm (or lack of it) from the members wives on the subject of camping and camping loos. At the last count only Peter's wife Pat had agreed to go, and only if she went in her MGF! The words "Hilton" and "Sheraton" were also mentioned. I wonder if Peter knows? Don't forget that Colin has decreed that ALL members will report for duty at the August meeting when the annual filling of both car parks with Triumphs will take place, so instead of 5 Triumphs in July, we are expecting about 50 on the **1st of August**. See you then if I can squeeze the Hervitbonfire into the car park!

*Lyn*

### IMPORTANT NOTE

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

## SURREY . . . THAMES

### SURREY

At the time of writing we have just got back from the International at Stafford. We had a great time and the weather was good, if a bit windy on Saturday night and Sunday. Adam was very busy with trunion oiling, on Saturday he was going to pack up at 5.30 but the queue kept getting longer and he ended up finishing the last car that day at 7pm. Needless to say by the end of the show on Sunday he was very tired and we had to take it slow on the way home with quite a long break half way. Thanks to Con for his help over the weekend though, it was much appreciated.

The previous week we had had a trip down to the Paddock Wood Hop Farm for a Classic Car Show for which Harry from the West Kent area had organised a stand. We only went down on the Sunday but Vince and Maria were there all weekend as you can camp. As I understand, and you could tell from the distant looks on many a persons face, they had had a late night of partying on Saturday. There was a large number of areas represented on the stand with over 20 cars on Sunday. The weather was great, in fact almost too hot. We managed to get a look round the autojumble early and bought a few bits.

At the end of June Harry again organised the stand at Bromley Pageant of Motoring. Another sunny day with a good show of cars. The autojumble however has gone decidedly downhill with every other stand selling toys etc and even some empty pitches. It's still a good show to go to if you want to take a look at a lot of different classic cars but don't go expecting to get a lot of spare parts for your car.

Our next show that the Surrey Area will be attending is the Cranleigh Classic Car Show on **Sunday 20th August**. I'm pretty sure you can turn up on the day but there may be a charge. If you get your tickets in advance they are free. We are away at the beginning of the month so please don't ring me for application forms. However I do know that members from both Thames and Gatwick are going, so either of those areas may be able to help you if you want to go and don't have an application form.

While at the Stafford we caught up with one of the Surrey areas old members, Paul Binns, who now lives down in Sussex so finds it difficult to get to the Surrey area meetings. We had a discussion regarding a convoy down to the beach at Eastbourne and weather permitting a barbeque. This is likely to be sometime in September as I need to sort out the technicalities of organising the route and informing any authorities required. If you would be interested in such an event please let me know and I can keep you informed of the proposed dates and plans. We have also had discussions on the dates of our meetings. We have decided to change the meetings from the 4th Wednesday of the month to the **Last Wednesday of the Month**. This will hopefully avoid the confusion that ensues when there are 5 Wednesdays in the month. So this month the meeting will be at the Well House Inn in Chipstead Lane on **Wednesday 30th August**.

*Karen*

### 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. Unfortunately I have some sad news, on Monday 12th of June, Dawn Collis passed away. Dawn was a very active and popular member of our club and will be very much missed. Our deepest sympathies go out to Dick Collis. Her Spitfire was used at the cremation and was joined by other members and their Triumphs.

22nd JUNE A lovely sunny evening at the Fox & Castle. Tonight Julie & I had the company of Nina J, George B, Tony H, Andy K, George & Rose N, Mike H, Chris C & Helen J (E Berks AO). Triumph's in the car park were:- Two Convertible Vitesse's, Three Spitfire's, a Herald 13/60 Convertible and a GT6. Chris C, was here for the first time on a social night, although he has been to a couple of local shows with us. I hope you enjoyed yourself. Everyone's cars seemed to be running ok, including my Vitesse. George N has some details of a Vitesse that is in need of saving! (please call me if you're interested).

23rd JUNE It's late Friday afternoon, as Julie and I leave for Cornwall's Camping weekend, in a laden Vitesse. We head for the M3 and its bumper to bumper, so we instead we head off for the next junction across country lanes only to find it no different, but we can't turn around now, so we creep southwards along the motorway, until we pass an accident on the opposite carriage way??? why do we do that!! We now have an open road out in front of us and start to enjoy the trip all the way to Cornwall. There we joined another queue pass some empty road works, it getting late now and the sun is fading fast. Julie does a great job of navigating and we find the campsite in the dark (10:30pm). As we pull in we are greeted by Sally and Antony as well as Mike and Claudia. We park up and start about setting up camp so we can get some much needed sleep. In the morning the blazing sun has heated up the tent so that we need to get out. We are greeted by our neighbours Mark and Jackie on one side, Margaret and Scamp (her dog) on the other. After a lovely shower and cooked breakfast, the six of us walked down a very steep hill into Fowey and then having to cross the river on the ferry. We spent the day walking through its narrow streets. Julie and I took a interesting tour of the town in a trailer towed by a land rover. Sally and Antony had a river boat tour organised for those wanting to go in the afternoon. This took us up river pass places of interest and stopped for a hour at a small village so we could stretch our legs and water our thirst. We found a lovely pub selling Skinner's & Doombars Ales (Bliss). Fully refreshed we returned by boat, to a jetty at the bottom of the campsite, but we still had to walk up the hill to get back. Julie and I drove to Liskeard to get some food for a BBQ, but we were tempted by a ready cooked chicken, to go with it we got a mixed salad & liquid refreshments. By the time we got back most of the BBQ's were well under way. We joined Mike and Claudia, Jane and Ally.

The chicken was really nice and with none of the hassle of cooking on and cleaning up a BBQ.

As the evening got colder and darker we all made use of a marquee supplied (I think) by the campsite. The next morning we got up with the sun (as it gets very hot in the tent) had a light bite to eat before slowly breaking camp and loading up the car. We said farewell to those going home and the rest for a farewell meal at the Jubilee Pub. We had a wonderful roast dinner and started off for home via the torpoint ferry. Jane, Ally & Bell in a Herald Convertible stayed on the M5 as Mark & Jackie (in a Vitesse), Mike & Claudia (in a Stag) & Julie & I (also in a Vitesse) headed on to the A30. We stopped for a coffee break and then a little later to batten down the hatches as the weather turned wet. At the A34 we all went our separate ways home. We had a great time in Cornwall and we would like to thank them all for making us feel so welcome.

30th June Friday after work and the Vitesse is all ready loaded up ready to go to Hop Farm Kent. The traffic is kind to Julie and I and we have a trouble free trip. George and Chris are already there waiting for us. They have set up camp in a shady part of the field and we join them. Opposite us is Harry's West Kent Area and guests. We enjoyed a chip supper washed down with bottled ales and wines, chatted with friends before turning in for the night.

Saturday morning and the sun is very hot already as we are cooking breakfast. We move our cars onto the West Kent TSSC stand, which is already set up and the cars keep rolling in. There were 7 Vitesse's, 4 Spitfire's, 3 Herald's, a GT6, an Acclaim, a 2.5 estate, a Dolly Sprint(V8) and a Stag, I think a very good turnout display. Julie and I wander around the show, which was noticeably smaller than last year, shame as the traction engines were missing along with a lot of commercial vehicles. That night we cooked on a BBQ, before visiting Ashley & Jannet & Carol for the night chatting, eating cheese and biscuits all washed down with wine and beer. Great time was had by all. Sunday morning and the sun is still blazing away, we return to the stand to find its grown a bit larger. Surrey Areas large gazebo is up and even more Triumphs on the Club Stand.

These were 8 Spitfire's (one including turbo sprint engine) 7 Vitesse's, 2 Herald's, 2 GT6's, 2 TR7's, a Hurricane, TR6, an Acclaim, a 2.5 Estate, a 2000 Estate and the V8 Dolly Sprint. There was a lovely breeze to keep the heat of the sun down. As the show drew to a close Julie and I packed up the tent, which was now in the shade (Bliss). We said our good byes and left in a small group George & Chris in a Vitesse, Carol in her Spitfire, Julie and I (Vitesse). We stopped for fuel before getting onto the M25, where Carol's Spitfire





## THAMES Contd

leaked coolant over the forecourt. After finding the cause it seemed to be ok we got on to the motorway for a relaxed drive home. As Carol was going back to the loW I hope she had a good trip after we left her. A big thank you to Harry and West Kent for the wonderful weekend.

