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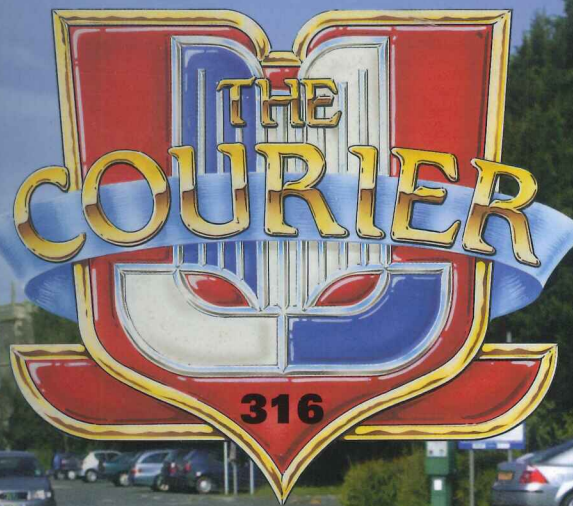
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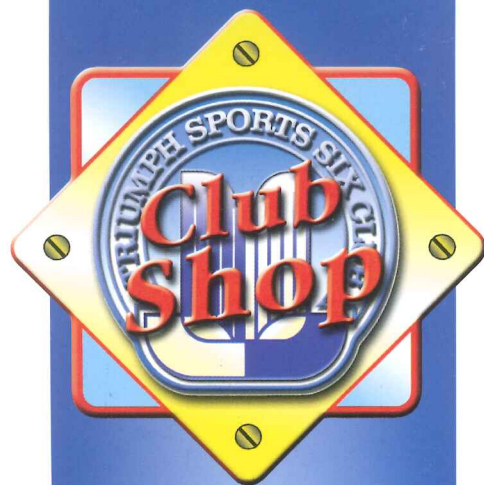
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OCTOBER 2006



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Where to find us



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clubshop@tssc.org.uk

www.tssc.org.uk

Tel. 01858 434424

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.316 Vol 27. OCTOBER 2006
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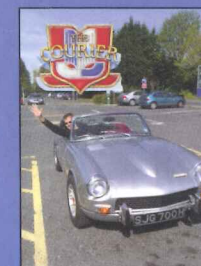
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COUNCIL MEMBERS 2005

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

For a full list of TSSC officials see page 82.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.
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COVER PIC:
TRIPLE SU 2 LTR GT6
MG DRIVER NICHOLAS
IS CONVERTED!
PIC BY BRUCE SELLERS

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T.S.S.C. Events Calendar

www.tssc.org.uk/events

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

HQ ATTENDED EVENTS 2007

July 2007

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

TSSC REGIONAL EVENTS

CONTACT LOCAL AREA FOR INFORMATION

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)

October 2006

SUNDAY 1 OCTOBER 2006
THE NATIONAL RESTORATION SHOW &
GRAND BRITISH AUTOJUMBLE
NATIONAL AGRICULTURE CENTRE
STONELEIGH WARKS
ADVANCE TICKETS BY 18TH SEPT
TEL. 01568 797228

SATURDAY/SUNDAY 21/22 OCTOBER 2006
THE MALVERN CLASSIC CAR SHOW
www.classicshows.org

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

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“Comment

By MIKE CREWES

“Under New Management”

When I joined the Club, nearly 25 years ago, it had about 2500 members, no premises and no real income, but it did have a band of very enthusiastic Directors. These Directors had a number of very ambitious dreams that no one ever thought possible, but today we can all visit our Club offices and see the display areas that were only dreamed of back then.

I held these people in some awe, never considering that one day I might become a Club Director myself, but in 1987 I did and remained so for about ten years. After resigning from the Council of Management (for personal reasons) I maintained good contact with my friends on the Board of Directors and continued my interest in the running of the Club. It has often been suggested to me that I would, one day, become an employee of the Club and have always dismissed this idea as irrational.

In the last two years, Peter Williams and David Aspinall both resigned as General Secretary, both having served on the CoM for many years, Peter in particular since before I can remember (sorry Pete) and we as Club Members owe them both a debt of gratitude.

David's resignation left the post of General Secretary, a senior management post, vacant with no one currently on the CoM offering to fill it. My interest in the running of the Club was such that I was aware that this was going on and offered my services, should there be no other person to take it on. I was duly asked to do so and am honoured to be your new General Secretary.

When I took the post on I realised that there was a great deal of work to be done in moving the Club forwards, but during my "getting up to speed" phase I realised that there was no Club Manager in post and no one was looking for one, plus the financial structure of the Club, although strong, needs changing to meet today's demands. Where in the name of Triumph was anyone going to find the time to sort this out? After some considerable thought and anguish I decided to offer myself, part-time, as Club Succession Manager in order to find a full time Club Manager and start on the other issues that will future proof our Club.

This is a bit like dancing with Topsy, in as much as the more I do,



the more I find to do, but here I am actually managing our Club and who would have thought that would ever have happened? Certainly up until about two months ago I was the last person who would have thought so!

So, where does that leave us all? Well, I have already started addressing some of your issues and will be able to report how far I have got soon, hopefully. One thing is for sure, my train journeys to and from my other part-time job are no longer boring and the days simply fly by here at Club HQ. I would like to invite any member who has an idea for taking the Club forward to write to me (preferably email) with your suggestions and I will put them before the CoM.

Having looked so deeply into every aspect of our Club recently, I have to say that we have a fantastic Club here (but then you know that) and the future looks very bright. Your CoM is working harder than ever to ensure that this is the case and I look forward to reporting our progress to you in future months. New Members this month totalled 122, Welcome all!



TRGB TRIUMPH AUTOJUMBLE

TRGB are having their annual
TRIUMPH AUTOJUMBLE
on SATURDAY 21ST OCTOBER
THIS YEAR, KICK OFF AT 9.00 AM.

If you have never been before then it is well worth a good poke around as there are tons of second-hand bits and they will usually do a deal!

They also offer 10% off on most of their new parts too. Gary tells me that this year he has a surplus of things such as Herald engines and convertible bulkheads, also a couple of complete Heralds that he would love to clear up, make a silly offer and tell him that Bernie said you would accept it!

There will be lots of free food, tea coffee squash etc and a free to enter raffle with over £100 worth of wine to be won!

TRGB are at Unit 1, Sycamore Industrial Estate, Long Drove, Somersham Cambs PE28 3HJ

Go to WWW.TRGB.CO.UK for directions and further details on this event.

RESTORING A CLASSIC CAR - YOU HAVE ALL WEEKEND!

Classic car fans from all over the country will be making tracks to the Royal Bath and West Showground, Shepton Mallet, Somerset when The Footman James Autojumble,

TSSC NEWS REVIEW

YOUR MONTHLY ROUND UP
OF ALL NEWS OF A TRIUMPH NATURE

Automart and Restoration Show, now a two day show, takes place on Saturday 11th and Sunday 12th November 2006.

The Organisers, Bristol based Nationwide Exhibitions (UK) Ltd, expect thousands of classic car enthusiasts and general motoring fans to attend the event.

Clubs will be exhibiting classic vehicles covering restoration themes with some of the displays and demonstrations scheduled to include: -

- How to clean a car correctly
- Practical Restoration
- How to remove an engine
- Changing a clutch and fly wheel
- Before and after
- Adjusting tappets

Every marque has troublesome restoration jobs when restoring and the show will particularly focus on these thereby helping enthusiasts via live demonstrations.

Visitors will also be able to pick up tips and advice, hunt out long lost parts and find a bargain or two.

There will be a large, top quality Autojumble and an Automart with cars for sale covering our illustrious motoring heritage.

The event will appeal to serious collectors, enthusiasts, those wishing to own or trade their classic cars and particularly those involved in restoration projects.

The event is also a great family day out.

A special feature at the show will be the Haynes Motor Museum's display. They will also be running a special competition for visitors: 3 pairs of lucky winners will receive a ride in a dream car, a guided tour of the Haynes International Motor Museum (the largest motoring museum of its kind in Britain) followed by lunch.

The show is sponsored by Footman James, Classic Motor Monthly & The Autojumbler and is organised by Bristol based Nationwide Exhibitions (UK) Ltd who also organise the long running and very successful Bristol Classic Car Show.

The event is all indoors with free parking and plenty of on-site catering. Opening times are 9.30am to 4.30pm on Saturday 11th and Sunday 12th November. Admission is £6 and accompanied children under 16 are free. Advance tickets can be purchased at £2 off the door price by booking online at www.nwe.co.uk or ring 0117 907 1000.

3m x 2m autojumble stands and classic car automart entries are available for just £52.88 incl VAT. Application for free club displays or booking forms are available from Helen Norcombe on Tel: 0117 907 1000.

For further details of this show telephone 0117 907 1000 or visit the website at www.nwe.co.uk



HQ OPENING TIMES

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 7TH OCTOBER - 9.00 AM TO 1.00 PM



www.tssc.org.uk



www.tssc.org.uk



www.tssc.org.uk

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 11TH NOVEMBER - 9.00 AM TO 1.00 PM

The Club Shop will be attending the forthcoming show

The Classic Motor Show - NEC

Fri 27th Sat 28th Sun 29th October.

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

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



SEAT BELT LAW & CHILDREN

Mike Crewes

COP SHOP

FROM 18TH SEPTEMBER 2006 THE
SEAT BELT WEARING LEGISLATION HAS
CHANGED, WITH REGARDS TO
CHILDREN TRAVELLING IN VEHICLES.

I have had some queries recently regarding this and thought that it might be useful if everyone knew the position.

WEARING A SEAT BELT SAVES LIVES

Seat belt wearing saves over 2,000 lives every year. Everyone knows they should wear a seat belt in the front seat, but many people still don't realise how dangerous it is not to wear a seat belt in the back.

In a crash at 30mph, if you are unrestrained, you will hit the front seat, and anyone in it, with a force of between 30 and 60 times your own body weight. This could result in death or serious injury to you and people sitting in the front seat. Any compensation for injury following an accident may be reduced if you were not wearing a seat belt.

For your own and others' safety, the law requires you to use a seatbelt if one is fitted and for children up to 135cms in height to use a child restraint.

THE LAW

In law: You must wear a seat belt in cars and goods vehicles where one is fitted. There are very few exceptions to this. The driver is liable to prosecution if a child under 14 years does not wear a seat belt or child restraint. You must not carry an unrestrained child in the front seat of any vehicle. Children up to 135cms in height must use the appropriate child restraint when travelling in any car, van or goods vehicle - there are very few exceptions. A child may use an adult belt when they reach 135cm or the age of 12. In buses and coaches with seat belts fitted, passengers aged 3 years and above must use them. Child

restraints must be used if they are available in the vehicle. Passengers on vehicles used for public fare-paying passengers on 30mph roads are exempt.

The law is summarised in the table opposite. WHICH VEHICLES DOES THE LAW AFFECT?

All vehicles where seat belts are fitted, including vans and other goods vehicles, buses, minibuses and coaches.

WHAT IF THERE ARE NOT ENOUGH SEAT BELTS AVAILABLE?

Seat belt wearing law does not prevent you from carrying more adult passengers than there are seat belts. However, children up to 135cms in height must have child restraints with few exceptions. Nevertheless, the way in which passengers are carried must not cause danger to any person in the vehicle. Do not overload a vehicle. If you have adult passengers without a seat belt remember that they can cause injury to others in an accident. Children 3 years and over can only travel in the back of a vehicle without seat belts (e.g. a classic car) and those under 3 years cannot be carried at all.

SEAT BELT USE

Never put the same seat belt around two children, or around yourself and another passenger (adult or child). Do not allow your child to use the adult belt too early (see below). Lap-and-diagonal belts provide more protection and should be used before lap-only belts. Adjust the seat belt so that the lap belt is as low as possible across the hip bones not over the stomach. Make sure the diagonal strap lies across the chest and away from the neck. It should slope up and back to the top fixing point and not be twisted. In many cars, you can adjust the height of the top fixing point to make this easier. Do not leave any slack in the belt. Do not try to improve seat belt comfort with padding or cushions or sit on any mats or cushions. If you find your seat belt is really uncomfortable, ask the vehicle manu-

	Front seat	Rear seat	Who is responsible?
Driver	Seat belt MUST be worn if available.		Driver
Child up to 3 years	Correct child restraint MUST be used.	Correct child restraint MUST be used If one is not available in a taxi, then the child may travel unrestrained	Driver
Child from 3rd birthday, up to either 135cms in height or 12 years old	Correct child restraint MUST be used	Where seat belts fitted, correct child restraint MUST be used MUST use adult belt if the correct child restraint is not available in three scenarios: - in a licensed taxi/PHV; - over a short distance for reason of unexpected necessity; - two occupied child restraints prevent fitment of a third. In addition, a child 3 and over may travel unrestrained in the rear seat of a vehicle if seat belts are not available	Driver
Child over 1.35 metres, or 12 to 13 years	Seat belt MUST be worn if available	Seat belt MUST be worn if available	Driver
Adult passengers (ie 14 years and over)	Seat belt MUST be worn if available	Seat belt MUST be worn if available	Passenger

facturer if they have a recommended comfort device.

The centre rear seats of many cars are fitted with a lap-only seat belt that must be adjusted manually. It is important that you adjust such belts for a snug fit over your hips, without any slack.

PREGNANT WOMEN

The lap strap should go across the hips, fitting comfortably under the bump, while the diagonal strap should be placed between the breasts and around the bump. Like any other driver or passenger, pregnant women must wear a seat belt. There is no automatic exemption for them. Wearing a belt may not be comfortable, but it improves safety for both mother and unborn baby.

AIRBAGS

Airbag systems differ from car to car, therefore always check and follow specific advice from the manufacturer or in the owner's hand book. This is particularly important in relation to children and frontal airbags. Studies show that airbags reduce severe head injuries in accidents. However airbags are not substitutes for seat belts, they are designed to work with them. Given the speed and force with which an airbag inflates, it is vitally important that you always wear your seat belt and that

you do not sit too close to the steering wheel or dashboard.

We recommend that the distance between the centre of the steering wheel to your breastbone should be at least 10 inches (25cms).

DISABLED PERSON'S BELTS

Disabled drivers or passengers may need to use specially adapted belts known as 'disabled person's belts'. Their design may differ from the standard lap or 3-point seat belt and they are intended for use solely by disabled people.

CHILD RESTRAINT SYSTEMS

Take time to make sure your child restraints are properly fitted every time. Injuries to children can be significantly reduced by using a suitable child restraint.

They must be approved to the United Nations ECE Regulation 44.03 or subsequent standards.

These give the weight range for the children who may use them. You must use the right one for each child. There are several types of child restraints, baby seats, child seats, booster seats and booster cushions. You must check on the seat description itself that it is suitable for your child's weight. Look for a label with an "E" mark and an approval number starting with '03'. Only very old restraints will have a BS "Kitemark". **These cannot be used after May 2008.**

Before buying a child restraint, you should try it in your car to make sure it fits properly. Ask for a demonstration. A properly installed restraint fits tightly into the adult seat - push your weight against it while tightening the adult seat belt. The seat belt buckle should not rest on the restraint frame. Beware of old or second-hand restraints, which may be

damaged or worn out. They may not have proper fitting instructions and may not meet current standards.

Take ample time to fit a child restraint in your car and always follow the manufacturer's instructions carefully. Recent vehicles may have ISOFix attachment points. An ISOFix child restraint is installed using these and not the adult seat belt (although many can be used with adult belts). They are easier and quicker to install accurately and safely. But always check whether a child restraint is suitable for the ISOFix points in your car - some will differ.