6th July Its 1pm on Thursday and we are waiting for the post man to bring Julie a parcel before heading to Stafford for the TSSC International Weekend, fed up with waiting I go to find him and get said package, we are now ready to go. We have a fine trouble free trip and get there in good time. We set up our home for the next four nights, go shopping for supplies and then relax with Chris and Ally. Andy and Aidan turn up in their Vitesse, after having the engine rebuilt it needs running in so they traveled up the 'A' roads. They got here ok and seemed very happy to make it. We went to the Hollybush in Salt for an evening meal, before returning to to show-ground for the night.

Friday morning and the suns shining as the Club trucks turn up and we start setting up the TSSC Stand and mark out the traders bay's and set up the Creche. With lots of help this year it all goes well and we are finished early. After a shower and change of clothes Julie and I go to the chip shop to get dinner, before heading to the bar to greet friends.

Saturday Morning, the work starts again helping put up gazebos for the kids area. Then Julie and I enjoy the show. I brought a set of nice and shiny K&N air filters for the Vitesse but was unable to fit them as the spacer gaskets were not in the boxes. Julie got dressed up in 70's regalia to match the age of the Vitesse before entering the Triumph World Arena with three other ladies as part of the WITS (Women In Triumph's), it being the first time for driving the Vitesse, Julie was a little nervous but had fun and is looking forward to next years WITS. We were joined that afternoon by Andy & Gaynor in their GT6, they had been plagued with a fuel problem on the way up and only managed to crawl into the showground before being able to sorting out the problem. That evening we got our dinner from the Chinese Takeaway, we had a roast duck and rice meal and it was delicious. We then headed up to the disco, but ended up in the quiet bar so we could chat and drink. Sunday was really windy to start with, thankfully I was inside helping park up cars on show in the morning. Later on outside we as the Thames Area entered the Triumph World Arena to show off Andy & Aidan's Vitesse Convertible, Andy & Gaynor's GT6, and my Vitesse Convertible and talk about what we do as an club area. By the time the concourse was under way inside a group of us had

## THAMES . . . NORTH WALES SOUTH WALES . . . SOUTH WEST WALES

started to pack away the signs, banners and equipment outside. After the awards were given to the show winners we started to load up the trucks inside as well. That evening Richard B (Stag reg), Andy & Aidan joined Julie and myself to the Saracens Head for the lovely meal, before return to the tents to finish off the night around a small fire. Monday, as we pack up our tent and load up the Vitesse, we bid farewell to friends and hit the road, we get as far as the Heritage Motor Centre. We decided to pop in for a look as it been a while since I've been and Julies first time. We enjoyed looking around but I think its lost what it used to be (maybe because there was not a host of Standard-Triumph's on show out side?)

We continued the trip home and got there safely, with no problems. Andy & Gaynor got home trouble free also as did Andy and Aidan.

Our next meeting's at the Fox and Castle are in **August on the 3rd, 17th & 31st, and in September on the 14th & 28th.** Come and join us for a warm welcome. Call me for further details on 07773623807 up coming events are :-

- August**
- 4th/6th** 2nd Robin Hood Camping weekend Notts
- 5th/6th** Lingfield Steam & Country Show Blindley Heath
- 13th** Newbury Classic Car Show TSSC Club stand
- 20th** Cranleigh Lions Classic Car Show
- 25th/28th** Lincolnshire Camping weekend
- September**
- 3rd** Triumph World Picnic Wellington Country Park (New Venue)
- 3rd** Guildford Lions Grand Charity Car Rally
- 16th/17th** Worcester Area Classics
- 17th** Windsor Classic Car Show (Thames Stand?)
- 17th** Duxford all Triumph Day Best Wishes

Mickey

## NORTH WALES

www.triumphwales.co.uk

Our meeting on 6th June was very well attended with Christine once again in charge as I was away on holiday in the Cotswolds.

I gather she entertained the meeting with her details of how she got home from Prestatyn via the Horseshoe Pass in her Spitfire with 50% brakes and a leaky fuel pump and float on one carb. As she said to me "Well, a girl needs a bit of excitement in her life! Many thanks to Christine for holding the fort in my absence. A small group attended the show at Erdgill on 18th and this was enjoyed by all.

Looking ahead I shall be taking entries for Cholmondeley Castle Show **3rd September** at the next meeting and Walled Town Trail **24th September**, which starts in Chester this year. I shall be attending Coventry Festival of Motoring **2nd/3rd September**, an excellent event and I have details so let's see you all at the next meeting.

Enjoy your classic and safe motoring.

Michael

## SOUTH WALES

Hello everyone, it looks like summer here at last so no excuses not to get those cars out, or at least get some work done on them, mentioning no names.

Our fish and chip run to the Mumble organised by Clive and Sheila was a roaring success if I could pick one word to sum it up it would be WET!! Seriously though this was a great night out with a club record of five club cars with two new models a Triumph Mini and Triumph Jeep (when the organisers turn up in a 4x4 you have to wonder where we are going).

Our next run is on **Sunday 6th August** meeting at Brynback Park at 10.30am, the months organisers are Huw and Ros. For more details contact Derek or myself.

Unfortunately one of the shows we were attending was cancelled, this was Trinity Fields we don't know why but hope the show will continue next year, as this show has been very enjoyable and relaxing in the past.

Derek and I will be joining the Wydean area on their BBQ run on the **19th August** anyone else interested in coming along let us know. By the time everyone has read this Stafford will have been and gone hope everyone who attended had a good time while Derek and I will be sunning our selves in the picturesque surrounding of Cyfartha Castle.

In the interests of my sanity will some body please buy our Herald Coupe if we keep it much longer I'll burn it.

Forthcoming events:

- 13th August** Groll Park Show
- 19th August** Wydean BBQ Run
- 27th August** Gloucester Show
- 28th August** Club meeting T.A
- 27-28th August** Blackwood Festival
- 17th September** Tredegar House

And lastly, suggestions are currently being taken on where to have this year's Christmas meal, if you know of a suitable venue, please contact them for menu/prior details and let us know. Thanks

Sarah

## STH WEST WALES

southwestwales@tssc.org.uk

The Cwmdu Village Show held on Saturday 24th June at 12 noon was an excellent village fete with plenty of activities for the children, a dog show and obedience trial for the dog enthusiasts and plenty to eat and drink available from the Cwmdu Inn. We were very lucky with the weather and it turned out warm and sunny.

Club night on Tuesday 4th July brought Marryl and Ken, Jim and Liz, Joy, Steve Dave and Vera, Jeff and Celia. Apologies were received from Mark and Alison Keith, Christine and Bryan. We had a visitor from Salisbury namely John Burton John is working in the area and thought he would join us. He has a 2-litre Vitesse and a Stag. Don't forget that on 8th July Joy is holding a Homes and Garden's day at 101 Heol y Parc, Hendy starting at 11 am.

This will be in aid of Pontardulais Methodist Church. All members and friends are welcome.

## WEST MIDLANDS . . . WIRRAL

Steve gave a reminder regarding the Sunday run on July 16th, which will be to the Brecon Mountain Railway. The cost will be £6.80 each for adults £6 each 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 or if it's wet we could have a meal at the centre instead. Meet at Penllergaer Services M4 Junction 47 at 10 am which gives us enough time to catch the 12.15 train. It should be a very nice day out. Thanks Steve.

Oh behalf of Alison and Mark it was announced that daughter Christina, who was pregnant at the last meeting, had given birth to a beautiful baby girl name Caitlyn. They wish to thank everyone for their cards and good wishes. John drew his own ticket and won the raffle.

On the 27th July Mark and Alison are organising an Evening Run to Kidwelly with a meal at the Salt Rock, similar to when we did the run in the rain. Hopefully this time the weather will be fine as we missed some of the best views. Starting 6.30 pm from Co-op car park Cross Hands. Contact Alison 01554 772485 if you wish to join us. Jeff and Celia volunteered to organise the **October** Sunday meet. Thanks Jeff.