Rear-facing baby seats provide very high levels of protection for young babies, but they must not be used where a front seat is protected by an active frontal airbag.

Adult belts are best for adults over 150cms (4ft 11ins) or taller. They are not designed for children. A booster seat or cushion may not be popular with older children but it puts them in the right position so that they get the maximum protection from the adult belt. It is important to get the belt low across the abdomen from hip bone to hip bone and over the shoulder, away from the neck.

As children get older, they need to move up to the next restraint. The table summarises which child restraint type is suitable for a range of child weights. However for specific information in relation to your child, you should refer to the manufacturer's instructions for the suitability of the restraint for your child. Manufacturers may use different names and some products cover more than one weight range.

UNECE 44.03 Group	WEIGHT RANGE	AGE RANGE (APPROX.)
Group 0 and 0+ (e.g. baby seat)	Up to 13kg	Birth to 9-12 months
Group 1 (e.g. child seat)	From 9kgs to 18kgs	9 months to 4 years
Group 2 (e.g. booster seat)	From 15kgs and upwards	From approx 4 years
Group 3 (e.g. booster cushion)		From approx 6 years

BABY SEAT

Warning: Never use a rear-facing child restraint in the front seat of a car fitted with an active frontal airbag. This is because the restraint will be too close to the dashboard and in an accident, the expanding airbag is liable to cause serious or fatal injury to the child.

For a very young child, this is the safest type of restraint available. A baby seat is rear-facing and can be fitted in the front or rear of a car using the adult lap-and-diagonal seat belt, or by ISOFix attachment points, following the manufacturer's instructions. A portable baby seat can be convenient to use and to carry, and you are more likely to use it on every journey.

Some baby seats can be converted into forward-facing child seats and may, therefore, be usable until your child is older.

Note that carrycots with restraint straps do not provide the protection

provided by purpose designed baby seats. A baby seat is safer and more convenient, although doctors may occasionally advise the use of a carrycot, e.g. for premature or very low birth weight babies. Only a special carrycot which complies with UN ECE Regulation 44.03 is allowed.

CHILD SEAT

A child seat is a separate seat secured either by an adult seat belt, or ISOFix attachment points. The child is then restrained by the seat's own harness, which has the advantage of being specifically designed for a child. Remember to follow the manufacturer's instructions every time when fitting the child seat. A child seat harness should include a 'crotch strap' which will prevent the child from sliding out feet first in an accident.

BOOSTER SEAT

A booster seat puts a child in the right position so that an adult seat belt gives most protection. Slots guide the adult seat belt straps around a child and must be used as instructed by the manufacturer. Both the booster seat and the child are restrained by the adult seat belt. Most booster seats are intended to be used with an adult lap-and-diagonal seat belt. However some are designed to be used where only an adult lap-belt is fitted.

BOOSTER CUSHION

This is for a child who is too large for a child seat or booster seat. It is designed to raise a child so that the adult seat belt can be used safely. It must be used as instructed by the manufacturer.

Do not allow your child to use only the adult belt too early.

EXEMPTIONS FROM SEAT BELT WEARING

There is a specific exemption from seat belt wearing on medical grounds. There are some other

COP SHOP

exemptions, for example when you are reversing.

If you think you should not wear a seat belt on medical grounds, please consult your doctor. He/she will decide and, if warranted, will issue you a formal "Certificate of Exemption from Compulsory Seat Belt Wearing". This must be produced if the police ask you for it. For more information see www.thinkroadsafety.gov.uk/advice/seatbelts01.htm.

If you are claiming certain benefits you may be entitled to assistance towards the cost of any medical examination for a medical exemption certificate.

For more information on the law on seat belt and child restraint wearing, please contact:

Road User Safety Division
Department for Transport

Zone 2/11, Great Minster House 76 Marsham Street London SW1P 4DR

Tel: 020 7944 2046 Fax: 020 7944 9618

Email: road.safety@dft.gsi.gov.uk

For further Information about the fitting and wearing of seat belts and child restraints, and road safety in general, please contact your Road Safety Officer through your local County Council, or in Scotland, your Road Safety Training Officer through your Local Authority or Police Force. The child car seat website at www.childcarseats.org.uk also has information about the law, and the fitted and wearing of child restraints.

If you have a topic, or query on Road Traffic legislation, why not write to **Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF** (enclosing an SAE for your reply), or email: copshop@tssc.org.uk Old articles can be found at www.tssc.org.uk/copshop.



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PROJECT 7

PART 1

Trevor Collett

SPECIALS Register

AN E-MAIL ARRIVED THE OTHER DAY ALL THE WAY FROM RUNCORN

It was written by Glyn Smith and in it Glyn asked me if I would be interested in a short description and some photos of his car. Of course I said yes, not even knowing what sort he had. What arrived the next day was 2,700

words about why and how he turned a had-it Spitfire into a really excellent looking Lotus 7-style Special.

It's been a while since I've been able to bring you a genuine one-off Special; it's good to know the art is not dead. I've split Glyn's "short description" into two; here we go with Part One.

The motivation for Project 7 consisted of three separate factors:

1. The availability of a very rusty Mk. 3 Spitfire with a good engine.
2. My early retirement at age 60 and need for something satisfying to work on.
3. A long-held dream of finishing a Lotus Mk 6 'special', re-ignited by Ron Champion's 'Build Your Own Sports Car for as Little as £250'.

I had built an Austin 7 based Lotus 6 look-alike when I was a young and very impecunious teenager. The structural space frame for that was copied from an Autocar artist's skeleton drawing of the forerunner of the Super Seven. Now was my chance to do the job properly - and in comfort (my original effort was built under a street lamp; with no electric drill, bench, garage or anything 'fancy'.) The purists may ask why I didn't rebuild the Spitfire from the bottom up. The truth is that after nigh on fifty years of trying to weld rusty air I decided to do things the easy way - with new steel.



My initial thoughts were to follow the Ron Champion new space-frame route, but using the maximum amount of Triumph bits from the Mk 3. I even built a balsa model of the chassis as a winter project. However, the thought of fiddling with the detail to pass the SVA tests, though I agree with them in principle, gave me the willies. Such things as providing de-misters on a Lotus 7-inspired motor is too ridiculous. Also, according to my reading of the regulations, if the car was to use all the principal parts of the Spitfire then it could be taxed using the same registration, as a 'Radically Altered Vehicle', and thus benefit, in my case, from road fund tax exemption, as well as escaping the dreaded SVA. Hence, my decision to utilise the Triumph backbone chassis as a base, to effectively move the engine rearwards, thereby improving weight distribution, and with a space frame superimposed upon it to provide much needed chassis stiffness and a robust body frame.

Whilst this recipe may seem heavy compared with a pure space-frame system, the SVA-defeating and financial benefits made it justified. Real gut-wrenching performance was never the main aim of this project, more important is an attractive 'posing' vehicle for a rather old teenager and his girl (?). True to the early Lotus image: cheap to run and fun for the summer months. Frankly, if you do want performance there are loads of easier options than trying to do it with a 30 - 40 year old Triumph Spitfire.

The Design Process

My aim was to achieve a reasonable likeness to the Lotus 6/7, with a scuttle height no higher than 30 inches, as per the original Lotus 6. After all the deliberations and after purchasing a set of coil-over springs and dampers from Robin Hood (as a signal that Project 7 was under way) I settled on the following aims to make the Spitfire chassis fit the bill:

1. Improved weight distribution by lengthening the chassis and 'handing' the engine mounts to re-position the engine further back. This would also create more space should I decide to insert a bigger engine at a later date.
2. Revised rear suspension? I toyed with the idea of replacing the rear transverse spring with wishbones and coil over dampers. In fact I built the car with this set up but was not happy with the rear wheel angles and such. In the end I jettisoned the lot and went back to the Triumph set up, albeit with a softened spring. Much less bother and more confidence for me! This act also made the project even more of a 're-bodied Spitfire' and thereby, I hoped, make licensing and other



paperwork easier. (Anyone want a pair of wishbones to fit a Triumph chassis?)

3. The front suspension, whilst remaining standard, would be modified to take coil-over springs that are lovely to look at in their powder coating.

It was decided to use new discs and reconditioned callipers as the existing units were past their sell-by date. New Kevlar 'Green Stuff' pads were chosen to give some upgrade and, if necessary a bolt-on servo was a further option. As I wanted to drive the beast rather than constantly maintain it I decided to use the best available materials and so polyurethane bushes, braided hoses, copper brake pipes and so on were used.

Trudging around classic and kit car shows became the norm, to update

myself on 'modern' technology and to pick up bits as and when available/required. The final outcome of these wanderings was that, after seeing a number of Locosts and Robin Hoods at close quarters, I decided that mirror finish stainless steel was the way to go. Despite its weight it looks good and doesn't require constant polishing. Warnings about the difficulties of cutting stainless gave me some cause for concern but proved to be exaggerated, as I cut the lot using my trusty Screwfix metal cutters. The thin-walled 25mm square steel tubing required was bought from the local steel stockists, who proved to be very helpful. The cost was remarkably low, well under £150.

I also renewed my teenage familiarity with scrap yards. It really is surprising just how much good gear can be acquired these days for very little outlay, if only you have the time to look. God bless retirement!

Putting Thoughts into Action

Getting right down to basics, the old body tub was stripped from the chassis and scrapped. The parts to be re-used were all stored, clean, degreased, and painted with Hammerite.

Now to the fun part. Following Ron Champion's book, the chassis was laid out on an 8ft. by 4ft. block

board base. The tubes were cut and tack-welded together. This process took only a couple of days to complete, using my newly acquired MIG welder. Since I wanted to bury the Triumph chassis inside the frame the option of buying a ready made chassis was not appropriate.

With the target scuttle height in mind I decided to hang the space frame from underneath the Triumph's backbone chassis to gain a lower floor line. The only penalty to this is the way the Triumph chassis intrudes into the seating space. I was hoping

to use the excellent bucket seats from the old Spitfire, fitted by my son, at great expense, as an 'after market' addition. The decision was taken and worked like a charm. The fitting of seats was left until later, with the Plan B option of making my own up, if absolutely necessary. In fact the seats fitted - tight but fitted.

The ground clearance was thus set to be five inches, the Spitfire's six inches less the thickness of the 25mm square tubing below the chassis. Considering that the old Austin Healey was about four and a half inches I thought that I was being generous.

Virtually all steelwork is straight lengths, apart from the curved tubing at the rear. This was three-quarter inch thin-wall round tube, bent using a one inch hole in a four foot long piece of scrap 4 by 3 timber. Gentle persuasion results in a fairly good job, without wrinkles



if you take it steadily. These were skills learnt when Austin 7 special building, now re-applied.

One of the benefits of building a Lotus 7 look-alike at the present time is that there are several companies making 'bits' that can be utilised. I have tried to keep the purchase of factory made things to a minimum, but often the final look of the project can be marred by a poor attempt to make something that is a prominent feature of the car. In these cases I have succumbed to the pressure of vanity!

More Next Month



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Shock Absorber GT6/SPIT	£14.95
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Uprated Coil Spring GT6 MK1-3	£16.45
Trunnion GT6/SPIT	£17.65
Hub Seal GT6/SPIT	£2.65
ARB Link GT6/SPIT	£9.40
ARB Clamp Bracket GT6	£2.30
Wheel Bearing Kit GT6	£11.75
Grease Cap GT6	£3.80

Rear

Shock Absorber GT6/SPIT	£14.95
Spax Shock Absorber GT6/SPIT	£52.90
Spring Bush GT6/SPIT	£3.55
Wheel Bearing Kit GT6/SPIT	£13.75
Hub Seal GT6 MK2-3	£2.95
Spring Pad GT6	£2.35
Spring SPIT MK4-1.500/GT6 MK1-3	£64.65
Spring Rotoflex GT6 MK2-3	£82.25
Vertical Link GT6	£56.10

Transmission

Spitfire

Slave Cylinder	£32.90
Clutch Kit MK2-4	£64.63
Clutch Kit 1500	£75.00
Clutch Kit 1500	£52.88
Clutch Drive Plate MK1	£29.38
Rear Bearing GT6 MK1-2/SPIT	£6.17
Rotor Arm GT6/SPIT MK1-4	£3.51
G/Box Cover Seal Set	£12.50
G/Box Gasket GT6/SPIT	£0.88

GT6

Slave Cylinder	£33.98
Universal Joint	£8.52
Universal Joint Grease	£7.05
Gear Box Mounting	£2.35
Clutch Kit	£84.99
Clutch Cover	£64.63
Clutch Plate	£35.25
Clutch Plate T2000	£44.65
Bearing Diff	£8.85

Braking

Spitfire

Brake Drum MK1-1500	£25.85
Brake Disc	£9.40
Brake Shoes MK1-1500	£11.75
H/Brake Lever	£7.05
H/Brake Cable SPITFIRE/GT6	£5.88
Brake Pad Set	£11.50
Greenstuff Pad Set MK3-1500	£25.20
Brake Hose	£7.95
Braided Brake Hose (UPRATED)	£23.50

GT6

Brake Caliper	£39.99
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Spitfire
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Gear Box Cover

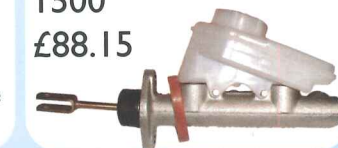
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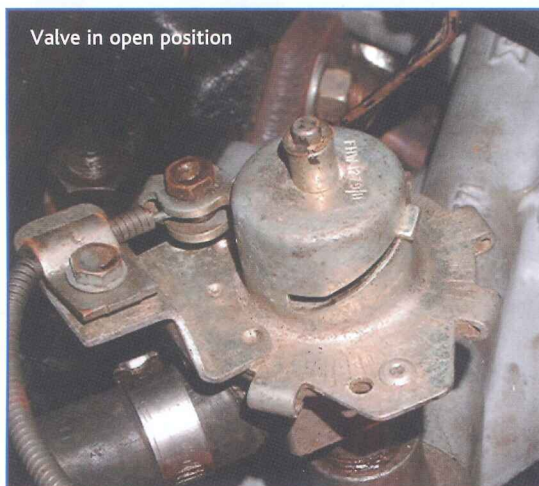
GT6 Mk I - II - III Register

**THIS ISN'T A PROBLEM
THAT THE GT6 USUALLY
SUFFERS FROM**

In fact I can drive mine on the coldest morning with the window fully down, but sadly even the heat from the gearbox tunnel won't defrost the glass. It's no fun peering out through a letterbox of clear screen with your wipers frozen to the glass... and many GT6 owners never notice their heater isn't working until it's really needed - by which time it's too late! Most of the service items mentioned cost pennies, and are worthwhile investments in the long run.

Firstly, make sure air is reaching the screen vents and that the pipes are properly connected, not flapping about behind the dashboard. A light smear of silicone sealer round the inside will help them stay on the vents. Check that your heater valve actually works - if it's stiff, disconnect the cable and try to open and close it manually. If the valve is smooth then the cable is stiff and needs oiling or replacement, and while you're at it, a drop of 3 in 1 on top of the valve never hurt either... the small shaft on top of the valve

KEEP YOUR Cool!