Vera and Dave who are hosting the barbecue this year on **August 20th** will liaise with us next month. Dave will prepare a map to get us there.

Jeff and Celia went to the Scolton Manor and reported that they had very much enjoyed. As it was Joy's 65th Birthday on Saturday 17th June we started with a run to Pendine from outside the club room Pontardulais at 11 am and we followed a cross-country route, with lunch at the Springwell Inn. It turned out to be a fabulous day in beautifully weather with many paddling in the sea and walking their dogs. The only unfortunate thing was that Richard, Caroline and their children Isobel and Nathan had to be transported home due to brake failure but all is well now. Yet another celebration to remember. The lunch and cake cutting was followed by a visit to the Museum of Speed where the famous World Land Speed Record car Babs was back for the summer from her second home in North Wales where she had been restored after lying dormant in the sand dunes of Pendine for over forty years. This was a surprise as we had been informed that she was not due back until the beginning of July.

Joy reported that on Sunday 18th June they attended the Festival of Transport show located at a new venue in Swansea due to extensive building work being carried out close to the original County Hall site. Unfortunately in her opinion it turned out to be unsuitable. Hopefully next year it will be back at the County Hall.

Events Diary

- Aug**
- Tues 1st** Club Night - The Conservative Club, 8 pm
- Sun 6th** Gower Agricultural Show, Swansea
- Sun 13th** Skewen Motor Club - Classic and Vintage Show, Groll Country Park, Neath
- Sun 20th** Annual Barbecue, which will

be held at Dave and Vera's residence 42 Woodcott, Killay, Swansea. 01792 547689

- Sept**
- Tues 5th** Club Night - The Conservative Club, 8 pm
- Sat/Sun 9th and 10th** Beaulieu, Contact Mike Evans, 01792 206686
- Sun 17th** Tredegar House Show, Contact Roger Wood, 01633 891262
- Sun 24th** SHVR/MG International Run, Contact Robin Jones, 01792 419780

- October**
  - Tues 3rd** Club Night - The Conservative Club, 8 pm
  - Sun 8th** Commemorative Run to Tenby, Contact Mike Evans, 01792 206686
  - Sun 15th** Sunday meet - contact Jeff and Celia 01792791438
- If you require details of any of the above events contact Ken.
- That's all for this month, see you next month

Ken.  
01269 594578

## WEST MIDLANDS

Our July meeting was the Tuesday before the International Week-end at Stafford so this gave our members the opportunity to discuss arrangements for attending the event, and for those whose were unable to attend to request others to make purchases needed to keep their vehicles in order. We had about the same number of people attending the meet as the month before and with the weather being perfect, everyone was outside with the vehicles, chatting and testing the beers offered for sale at our meeting place.

This month we had on display 2 x GT6's, 1 Spitfire Mk 3, 2 x Spitfire Mk 4, 1 modified Mk 4 Spitfire with a Fiat engine and gearbox, 4 x Herald Convertibles, 4 x Vitesse Convertibles, 1 Vitesse Saloon, 2 x TR7's, 2 Spitfire 1500's and a Herald 1200. Not a bad selection of vehicles I think you must agree.

We also had a none Triumph in the shape of a Lotus, who happened to be passing and on seeing our vehicles decided to call and talk over a few problems he had been experiencing with members. This type of thing will I believe improve when we receive the banners advertising the TSSC.

Next meeting Tuesday 1st August - If you fancy a nice pint of beer and an evening spent with Triumph Nuts, come along to the Drakes Drum in Old Oscott Lane, Great Barr, Birmingham, you'll be made welcome. Did you know that Ferrari produce vehicles painted bright 'Yellow' ? One of our members was given a free Red Ferrari cap at a garage when he purchased 5 litres of oil. Later when sitting in his bright yellow Mk 4 Spitfire wearing his free cap he was approached by two young ladies who complimented him on the condition of his sports car. "I didn't know Ferrari produced cars in yellow" said the one lady. "Oh yes", said our hero, "Special Editions". And before you ask they were not Essex girls this was in the West Midlands.



Finally congratulations to the few West Midlands members who spotted the deliberate mistake by our editor Bernard Robinson, who placed the picture of West Midlands members meeting at the Drakes Drum in the Worcester section. I bet they are still wondering what it was all about. ( Sorry Guys - only human, we all make mistakes, Bern Ed.)

Cheers

Roger

## WIRRAL

Hi Everyone. The summer events are in full swing now, there were two runs out in June, the first being a Midsummer run on Wed. 21st. I did not make it to this one but four cars headed out into the heart of Cheshire to a mystery destination, I have been told the name of the pub where everybody ended up, but unfortunately I can't remember its name. I do know however, that they all had a good evening.

On the following Sunday there was a Sunday Lunch run to the Grouse Inn in Carrog, which is not too far from Llangollen. There were eight cars departing from the Tudor Rose that morning, but unfortunately due to a couple of wrong turns being made we all got split up, some of us managed to regroup and eventually seven cars made it to the pub for lunch. After lunch we then took a scenic route towards Llangollen for a visit to the Motor Museum.

The big event for last month was the International Weekend at Stafford. As usual we had a good turnout with most of us getting there on the Friday. Pete & Carole took their GT6 mk2, Steve arrived in Pete & Carole's Vitesse, Andy & Debbie arrived in their GT6 mk3, this was their first visit to Stafford and they thoroughly enjoyed it. Alison & I were there in my GT6 mk3, and Geoff and Barbara were there in their TR4. George & Muriel also attended, as did my friend Pete, and Ray & Bettine who were then heading off for a week in the caravan near Uttoxeter. Mark was also there with his GT6 but was staying in a local hotel, Stuart & Sharon also attended on the Sunday afternoon. We had some success in the Concours this year, Pete got runner up for the GT6 class, Geoff got runner up in the Sportscar class, and I got runner up in the Used & Cruised class.

I was very impressed with the display of GT6's in the hall on the Saturday, I think I counted sixty one cars in total in the main hall. The only disappointment this year was the weather, we were all expecting some cloud but none of us thought it would be so windy on the Saturday night and Sunday day. The tents took a real battering during the night, and I certainly expected the gazebo's to have been blown over when I got up on Sunday morning. I was very surprised to see them still standing, although they did make several attempts at flying on the Sunday after-





## WIRRAL Cont

noon, with only the guy ropes keeping them down. All in all, a good weekend as usual. That's about it for this month, there are the usual Tatton Park and Woodvale shows later this month which we will be attending, tickets will be available at the monthly meeting. Take care.

Andy

## WORCESTER

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

A good turnout yet again with 17 club cars and a Honda S2000 - John really!!! Some 30 members also turned out for a lovely summer's evening.

A welcome to John from Fladbury with his Vitesse, now finished, and looking very nice too! It was also good to see Charles and Nick, also Andy and Vince. The usual gang from the Gloucester group joined us for the evening.

Well I've come back to earth with a bang having to return to work after enjoying the camping weekend with such good company and glorious weather.

However, I think we had too many burgers and sausages for the barbecue although I did try to use some up for breakfast on Sunday morning - not enough takers for more though! A short drive to Far Forest School to join in their Fete along with a lot of other classic vehicles to support them - a good turnout here helped them to raise a lot for school funds.

Don't forget to have a look at the photos on the website.

A week later, members attended the Bromyard Gala with 8 cars on display, again with some lovely weather. I only managed to visit on the Saturday but had a great day. It was nice to see Eddie, especially as he had the pleasure of driving the Gala Princesses around the arena in the back of his blue Spitfire, whilst the Lotus Queen was driven around in a red Lotus Elan following a white Austin Healey.

Other events were mentioned for future weekends including Presteigne on 16th July, Burlington Car Rally on 21st July from 6pm. Further ahead were Evesham Steam Rally, Penault Classic Car Show both on 12th and 13th August. Webbs Classic Car show on 28th August and our own WAC on 16th and 17th September.