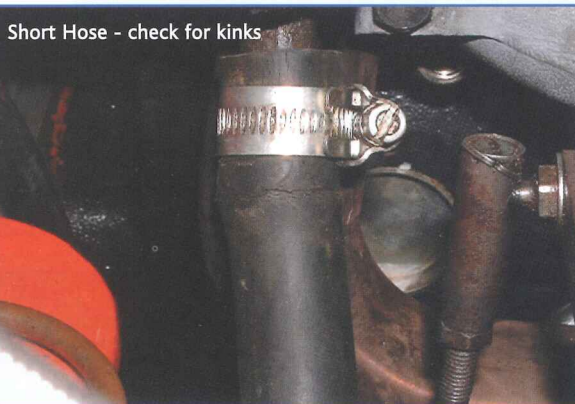


Valve in open position

moves up for open and down for closed; keep it open while flushing or draining the system.

Check the condition of your hoses, any which bulge or have cuts or splits should be replaced now, while it's hopefully warm and dry and in front of your own house - not twenty miles away in a snowstorm. Make sure all your hose clips are well lubricated and turn easily, as there's not much point carrying a spare hose when the old one won't come off, and the only screwdriver within miles is the girlfriend's nail file...

The short hose at the end of the long water pipe which runs



Short Hose - check for kinks

from the pump housing to the Y adaptor below the heater valve can often be overlooked. For best flow it needs to be straight but is often kinked because the pipe and the Y adaptor aren't properly lined up.

To lengthen it, loosen off the large nut at the pump housing and rotate the pipe so that the end points out rather than straight up, and you can then fit a slightly longer curved hose which is less liable to restrict flow.

If you haven't flushed your cooling system in ages, do so now - it helps with Summer cooling as well as making sure the water circulates properly later in the frost. Any proprietary radiator flusher will do the job - follow the instructions on the tin. Help it along by draining and flushing the system out first with cold water from a hose, then refilling with flusher and clean water. On the driver's side of the block you'll find a brass drain tap just above the starter; unfortunately these sometimes stick and are often broken off by over-zealous use of a grips. Some are simply replaced by a bolt. You can open the tap, or remove the bolt, but bear in mind the bolt may not want to move after a few years contact between water and metal and to shear the head off



Engine Block Drain Tap

would be annoying to say the least. Tap the bolt head a few times with a hammer in a gentle rhythm to break any seal, and a

good tip is to tighten it gently first before trying to unfasten it - this often breaks the hold better than simply turning it in the desired direction. Removing this drains the block and with a hose in the thermostat housing or radiator neck flushes out what often looks like the content of a ditch or sheugh as we say over here (shuck to you lot).

Unlike the Herald and Vitesse our heaters are mounted behind the bulkhead and you can see the two pipes disappearing through the panel; unless you really need to and have small fingers to replace them again, don't remove the hoses at the heater connection, but at the valve on the manifold - the end that's easier to get a grip on and certainly easier to tighten the hose clips. You can also attach a hose to the valve outlet and secure with a hose clip, thereby keeping a flow going while you work elsewhere.

The thermostat controls the temperature your engine runs at and while you might use a 82 degree thermostat for better



cooling in the warmer months, when the frost bites you want all the heat you can get - and no thermostat, or one stuck open, will mean longer warm-up times. Make sure yours is there, and it works - immerse in boiling water to see if it opens, and if you really need to, check the temperature of the water with a thermometer. An 88 degree version will give a warmer system in Winter - check what yours says on the base to

ensure it's the right one.

Don't forget the radiator cap - make sure the rubber seal isn't torn or missing. The correct item should read 7lbs for the MK1



and 13lbs for later models and they are crucial for building up the correct water pressure and increasing the boiling point.

Refill with a good strong antifreeze mixture; system capacity is eleven pints so bank on using four pints of antifreeze. Try a saucer of mixed coolant in the freezer overnight - if it freezes, it's too weak. Just remember to throw it out again before the wife puts it in your drink....

Remember - look after your car and it'll look after you! Now that the darker evenings are coming in I'll be spending more time indoors, which is a good thing since the Summer has been bad for the IVRs - I'm way behind.

I'll try to get caught up as soon as I can so anyone waiting on a reply should get one eventually..

I'll leave you this month with yet another

intended restoration, this time from Ian Smythe of TSSC Racing fame; Ian apparently drives on the road like he does on the track and consequently having driven his racing Triumph out in front of an elderly gentleman was flagged down for what he thought was a bit of road rage, but turned out to be an offer of a GT6 which hadn't driven since 1987. It took Ian two months to decide it was worth looking at but as you can see it's in surprisingly good condition. This one is KC1843, a very early MK1, with a quite unusual black vinyl roof and a 2.2 litre engine which is already running. It's going to need wings but the plan is to restore it and start driving it. As you should - a GT6 is too good to waste!!

That's it for this month!

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Dave Rumens

VITESSE Register

WELL THIS YEARS
INTERNATIONAL WAS
YET AGAIN DIFFERENT
FROM OTHER YEARS IN
TERMS OF WEATHER,
PEOPLE AND CARS

Compared with previous years the quiet end was very full, and very unlike the past the lively end was lightly populated. Though I guess Le Mans may have had something to do with the lack of lively people being around! One thing which was very noticeable was a high proportion of the space in the quiet area was taken up by campers vans and 4x4's pulling caravans. Not by Triumphs.

I guess times are a-changing, but personally I would like to see more Triumphs and less modern vehicles at Stafford. Just my thoughts. During my wandering around the site I bumped into Howard Jones, past Vitesse Master Class Concours winner and he has very gallantly decided to stand down from the event and let others have a chance. Well done Howard. Steve Pedley was also there with his very original MkII,

INTERNATIONAL 2006

Picture One, and I understand he came second in this year's Concours. Personally looking at Steve's Vitesse I was surprised he



Picture 1.

did not get the first prize this year. Another car which also caught my eye was in the 'Used and Cruised' class and is owned by Carl Tebb. From Picture Two you can see why as VKX 440J looks very tidy for a regularly used Vitesse. Carl chose a Vitesse because as



Picture 2.

he says it has no trouble keeping up with modern traffic and with overdrive is capable of travelling on long journeys with ease. Having owned a Vitesse for many years I fully agree with Carl's views. Carl sorry I couldn't spend longer talking about our favourite cars, but my Local Area was revving up ready to leave and as I was the navigator I had to go!



Picture 5.



Picture 3.

Outside the main hall I took the following pictures of two Mk1 Convertibles, see Pictures Three and



Picture 4.

Four, on the line-up.

Both have that purposeful look about them.

Well there was a change to this year's International for me as the car I took to this event was not HIA my

Herald Estate. HIA, Picture Five, has been to more Internationals than all of my other Triumphs put together. Being an Estate there is ample room for all the camping gear, and as I have fitted a mildly tuned 1500 engine with overdrive this helps to cover the distance to event.

However, this year was special to me as I have SUT back on the road so I took the opportunity to get



Picture 6.

some Vitesse driving in by taking her to Stafford and I can honestly say it was very enjoyable journey just sitting back listening to the straight six. As a result I have now managed overcome my Vitesse withdrawal symptoms I have been suffering for the last 2 years! It was also nice to see SUT at Stafford, Picture Six, after her rebuild and hear the good comments for which I thank you all. Finally I would like to say many thanks to the organisers and roll on next year.

Leaving the International and moving on to this month's Vitesse, it is a very fine MkII 2 Litre Convertible in Damson, See Picture Seven and Eight, and is owned by Fen Rogers from Leeds. In my view

the Dunlop wheels (Spitfire style) don't look out of place on the MkII and in fact add to the fine looks of the model. As with most owners of Classic cars Fern is looking for any past

I am always looking for stories concerning all versions of the Vitesse to include in this column.

So if you have a story of your experiences and a few pictures please send me.



Picture 7.

history for his Vitesse VLE 199G. If any member can help then please send me the information and I will forward it on to him.

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

Safe Driving & Keep Running On All Six

DAVID.



Picture 8.