Other dates for your diary:

**7th August** - Monthly meeting - Berkeley Arms 7.30 pm

**8th August** - Wythall Green Car Meet, 7pm

**3rd Sept** - Himley Hall, Dudley Classic car show

**4th Sept** - Monthly meeting - Berkeley Arms 7.30 pm

Stef

## WIRRAL . . . WORCESTER WYEDEAN . . . NORTH YORKS

### WYEDEAN

Ok quick report this time after last month's marathon effort. (Ok, keep the applause to a dull roar please) Good attendance for our Stag Hunt, and what a beautiful pub venue the Cotswold Stag's have right by the Severn. Even met some members from the Gloucester area of the TSSC who were out for a drive so a very good evening and a number of old friends to catch up with as a bonus. Nice to finally meet Dave Powell and his highly developed Spitfire in the real world rather than the on-line one at the Yew Tree pub meet. The work that's gone into that thing is a testament to Dave's enthusiasm and knowledge. Oh yes and he re-conditions Webber and I think Dellorto carbs as well for a living. Useful sort of fella then. A number of our members went to Le Mans and had a somewhat eventful journey to say the least but all back safely over La Manche after a really good weekend by all accounts. More on this in a later report. Our TR7 is nearly ready for the MOT after replacing the other wheel cylinder. Yes I know you should do as a pair but I winged it as time was short and paid the price when the other one started to weep 2 days later! and so to the Calendar:

**August 13th** the Penallt (Monmouth) Car Show 1pm

**August 17th** Pub meet at the Yew Tree, Preston-on-Wye 8:00pm onwards

**Saturday August 19th** The Great Annual WyeDean Welsh Lakes Mountains and Beach BBQ day. In answer to a couple of questions, please feel free to bring whatever you like in the catering dept. We've found that the little instant BBQs are brilliant. When you are finished noshing, you can fill them with sand to put them out and when cooled down pop them in the bin. Ideal! Some members go for the Picnic approach so basically the world is your mollusc. All this and great company. Will be a full day and some 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 Spur, second pickup from Llysven at 11:30 approx. If interested in camping at Three Cocks (between Brecon and Hay-on-Wye) on the way back please let me know ASAP.

**Sept 21st** Pub meet at the Greyhound, Popeshill 8:00pm onwards (and looking at August a well earned rest!)

**October 19th** Pub meet at the Yew Tree, Preston-on-Wye 8:00pm onwards

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. PS. Please do get in touch though, I've recently had to cancel a couple of events because not enough interest was shown only to get "Oh I wanted to go to that!"

Clive

### NORTH YORKS

Do you remember that song by Blondie? 'It's 11:59' Well it goes something like, 'It's 11:59, time is running out ..... Well it is. It's now Sunday the 9th of July and nearly deadline time again. Pat and I have just returned from Stafford where we met up with some old friends and introduced our-

selves to some new ones. As a special treat for Pat for being a good wife I bought her a new extending window cleaning brush for the conservatory. She was so pleased she said she might as well have been a bar wife. Anyway we digress.

I've just celebrated a forty something birthday and I seem to have less time for doing things than ever. Hence this rather hurried report. How come teenagers have all the time in the world to lie in bed until lunch time, lounge around watching TV, bored and still go out in the evening?

Back to the club meeting. It rained! Yes we were all looking forward to spending the evening sitting outside looking at the cars - in fact the landlord had left the benches where we had put them at the last meeting - only for it to rain. We had another new member turn up too. Tim came along in a very nice TR8 just to keep Mike's company and where was Mike's car? (Don't ask - I'll tell all later)

Anyway where is the summer?!! Perhaps we will have an Indian summer in North Yorkshire, just in time for the 25th Anniversary Bash on the 1st - 3rd September. Please get your entries in ASAP as we would hate for anyone to miss out. The invite goes out to all areas, assuming anyone outside North Yorkshire reads this report. In fact if you are from outside Yorkshire - drop me a line. Anyway, we had a reasonable turnout for our meeting and did much talking about cars, football and other stuff! I had a pint of Guinness and can't remember a thing about what the other stuff was, but we did talk about it. I do remember Mike explaining to anyone who would look at the photo of his car of his phone about why it looked so sorry at the front, and it goes like this: Mike was minding his own business, cruising along Scarborough sea front waving at the topless beach girls as they chased after him when a stationary car in front reversed into him! Hopefully all will be mended for the next meeting - when we might have some sun again.

It's all coming back again (That's thanks to the wine) Grace asked me to mention the Hubby & Sutton agricultural and car show at Sutton on Forrest on the 30th July. Be there before 10 am to get your car in the show. Mike also sent on the following report on the Harewood house visit, so over to Mike.

Sunday 18th June dawned bright and sunny - well, it did where I live! I set off hood down, bound for Harewood House show, not suspecting the later wet stuff. On arrival I found I was first of the N.Yorks area contingent, but I'd hardly got settled when Andrew, Jane and daughter arrived in their white Vitesse convertible, shortly followed by - in no particular order - Fergus Rogers, also Vitesse convertible mounted Steve and Tina in their Vitesse convertible (are you beginning to see a theme here?) then Grace and Christine in their blue MK3 GT6. With my TR7V8 that makes - er - yes 5 cars. After setting out the camping chairs in anticipation of some sunbathing (to save their blushes I won't name the two saddled with En-ger-land white and red chairs.....oh, all right, it was Grace and Christine!!) we peeled off in different directions to sample the motoring delights on offer. It is certainly a big show, with something to interest everybody. I managed to make contact with Caroline and Barry, who were running the club Triumph stand, and also enjoyed a visit to the Dolomite club

## SOUTH YORKS . . . WEST YORKS

stand and a truly imposing display of Stags.

Sadly, the weather, which had been getting cloudier and more humid finally let us down, with rain, at first very light, but getting heavy by the minute. It was the signal for us to fold our chairs and queue to leave earlier than we would have liked. Given better weather, I for one would have been happily wandering round 'til they kicked us out - oh well, maybe next year! To finish, a big thank you to Fen, who organised our entry - well done, and you're on the same job next year!

Mike

Just a few snippets before I have to go. Judy had a letter from Mike Turnbull, a long standing member from North Yorkshire, who perhaps the newer members may not have met. However, he has a collection of cars, including an original TR8, Spit Mk3 and Mary Simpson's very original Herald 'Biddy Blue'. Mike says in his letter that Mary's (Simpson's) health is not too good at the moment and that she can't get out very much but that he hopes to visit us at our 25th birthday bash with one of his Triumph cars.

That's all folks until next month. See you on the 2nd August.

Nigel

### SOUTH YORKS

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

What a month! Our first Noggin and Natter night was a success. We had about twenty two members turn out on a wet night to socialise over the cars. It was an opportunity to talk about anything without involving a quiz or raffle. The landlord had agreed to feed us FOC due to the trade we were giving him. We had chicken legs and chips and bread and it was enjoyed by all. Dave the Landlord then agreed to give some Bacardi shirts for raffle prizes at the next regular meet. That meeting then took place on a very hot night so it was held in the car park where drinks and a raffle took place and for once no quiz, as the perspiration from the hot sunshine was bad enough without having to toil over a quiz.

There was a total number of twenty two cars in attendance with further showings of new members, some asking advice on wire wheel and adaptor removal and other technical problems.

The decals and shirts were handed out for the Le Mans trip as twenty two in eleven cars were due to go. The balance of the club were then to go to Stafford on the same weekend. Announcements were made relating the Cumbria camping weekend in August and a show of hands relating to the Christmas meal was requested. As the numbers did not come up to the required level, it has now been suggested we go to Wentworth to a pub instead of the canal boat cruise and buffet. Our Stafford representative has yet to give an indication on how the International weekend went down as we had about ten or twelve attending the annual gathering.

The Le Mans trip is to be depicted in an article, I hope, for the Courier and will be on the South Yorks web site for all to enjoy. It was a trip well worth making albeit it was tiring and we had two mishaps. At the time of writing we still had one member and partner in France as his diff blew up and

seized on the way back to the ferry (only twenty miles away!)

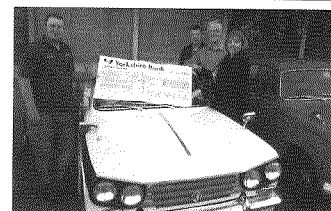
The other problem was yours truly as when entering the ferry car deck I bottomed out and ripped off one of the silencer boxes and then the rear valance and boot floor went with it. More later. All the other cars made it back with no major problems other than general tiredness. So we now look forward to Cumbria and the enjoyment of a lively time in the lakes, but if I do not get my car repaired on time I will have to pack my jammies in an envelope in the back of the Westfield. Ten cars (or maybe nine) will be showing at a charity event where 200 cars are attending in a local hall on 30th July, and then its holiday time.

So any one wanting to join in on our regular meetings, please keep on coming.

Mike

### WEST YORKS

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



Hi all. As Andrew didn't make it to July Club night I'm doing the news. The meeting was held on a lovely evening which brought club cars out in droves - I counted 17 in all and at least 30 people. We did a presentation of our cheque for over £400 to Sue Green of the British Heart Foundation which were the proceeds of the Dales Run - well done Richard and the team. The BHF spends £4m annually in the Leeds area alone and gets very little from the government.

Dave Ward brought his recently acquired Vitesse which had been running very badly until the culprit (a bent throttle butterfly) was finally tracked down. Quentin's 2.5 Gt6 was looking resplendent in its Emerald Green respray (pity about the dent they put in the boot lid which rather spoiled his week). Alan Heaton showed us some pics of a fully restored Vitesse he is buying, although Martin reckoned he doesn't need 2 more cylinders as Alan was as quick across the N York Moors in the 1200 Herald as Martin's 1500 Spit!

We had 4 pitches at Stafford plus several day visitors. General opinion was that the reduced attendance of traders and auto-jumpers was worrying. This will be a headache for Claire and Nigel (Notts Area) who are taking over the organising of the event. We had a wet and windy Saturday night during which the flag came off its pole and disappeared, presumably in the general direction of North Wales. The tuning service seemed to be well patronised and the turnout of GT6's in the hall was impressive and there were some real beauties amongst these.

There are loads of events over the next 2 months with various individuals planning to attend, although only Newby Hall and

the North Yorks camping weekend currently look like pulling in as many as 4 cars from our area. We will probably be doing a run out to Sonia & Darren's which could attract up to 6 cars - watch this space.

I handed out 20 survey forms at clubnight to get ideas on what people would like to do. I got 15 back and will give out the results at the August meeting. I can reveal however that only 3 were keen on the idea of moving our meeting venue and there were no suggested alternatives. It was reported that the club website map link doesn't show where we meet (it used to) so I'll be looking into this as it may be costing us potential attendees. Happy Motoring,

Bob

Club Nights  
**8th Aug. 12th Sept**  
Events to consider

**4 - 6th August** Robin Hood Run. Contact Nigel/Claire on 07971017012

**5 - 6th August** RAF Woodvale Rally. Contact M..Arrowsmith 01704 876283

**5 - 6th August** Hebden Bridge Rally. Contact Dave Bell 01422 842597

**20th August** Heath Common, Wakefield. Richard Taylor 01924 826655

**25 - 28th August** South Yorks camping weekend. See July Courier p105

**1st - 3rd Sept** North Yorks weekend near Leyburn. July Courier p 106

**3rd Sept** Wilton Park Rally, Batley. Contact Norman Coy 01924 453951

The Club Shop will be attending the forthcoming show

Duxford All Triumph Day

Imperial War Museum - Sun 17th Sept.

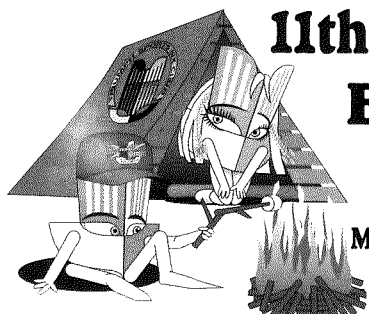
Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a 5% Discount on their order and Save Pounds on postage. To ensure we have the parts you need just

ring the Club Shop Hotline 01858 434424

or Order Online - [www.tssc.org.uk](http://www.tssc.org.uk)



# 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

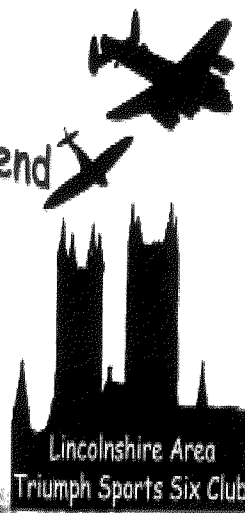


# Lincolnshire Area Camping Weekend &

## Bomber County Run 2006

26-28 August  
Woodland Waters  
Nr Grantham

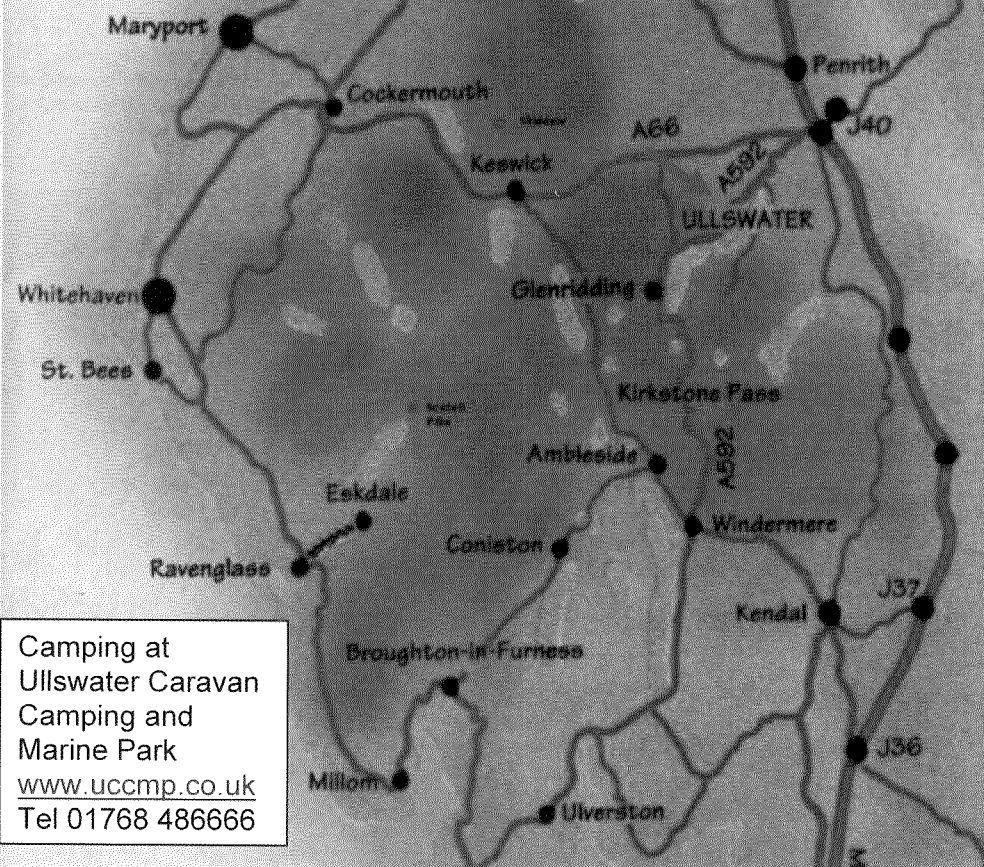
Lincolnshire Area  
Triumph Sports Six Club



Only £20 per person for 3 nights camping.  
To reserve your pitch contact Garth on 01529 307302,  
or visit our website at [www.lincstssc.co.uk](http://www.lincstssc.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.

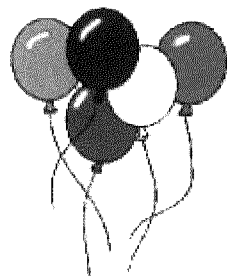
The site accepts tents and caravans with or without services, prices starting from £14.50 per unit per night. Please make your pitch booking directly with the site (stating you are part of the TSSC group) on 01768 486666. The site also has holiday cottages and static's for hire.