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DAVID.



Picture 8.

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The form is titled 'FOOTMAN JAMES Vehicle Condition / Valuation Form'. It includes sections for 'Vehicle details', 'Concours', and 'A3 SERVICEABLE'. The 'Concours' section has a table for recording the condition of various parts of the car, with columns for 'Part', 'Condition', and 'Value'. The 'A3 SERVICEABLE' section has a table for recording the details of work completed since purchase, with columns for 'Date', 'Description', and 'Value'.



COAST TO COAST USA - PART 2

Richard Briscoe STAG Register

**HAVE YOU ALL COMPLETED AN IVR?
MORE IMPORTANTLY DO YOU KNOW
WHAT AN IVR IS?**

As you may (or may not) have noticed, October is the month the Courier details the Stag IVR. Please have a look in the Courier for an explanation of what the scheme can do for you. If you need a form look on the reverse of your address label from the packaging the magazine came in, or www.tssc.org.uk.

Next up is the concluding part of "Coast to Coast - USA by Lew and Daphne Hayden

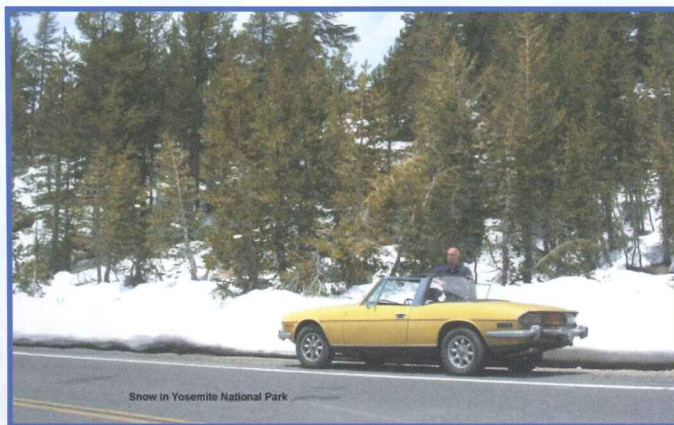
Other memorable moments:-

Throughout the trip we found the American people to be friendly, helpful and most interested in the cars. One of our group left his camera on a bus and thought that was the last he would see of it, but by 8.00am the next morning, it had been returned to our hotel.

We spent an evening dancing in the street to wonderful blues music, on Beale St. Memphis.

The haunting sounds of the American Trains, especially at night, as they announced their arrival, many with four engines and over 100 carriages on them.

Grand Canyon - We treated ourselves to a helicopter ride over the Grand Canyon, which was awesome and took your breath away.



Snow in Yosemite National Park

We meet Dave & Sylyia Bergquist in Sonora, California. They own a white Stag which appears in 'Triumph Stag. The Complete History'. Their hospitality was greatly appreciated, giving us a meal at their lovely home. Dave also showed us 2 additional Stags, an XK140 Jaguar and a MGB GT, all ready for restoration.

The Lomax's amazed us with the way they maintained 60mph cruising speeds, sometimes more, from just 600cc engines. The Americans were fascinated by these little three wheelers and as their petrol has doubled in price recently, their leading question was "How much gas do they use". All the cars completed the trip and coped very well with what was at times, excessive heat, and steep mountain climbs.

We covered over 4800 fantastic miles, all with the roof down. Visited 14 States:- Maryland, Virginia, N Carolina, Tennessee, Arkansas, Missouri, Oklahoma, Kansas, Colorado, New Mexico, Utah, Arizona, Nevada, & California.

Places visited along the way were:- Blue

Ridge Mountains, Smokey Mountains, Nashville, Memphis & Gracelands, Dodge



Lombard Street, San Francisco

City, Canon City, Ouray (The Switzerland of America), Mesa Verde National Park, Four Corners (The only place in US Common to Four States Monument Valley, Grand Canyon, Flagstaff, Part of the old route 66, Las Vegas, Death Valley, Yosemite National Park, San Francisco, and Highway 1 down the Pacific coast, through Big Sur to Long Beach, California. From here the cars were shipped back to England.

We travelled for 19 of the days, taking two day stopovers in places like Nashville, Memphis, Ouray, Flagstaff and Las Vegas. We averaging 254 miles per day on the days we travelled.

The Stag averaged 30.76 m.p.g. Average fuel cost was 46.11pence per litre Total fuel cost was £328.54.

At the time of writing, the Stag is having a well earned rest, somewhere on the Atlantic. We are looking forward to getting it back, and getting it back to its former glory, having removed all the dust and flies picked up across America.

Total cost of the trip??

It was worth it

Lew and Daphne Hayden

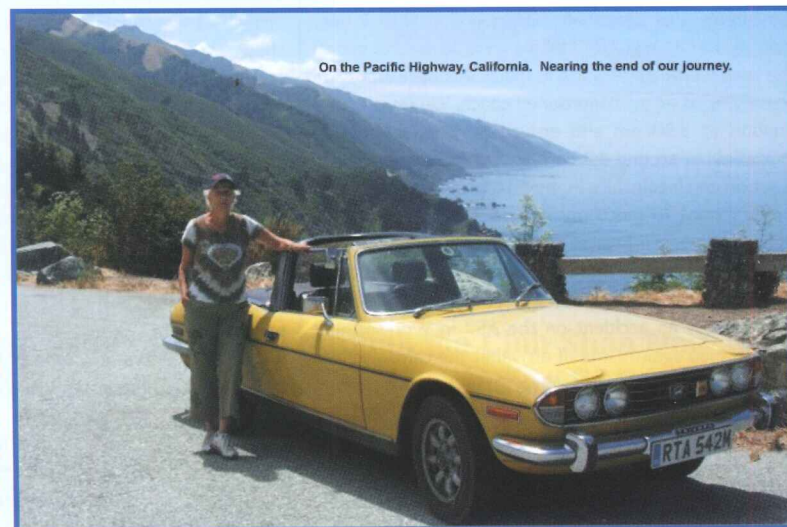
As I mentioned last month I lost the show reports I had compiled as well as most of my photos due to a problem with

my computer.

As Stafford was reported in other articles last month I will stick to the Stag National weekend in Lincolnshire.

It was always going to be a busy weekend for me as I had received some VIP tickets to the London Motorshow from a major manufacturer and didn't want to waste the chance to see the event in its new home in London. Free tickets were great but how to get there? It

was a choice between a 5 hour drive each way or going by rail. I am still wondering



On the Pacific Highway, California. Nearing the end of our journey.

what planet GNER are from as on asking "can I have a cheap ticket to London please?" I received this reply - "That will be £285 each return sir." - On advising the 'customer service representative' of my definition of cheap I got the price down to £54 each - if we set off at 6:15 am. I was going to the Motorshow with my friend Colin Chadwick from Wakefield and we decided on the train as it only takes a couple of hours. This would give me plenty of time to get to Lincolnshire before the sun set.

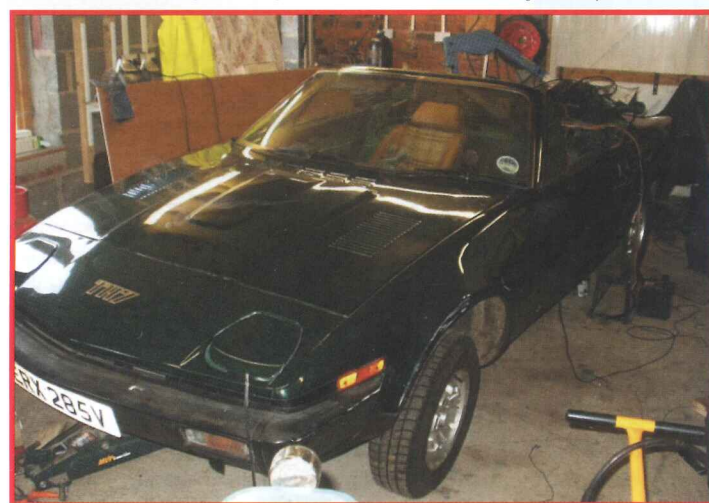
The Motorshow was great and we even



found a Triumph on the Top Gear stand!