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**

**Wedsleydale Creamery Tour**

**BBQ**

**Best Handbag**

**Concours**

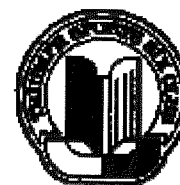
**and much more!!**

**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.  
Pen 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

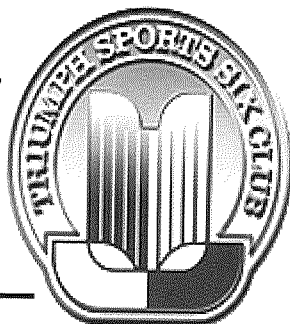
I will be taking part in Road Run: Yes / No

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**

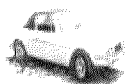
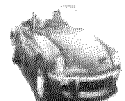
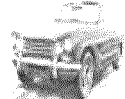
**For Further Information**

**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

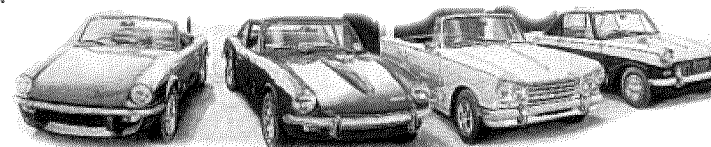
Participants: pre booked - £4 per person per day or weekend (up to 2 per car)  
on the gate - £5 per person per day or weekend (up to 2 per car)

Additional passengers and spectators - £1.50 per person  
Under 16's free

**For Further Details - Call Joe on 01493 728764**

email: [joe@norfolk-tssc.co.uk](mailto:joe@norfolk-tssc.co.uk)

website: [www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)





# CLASSIFIED

## HERALD

**1200 CONVERTIBLE.** 1967 Blue, 83000 miles, excellent runner, v good condition, MOT Jan 07, tax exempt, summer use only, unleaded conversion, £2000 ono Mark (Berks) Home 01189 479065 Mob 07919448095.

**13/60 SALOON.** White. 1971. MOT 29/9/06. MkII Spitfire engine and 4-branch manifold, twin carbs, S/S exhaust. New carpets, unmarked tan seats. Some bodywork, nothing major. £600 o.n.o. Colin (Hamps) 01256 353082

*Cars for Sale  
Cars for Sale  
Cars for Sale*

## SPITFIRE

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**1500** Beautiful Condition, Carmine/tan. Maintained regardless of cost. Fully restored bodywork. Receipts £9000+. Very original, the best I've seen! Sale due to lack of use. £5500 ono Matthew (Southampton) 02380 767208

**1500.** 1976. VGC. White/tan. Overdrive. H&S tops. S/S exhaust. Ziebart anticorrosion. Always garaged. History. £3200. David (Exeter) 01392 466311

**1500** 1979. Excellent Condition. Very Original. Few Owners. 44,000 miles. MOT. Taxed. Original Factory Alloys. Stainless Steel Exhaust. £4,350. John (West Midlands) 07903 425715. Evenings

**1500** Red. 1976. P Reg. Good condition. MOT January 2007. Tax December 2006. Nice Runner. £1,500 for Quick sale. Brian (Stockport) 0161 286 8330.

**MkIV** 1971 OE White 1300cc Reluctant sale - relocation. Good runner, full MOT, mechan-

ically excellent. Kenlowe fan; K&Ns; twin straight through exhaust; immobiliser; Kenwood cd player & speakers; sills and suspension good condition. Adam (Kent) Mobile 07740 353188 (evenings and weekends only)

**MkIII.** 1967, Royal Blue, family owned since 1971, extensive history file, works hard top and soft top, some spares and manuals, lovely condition, MOT, £2995 ono. Dave (Lincs) 01778 571680 or 07999 786920.

**1500** 1979. Red, potential concours, valued £5,000. S/S exhaust, f/w radiator, K&N airfilters, new front suspension, H&S top, tonneau. Tax, 12mths MOT. Baby forces sale. £4,195ono. Joanne (Northants) 01604 870103.

**1500** 1979. Pageant Blue. Hard and softtops. Spares include cylinder head, alloys and exhaust. All bills for new parts. £2,200. Nigel (Staffs) 01782 271767.

**MkIV.** 1971. Tax exempt. Red. Rebuilt 1500cc

engine. Mechanically good. Bodywork fair. Interior good. Factory hard top. Used regularly. MOT May 2007. £1500 ono. Paul (Totnes) 01803 731010.

**1500.** Easy project to finish, complete car white, hard and soft tops, unleaded conversion, 1978 reg, last used 2001. £550 P.Simpson (Barnsley Sth Yorkshire) 01226283821.

**JY CLASSICS**  
SERVICE, RESTORATION & SALE OF  
TRIUMPH SPORTS CARS

**CASH PAID**

**FOR  
YOUR  
SPITFIRE!**

**TEL: 01494 866087**  
E-MAIL: sales@jyclassics.co.uk  
Website www.jyclassics.co.uk



## VITESSE

*Cars for Sale  
Cars for Sale  
Cars for Sale*

**MK1 2 LITRE CONVERTIBLE.** M.O.T. Tax. 1968. White with Black stripe. Recon Engine, gearbox, overdrive and Diff, 2000 miles ago. New Mohair Hood. Numerous Extras too many to list. Spare engine/Gearbox, propshaft plus many more parts. Space needed. Reluctant sale. £3,000. Chris (Lowestoft) 01502 732204.

**MkII SALOON** overdrive, sunroof, 43,000 m, 10 months T&T. Blue. Superb engine, nice interior, 2 owners, 20 years. some rust bubbles, minor cosmetics plus carpets required. £950 o.n.o. Haydn (Kettering) 07756 010024.

**MKI SALOON** 1600cc. Genuine low mileage. 8 months MOT. Garaged. Drives well. Looks superb. Some history. £3,000 o.v.n.o. Paul Jones (Staffordshire) 01538 306178.

**2L MkII Saloon.** 1970, 12 Months MOT, SS Exhaust, Kenlowe Fan, Laurel Green. Good solid A2 car much work done but needs some bodywork. Non overdrive. £800. Steve (Wilts) 079 66677752  
Pic above

**MkII CONVERTIBLE** x2. 1969. Overdrive. White. Black Hood. A1. 12 months MOT. + 1971. Overdrive. Sienna Brown. Non-Runner. Spares or Repair. Richard (London) 079 321 35403  
Pic above.

**1600 CONVERTIBLE.** 6-cylinder. Complete car. Price open to offers. Warren (Surbiton, Surrey) 07754115549 or 02083976646.

**TSSC INSURANCE FROM FOOTMAN JAMES.**  
CALL FOR A NO OBLIGATION QUOTE.  
LIMITED AND UNLIMITED EXCESS WITH AGREED  
VALUE AND BREAKDOWN RECOVERY  
0845 458 6760

## GT6

**MkII** 1968 Yellow. Restored 2000. 3000 miles since. T&T Jan 07. Recent £750 spent JYClassics. 3x Best Interior Winner Stafford. Many mods. Details see www.gt6triumph.co.uk. £6700. Zoe (Bucks) 01494 583881/07973 147507

**MkIII K REG.** Full body off restoration last year. Photos and bills available. Too much to tell here. Call for a chat. £6,500 o.n.o. D Jack (Camberley) 01276 22767.

**MkIII** 1973. White. MOT April 2007. A1 condition. Engine rebuilt 1999. Kelvar brakes. Stainless exhaust. Sunroof. 5.5J wheels. Value £7,500. £4,200 o.n.o. George (Deal) 01304 379772.

**MkIII** 1972 rotoref. Body off rebuild 2000-01. Tax exempt. Unleaded 3.63.1 diff. Leather, sports exhaust. Good reliable car. £3,500. Steve (Rugby) 07968721842.

**MkIII COUPE** 1972. L reg. Damask Red. Radio. 1 lady owner. 27,000 miles only.

Service history. New MOT. In excellent condition for year. £4,995. Gary Bell (Reigate) 01737 243523.

**MkII** 1970, Carmine Red, totally rebuilt by previous owner in 1986. Webasto sunroof, genuine minilite wheels, MoT to March 07. Tax exempt. A2+/A1 condition. £3,700 ono Trudi (Leics) 01858 434424 (day) or 07904 456126 (mobile)

**Mk II.** A solid improved GT6. Wire wheels, engine rebuilt, fully balanced, TR5 cam, stage II head, oil cooler. Underside painted & waxoiled, F&R suspension rebuilt. Peter (Sth Bucks) 01628 667482

**MkIII** 1973. A1, Red, T/M, Kipping 'J' gearbox/Overdrive. Professionally rebuilt engine 3000miles only. Spax/springs, S/S exhaust, etc. Full details available. Garaged. History 89-06. Owned 16y. Reluctant sale £5000.ono Gary (Bath) 01225 722733

**MkIII** 1971. Red. Twopack. Total Rebuild.

## M.W. Restorations GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up.

FOR DETAILS RING THE WORKSHOP ON :

**01799 584994**

Saffron Walden, Essex.

e-mail: mwrestore@aol.com

Galvanised chassis. Unleaded engine. S/S Exhaust. O/D Gearbox. Kenlowe Fan. Electronic ignition. Full MOT. New Wings. £4,295. Rob (Stoke on Trent) 07711 317680.

## TR6

**TR6** 1972 Mallard Green. Tripple 40DCOE Webbers, Suspension & Brakes Fully rebuilt, Full Rewire. MOT April 07 Good Condition £7500 ono Chris (Carlisle) 07944 105002

## DOLOMITE

**DOLOMITE SPRINT.** Inca. A2 condition. Owned since 1988. S/S exhaust. Electronic ignition. Sunroof. Aeroquip, polyurethane bushes. Complete rebuild 1996. Complete history. £1,250. Robin (Nottingham) 07803 201249.

## CARS WANTED

**VITESSE MkII 2L CONVERTIBLE** 68-71 A1+ Preferred Red or consider Gun Metal. Prepared to travel to view. P Murray (Barking) 07722174105.

**50%  
Discount**

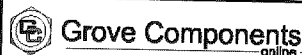
**YOU CAN NOW  
PLACE YOUR  
ADVERT  
ONLINE AT  
www.tssc.org.uk**

**The Club Shop will be attending the forthcoming show  
Duxford All Triumph Day  
Imperial War Museum - Sun 17<sup>th</sup> Sept.**

**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**



# PARTS



## Stainless Steel & BZP Fasteners and Fixings

- A wide range of Stainless Steel and high-tensile Bright Zinc Plated UNF, UNC, BSF, BSW and Metric threaded fasteners
- Money-saving assortment packs of Stainless Steel or BZP fasteners in popular sizes of UNF, UNC or Metric thread with all contents individually bagged and labelled
- A comprehensive range of Stainless Steel Self-Tapping Screws in six head styles
- Stainless Steel Jubilee Clips & Cable Ties
- Zinc plated 'P'-clips and Speedclips
- High quality HSS Taps & Dies, individually or in sets

Order by phone, fax, email or Web  
Same day dispatch on most orders  
See our Website for stocklist and prices  
Evening and weekend calls welcomed  
All major credit/debit cards accepted

Tel/Fax: 0151 353 0008  
15 Dawn Close, NESTON, Cheshire CH64 4DS  
[www.groveco.co.uk](http://www.groveco.co.uk)

**DOLOMITE SPRINT** seam welded shell, panels, glass £650. Blanced lightweighted tufted engine, Garbit overdrive, high-lift cam £950. ST vented discs, tyres. More. Robin (Nottingham) 07803 201249.

**DOLOMITE SPRINT NEW:** High capacity radiator, oil cooler kit, boxed wheels. Used: Dellorto's mainflood, prop, racks, gearbox, overdrive. Toledo passenger 2-door. More. Robin (Nottingham) 07803 201249.

**'SPITBITS'** new recon door (passenger) £85 black grained vinyl £10. Black carpet under seats £10. Steering wheel puller £5. Spray set £75. Richard (Essex) 07885 825774.

**SPITFIRE 1500:** Std. airbox £10, wooden dash £10, brake pads £6, fuel pump £18, hub cap centres (4) stickers £8, coil £10, chrome windscreen finisher £15. Antoni (Warwickshire) 01789 268668.

**SPITFIRE MK4** spares or repair. Complete car. New owner to collect. F.O.C. James Clark (Surrey) 07929 245199.

**STAGE MKII** new front bumper £150. Rear shocks pair £15. Front strut mounts top rubber pair £25. Chrome air intake grille £10. Michael (Wrexham) 01978 359263.

**VITESSE/GT6** power upgrade, polished 1.75 HS6s. Immaculate manifold c/w banjo, beautifully engineered alloy adapters, air filters £220. Vit/Herald pair Recaro front seats, good back support, adjustable headrests, reclining c/w modified seat rails for Vitesse £125. Vit/GT6 original factory reconditioned overdrive gearbox and J-type over-

drive, very rare £375. Paul (Hatfield) 07952 973473.

## MIKE PAPWORTH COVENTRY M6 JUNCTION 3 TRANSMISSION SERVICES, And Restoration

OVERDRIVE CONVERSIONS,  
DIFFERENTIALS, O/D UNITS  
1/2 SHAFTS ROTOFLEX AND STD,  
ALL ENGINE WORK,  
MOT & WELDING WORK  
VEHICLE MOVEMENTS UK,

Herald - Spitfire - Vitesse - GT6  
TR4/5/6 - 2.5 - Dolomite  
UNFINISHED PROJECTS-BREAKERS,  
ANY NEW UNUSED PARTS REQD.,  
07768 775 170 - 02476 644499  
Email [mike.papworth1@btopenworld.com](mailto:mike.papworth1@btopenworld.com)

**SPITFIRE 1500** cylinder head TKC1155, v.g.c., cleaned and painted, H.T. gloss black, all faces and studs. V.g.c. £50. Kieron (Mids) 01789 298338.

**SPITFIRE (ALL)** tubular sports extractor exhaust manifold, mild steel, 4.2.1 SAH but needs light attention, otherwise v.g.c. £50. Kieron (Mids) 01789 298338.

**"SEATS"**  
Rebuilt Original Seats  
Exchange - Ask Mike  
Vinyl Seats (pair) £250 or  
Leather Seats (pair) £395  
Seat cover new bases only £29  
All Triumphs ASK  
Delivery Anywhere  
Tel Daytime or Evenings  
Tel. 01752 227789  
"Classic British Sportscar Trim"  
Visa - Mastercard - Switch  
Accepted

**SPITFIRE MKIV/1500.** Brand new old stock camshaft, 18,58,58,18 suitable later models. Obviously still Knightriders, unused. Sell £30. Kieron (Mids) 01789 298338.

**SPITFIRE** Shadow Blue seat cover, set from Newton Commercial, brand new, not fitted, non-reclining, non-headrest. Cost £175. Best offer? Kieron (Mids) 01789 298338.

**SPITFIRE IV/1500, 1500 TC, TOLEDO AND DOLOMITE, 1300 AND 1500** de-oke sets Shaft Automotive Ltd new old stock, usually £17, sell £10. Kieron (Mids) 01789 298338.

**VITESSE/HERALD** Pair of Rear Windows and Offside Aluminium Rear Bumper. FREE to anyone who collects. Neil (London W4) 0828 994 7079.

**TRIUMPH** World Magazines. 39 Issues. 1995 to 2003. For sale including Nos. 1 to 3. Could deliver Locally. Offers to Martin (London) 020 8567 5613.

**'THE COURIER'** issues 1 to present, about

Parts For Sale  
Parts For Sale  
Parts For Sale

7 missing. Also 'Turning Circle' issues 1 to 17. In 22 TSSC binders. Free to collector. Mike (Royston) 01763 852134

**HERALD 1200/1360** Full Sports/Steel Exhaust system. (Less Manifold.) NEW. Part BE222 & BE234 Fitting Kit. Cost £215. Accept £175. Could Deliver. Barry (North Wales) 01745 860307.

**SPITFIRE 1500** & others. 12" Kenlowe electric cooling fan, with mounting arms, thermostat missing. All in good working order. Can easily be fitted to other models of car. £65 David (Shropshire) 07967 620996.

**PI KIT FOR SALE.** Bosch pump, metering unit, throttle bodies, injectors etc. Previously fitted to a GT6. Almost everything you need for a conversion. £120. Richard (Warks) 01926 889761.

**SPITFIRE 1500.** Fibre glass hard top for Spitfire 1500. Vermillion Red. Condition rough. Also no fixing attachments. Offers? Located in Norwich. Dylan (Norwich) 01603 452626.