Should have known it would go wrong at this point though as after having no problems anywhere on the London Underground or Docklands Light Railway, we got to Kings Cross only to find that all trains were cancelled apart from the one on the platform due to a line problem at Grantham. On querying with a very helpful staff member of staff we were advised to get on the train whilst there was still space. We were lucky and got a seat on an air-conditioned coach. We set off from London at 3:30 pm and arrived at Colin's house in Wakefield at around 8:30 pm.

I set off to Lincolnshire in my GT6 (it needed a run and I didn't want to pinch my dad's Stag) Everything was going ok for an arrival at 10:30pm in Lincolnshire so I rang the group I had arranged to camp with to let them know I was still on my way. Everything went ok until I came across an accident on the A57 in Worksop and was delayed again! Time of arrival at the campsite was 00:30 on the Saturday morning. Thanks to Mick, Janet,



Ian, Sharon and Lee for stopping up and helping me put my tent up. The Saturday at the Stag national is an informal day. This year Rimmer Bros had organised a tour of their shop etc on the afternoon with a trip into Lincoln on a classic bus. It was an interesting tour and I managed to get a thermostat gasket for the GT6 (didn't fancy my chances of getting one on the Sunday.) We had a wander around Lincoln and eventually ended up going off site for an Indian meal. I didn't fancy the formal dinner held every year by the organisers (it is quite a sight to see the campsite go quiet at around 5 pm and everyone emerge from tents wearing formal gowns and suits an hour later!)

As Saturday night seemed to have heralded the start of monsoon season the sunny start to the National day was a pleasant surprise. There must have been in excess of 300 Stags on the campsite and the Stag parking area. The traders were out in force, but a number of them had stayed away despite announcing their intention to attend in advance, which was disappointing.

There were a couple of new products unveiled at the show. The first was the arrival of the newly re-manufactured wiper blades (they actually fit correctly! The second was a new type of wind deflector. This consisted of a mesh rear screen and tonneau cover which rolled into a very small bag when not in use. It wasn't much cheaper than the Perspex type deflectors but it had the advantage that it was not as bulky. I also had a chance to meet up with Lew Hayden after his travels in the States. Thanks again Lew for the article. The day was finished off by a fly-past of the Battle of Britain memorial flight.

I recently found a new type of engine stand, designed by Triumph for the Rover V8 from the Stag scrapped a couple of months ago. Yes that's right it is a TR7!

Is there anyone out there with information about Stag engine swaps, I have had quite a few calls lately from people with cars that have undergone engine changes or who are wanting to put other engines in their cars. My knowledge in these areas is at best limited and in the case of others none existent (I've never seen Ford V6 conversion!) If anyone has information or would like to help, please contact me via the details at the rear of the magazine, Page 82.

Book Review

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

If you are about to embark on a restoration on your TR2/3/3A/4/4A/5/250/6/7 or TR8 then one of the following books would be well worth reading prior to launch. Covering all models of the above mentioned Triumphs these books boast.

A complete guide to all aspects of restoration including chassis, body, engine and gearbox (transmission), suspension and steering, brakes, electrical equipment, interior and hood (soft-top), painting and plating.

How to choose and buy the right TR.

Creating a restoration plan. Welding techniques. Use of modern oils and fuels. Fixing fuel injection problems. Left hand drive to right hand drive conversion, Clubs, specialists and suppliers.

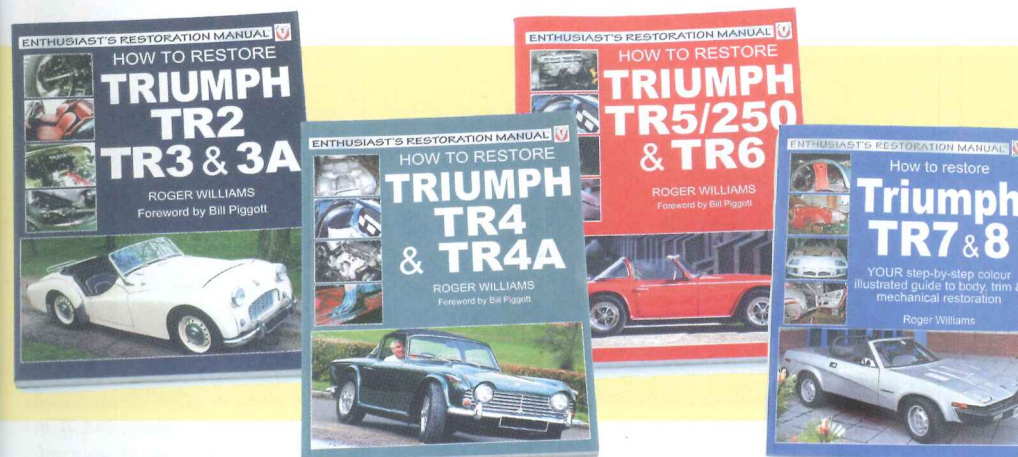
TRIUMPH Bookshop

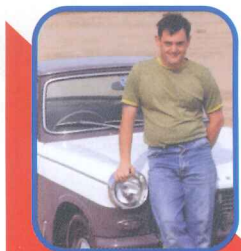


Over 176 pages and over 450 illustrations.

These are available to buy through the Club Shop Now. All books £22.95 except TR7&8 £24.95 including P&P UK only.

Please add 20% for overseas.





GETTING A BUNG

Rob Newton-Allen

HERALD
948 - 1200 - 1250
Register

**NO I HAVE ENTERED INTO THE
WORLD OF FOOTBALL AGENTS..**

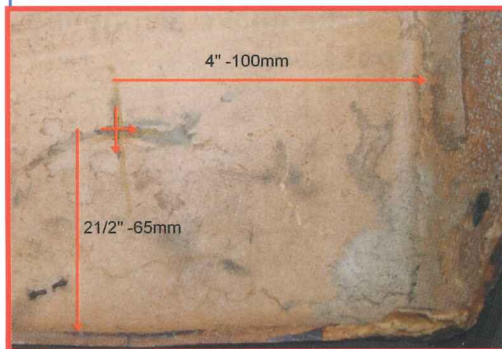
I have found myself a simple solution to a popular problem. Most of us have had to top up, or replace the oil in our cars gearboxes over the course of time and each time, it's: take the carpet out, remove the gearbox tunnel, drop the black oily dust and grime that clings to the underside of the tunnel all over your nice carpet and seats. Then do the reverse to get it all back and clean the mess up afterwards.

Having found a large 2 7/8" rubber bung (£4.00) which was originally supplied as the chassis plug for the on-board jacks found on the TR sports cars,



it seemed a good idea to use one as an access plug for the gearbox oil filling plug.

Measuring where the center of the hole needed to be



4" in from the front return and 2 1/2" up, from the lower curve. I simply used a 3" hole saw to cut the required hole and a very sharp knife to cut a slit in the sound deadening bag and 'hey presto' job done.



Now when you need to top the oil up: just pull the carpet back, pop the bung out and you have instant access. Obviously you will need to use an oil filler with an extended tube on it to get into the gearbox, but it does make life a lot easier and a lot cleaner.

If your car has had any modifications away from the usual Triumph engines and gearboxes, the oil filler plug may not be in the same place, but if in doubt remove the tunnel and measure it yourself.

Don't forget - measure twice and cut once!!! If any of you need a bung then let me know and I will get some in.

Whilst out and about I came across a couple of cars, one of which has a very interesting history.