**NEED HELP FIXING YOUR TRIUMPH?**  
We can repair all Club cars to A1 condition including MoT, mechanical servicing work, bodywork and paintwork. Or we can carry out the major restoration work while you strip the car down and fit it up. A good way to save some of your hard earned cash for those New parts. For an estimate call Mike at MW Restorations 01799 584994 (Essex / Herts / Cambs border) email: [mwrestore@aol.com](mailto:mwrestore@aol.com)

## PARTS WANTED

**VITESSE 2LTR MKII.** SWAP! I have Bell semi sport system. New intermediate y pipe and older silencers. I Want a stainless standard system. Ben (Cheshire) 0151 336 6226.

You Can Now  
PLACE YOUR  
ADVERT  
ONLINE AT  
[www.tssc.org.uk](http://www.tssc.org.uk)

# TRIUMPH TRADE SERVICES

## TRIUMPH NUTS

### SPITFIRE HERALD VITESSE GT6 SPECIALISTS

## Cars Bought and Sold New and Used Spares

Open 10 till 6 Mon-Sat Closed Sunday  
JCT 10 M56 WARRINGTON - CHESHIRE

TEL: 01925 732815

Repair & Restoration  
Work Undertaken  
Check Website  
for details

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

## DOUGLAS MOTOR SERVICES

SPECIALIST RESTORATION AND  
REPAIRS FOR THE TRIUMPH  
OWNER  
SERVICING AND MOT WORK  
FULL BODYSHOP FACILITIES  
EX TRIUMPH DISTRIBUTOR  
40 YEARS EXPERIENCE  
GRAFTON INDUSTRIAL EST  
NORTHAMPTON  
01604 632201  
[www.dmsport.co.uk](http://www.dmsport.co.uk)

## BRODIE MOTOR SERVICES

RESTORATIONS, MOT  
WORK, SERVICING ON ALL  
MAKES OF TRIUMPH  
AT VERY  
COMPETITIVE PRICES  
OVER 20 YEARS  
EXPERIENCE  
FRIENDLY SERVICE  
TEL: 01206 562597  
[www.brodiemotorservices.co.uk](http://www.brodiemotorservices.co.uk)  
COLCHESTER

Office 01592 722999  
PARTS DEPOT & FAX  
01592 722666

131 JAMPHLARS ROAD  
CARDENDEN FIFE  
SCOTLAND

**CHIC DOIG**  
CLASSIC  
SPORTSCARS

CONTACT THE EXPERTS  
SCOTLAND'S LARGEST  
MG & TRIUMPH  
DEALER

FAST MAIL ORDER SERVICE  
FROM A BOLT TO A BODY SHELL  
NEW OR SECOND HAND  
WE WILL TRY TO HELP YOU  
WHATEVER THE CAR TYPE

## SPITBITZ

FRIENDLY FAMILY BUSINESS ESTABLISHED 31 YEARS  
WE HAVE THE LARGEST STOCK OF SPITFIRE/GT6/VITESSE & HERALD  
USED PARTS IN THE U.K.

ALL ON THE SHELF AND READY FOR FAST MAIL ORDER.  
VARIOUS NEW PARTS ALSO AVAILABLE.

SO WHY NOT BUY WHERE THE TRADE BUY AT TRADE PRICES

TEL/FAX: +44 (0)118 9 732648 E-MAIL: [INFO@SPITBITZ.CO.UK](mailto:INFO@SPITBITZ.CO.UK)

ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED

ALSO CARS BOUGHT AND SOLD, ANY CONDITION & ANY PRICE CONSIDERED

## TOTALLY TRIUMPH & TRADING TRIUMPHS

- ★ MoT work, servicing, mechanical work, rustproofing.
  - ★ Welding and accident repairs.
  - ★ Full or part restorations.
  - ★ Engines, gearboxes or bonnets, chassis, bodytubs built to order.
- Cars and parts, purchases and sales.

**01565 777 577**

Near Warrington, Cheshire. Phone for directions.

## WEST COUNTRY TRIUMPH

- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
- ★ Accident repairs, resprays ★ Full or part restoration,
- ★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



Tel/Fax 01666 822476

MALMESBURY, WILTS  
[www.westcountrytriumph.com](http://www.westcountrytriumph.com)  
e-mail: [raybrown@westcountrytriumph.co.uk](mailto:raybrown@westcountrytriumph.co.uk)

**TSSC INSURANCE FROM  
FOOTMAN JAMES**  
CALL FOR A  
NO OBLIGATION QUOTE  
LIMITED AND UNLIMITED MILEAGE  
WITH AGREED VALUE AND  
BREAKDOWN RECOVERY  
0845 458 6760



SPECIAL OFFER TO  
TSSC MEMBERS  
FROM

**practical  
CLASSICS**

ALL ADVERTS PLACED WILL  
APPEAR ON THE TSSC  
INTERNET WEBSITE. FREE!

# THE COURIER ADVERTISING FORM

The Courier is the best and most cost effective medium for selling your Triumph, and there's now an added bonus. For ONLY an extra £15.00, you can reach an additional 1.3 Million classic car enthusiasts. Your advertisement can appear in a special TSSC section in Classic Car Weekly and in Colour in Practical Classics magazine (Add £5.00 to total advert cost for full colour photograph in Practical Classics), the best selling practical car magazines on sale today (**published in the next available issue**). **NOTE:- EMAP publications deadlines differ to Courier.** Simply complete the form below indicating clearly whether you want your advertisement to appear in The Courier And Practical Classics/Classics Car Weekly, or The Courier only.

**Do you wish your advert to appear on the TSSC Website?** ☐

## ADVERTISING RATES (inc. VAT)

Tick as appropriate.

**PLEASE ADD £5 TO TOTAL OF PRACTICAL CLASSICS ADVERTS IF SUPPLYING COLOUR PHOTO.**

## METHOD OF PAYMENT

Tick as appropriate.

Cheques/Postal Orders (Payable to TSSC Ltd.) or your  
 Visa/ Mastercard/Maestro must accompany your ad.

☐ **Triumphs for Sale/Wanted: .....** Members ..... **£29.00**

Credit Card adverts can be  
PHONED OR FAXED  
(01858) 434422  
(01858) 431936

☐ **Triumphs for Sale/Wanted: .....** Members ..... **£29.00**

<input type="checkbox"/>	Non Members ..	£39.00
--------------------------	----------------	--------

☐ Spares for Sale/Wanted: ... Members ..... £17.50  
☐ Non Members ..... £20.00

☐ ..... Non Members .. £20.00

☐ **THE COURIER (ONLY)**

☐ **Triumphs for Sale:** ..... Members ..... **£14.00**

<input type="checkbox"/>	Non Members ..	£24.00
--------------------------	----------------	--------

☐ **Spares for Sale/Wanted:**.... Members ..... £2.50

<input type="checkbox"/>	..... Non Members.....	£5.00
<input type="checkbox"/>	..... W-ated Members/Non Members.....	£5.00

☐ **Triumphs Wanted Members/NOH Members ... £3.00**  
All other contributions are limited to 25 words

**All the above advertisements are limited to 25 words.**

MODEL + Mk

Contact Name

Location

**Tel: (STD)**

**Sand completed form with remittance to: Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TF.**

**PLEASE NOTE:** The T.S.S.C. reserves the right to refuse or withdraw any advertisement at its discretion and cannot be held responsible for printing errors, send completed form with enclosure for replacement.

although every care is taken to avoid mistakes. Advertisements received too late for a particular issue will automatically be carried over to the next issue. Non members wishing to receive a copy of The Courier, add £2.50 to total. Advertisements placed **CANNOT** be cancelled.

For all of the above and more, we offer - Monthly Magazine - Parts Insurance - Events - Technical Assistance - Website - Club Shop HQ Museum - Local Meetings - Full Time enthusiastic Staff

**JOIN THE TSSC**  
**Tel: 01858 434424**  
**Web: [www.tssc.org.uk](http://www.tssc.org.uk)**

Be proud of it  
Use it as YOU want  
Find another one!  
Have Fun and...

Have Fun - Save  
Money - Show it off  
Restore it - Race it  
Improve it - Protect it  
Attend Events in it  
Make friends - Go to  
Monthly Meetings in it  
Check out its History

# "I own a Triumph, what do I do now?"