This blue 1200 convertible was originally supplied by the London Export Office of Standard Triumph and supplied for export to



this one on Ebay. I was tempted to place a bid if only for the exceptional colour scheme. I am not sure if its conifer or KAK!tus. As it was in Australia it was way beyond my limits as to the shipping costs. Also the owner was selling it as a convertible !! Surely not !!

Another one of Ebay's searches also came up with a strange racing car for

Barbados. I came across it in Yeovil and I would really like to know about its travels.

Another car I saw at Yeovil was this cactus 1200 estate, which I guess has been fully restored at some point in its life. If not, its in exceptional condition.



sale in Oz as well.

It was listed by the seller as an Adelaide built Elvin or an ELVA of British origin. Based on a Herald MK1 chassis with a 948 twin carb engine, its listed as having a IRS diff and a fire wall with floating pedals ????. I definitely do not know of its origins, but if anyone can shed some light on it and let me know that would be great.

As a final note I will sign off with a radical herald from the 1980's I

Many of you know of my liking of the early 948,s and I came across

traced it through a link from an e-mail I received from our former oversea's secretary Leon Guyot. It's a Herald and the photo's were

Olympia 1981



taken at a custom show at Olympia in 1981.

Its listed as a stock Herald with 2.5 engine, polished and ported big valve head with Triple 40 DCOE webbers and nitrous oxide. All this is running through a GT6 gearbox.

It was designed and built by Richard Wale and John Baldacchino from London. Guys, are you still out there ??? I would love to know what happened to this Herald. Here's hoping till next month

ROB

BARGAIN BASEMENT

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

Do you own a Herald or Vitesse? Does it require replacement seat covers? Do you like a bargain? If the answer is yes to the above then read on. This is the very last of our bankrupt stock and it is available for members to buy at unbeatable prices. We have rear seat spring bases (convertibles only), rear seat covering kits (saloons only) and front seat covering kits also. These really are at rock bottom prices and are expected to go quickly so place your order early to avoid dissapointment.

Vitesse and Herald Convertible Rear Seat Spring Base

001 Only 4 remaining! Normal retail £264.00 TSSC Price £80.00 each.



Vitesse and Herald 13/60 Saloon

Rear Seat Covering Kit (squab and base)

005MB Midnight Blue 1 kit available £60.00 kit.
005R Matador Red 4 kits available £60.00 kit.
005SB Shadow Blue 1 kit available £60.00 kit.
005T Tan 2 kits available £60.00 kit.

Vitesse 2.0 litre

Front Seat covering kit (squab and base for both seats)

002R Matador Red 1 kit available £55.00 kit.

Herald 13/60 Front Seat covering kit (squab and base for both seats)

003SB Shadow Blue 1 kit available £50.00 kit.
003R Matador Red 2 kits available £50.00 kit.

Herald 1200, 12/50 and Vitesse 6

Front Seat covering kit (squab and base for both seats)

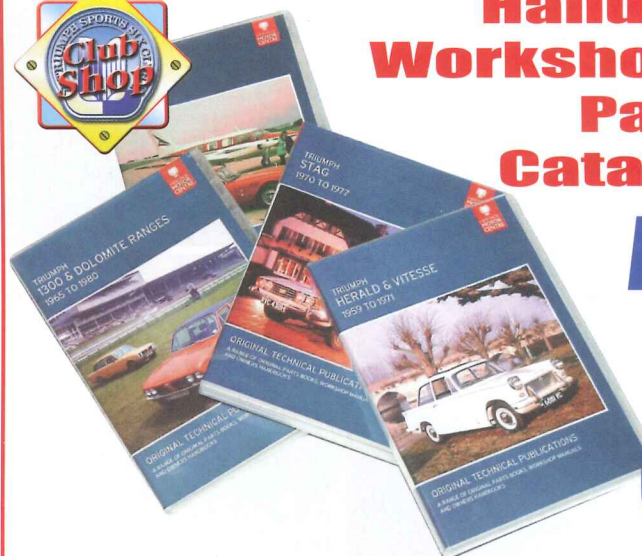
004C Cactus Green 1 kit available £50.00 kit.
004T Tan 1 kit available £50.00 kit.

P&P £9.95 UK Mainland.



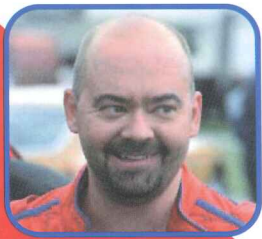
Handbook - Workshop Manual Parts Catalogue

Available on CD Roms



£16.95 each P&P £1.95 UK Mainland - PC Format only

Tel. 01858 434424



PEMBREY 19/20TH AUGUST

Nigel Gibbins

RACE NEWS

**BY THE TIME YOU HAVE
READ THIS ARTICLE THE
SEASON WILL BE DONE
AND DUSTED**

But even now we already know who our champions will be. Mik Davis has attended most races this year and accrued enough points through sheer reliability to tie up the Class A title with a 'full house' of 40 points. He almost had enough to worry the Class C competitors too until his maximum 40 points could only be bettered by Dave Thompson.

However, Dave now has more than the required 40 points and is unassailable for the Class C title. This therefore makes him the Class Champion and the overall 2006

TSSC Champion.

My congratulations go to both drivers on their achievements and I believe a little celebration will have happened at the finale at Castle Combe (on the 16th Sept).

I haven't been able to make as many races I would have liked this year, either as a competitor or spectator so Mik kindly offered to write up a report for the last race at Pembrey ... so here it is.

Pembrey in Mik's own words...

The one-and-a-half mile Pembrey circuit is located in the far south-eastern corner of Wales and the travelling distance needed just to get there may have contributed to the very poor entry of just four cars in our championship. Martyn Adams and Mark Humphries were both present with TR7-V8s, Steve Small with his TR7 Sprint and myself with the only Spitfire. The small entry meant that our race was amalgamated with the Welsh Racing Drivers Association Sports and Saloon Car Championship. The WRDA entry included

Dave Thompson catches up with Class A Champion 'Mik' Davis



two full works ex-BTCC cars, three "slicks and wings" Radical Prosports full racing cars and a number of modern hatchbacks and saloons so we were all feeling a little outclassed



Dave Thompson - 2006 TSSC Champion

before we even began!

It rained heavily for most of Saturday morning and although the rain had almost stopped by the time we went out for qualifying, the track was extremely wet and spray causing a lack of visibility was a problem for all the drivers to start with. Fortunately the rain held off and the spray died down slightly after the first few laps. From my point of view in a class A spitfire, the speed difference between my car and the front runners was impressive, even in the wet, with cars appearing out of the spray and coming past as though I was standing still. Everyone behaved themselves though and the session was completed without incident apart from one Ford Sierra that suffered a mechanical failure and retired.

Once the times were published, there was a clear distinction between the WRDA cars and the Triumphs with Mark taking the Triumph pole position but sixteenth overall on the grid. Martyn was just half a second behind with Steve next and then myself separated by one other car. The overall pole position was taken by one of the Radicals with a lap time a full eighteen

seconds quicker than Mark, and twenty-four seconds quicker than me!

So a full grid of nineteen cars formed up for the start on a drying track as the rain had finally stopped shortly before our race. When the red lights went out, I got a terrible start with lots of wheel spin and no forward motion. Steve also went nowhere at first, as did one of the Nissan BTCC cars which was then passed by the entire field (albeit not for very long). After that, I can't say what happened to the other Triumphs as I didn't see them again until they came round to lap me later on. The track continued to dry out as the race progressed and speeds gradually got faster as grip improved. Two of the WRDA cars had a coming together on lap four and retired, everyone else finished the race with Martyn coming out as the first placed Triumph eleven seconds ahead of Steve and Mark who crossed the line just one second apart but ahead of two of the WRDA cars. I finished last but was disappointed when the results were published that I was shown as "not classified as a finisher". A brief inquiry with the race officials however resulted in the discovery of a bug in the computer software used for the race timing and the results were amended to show me as officially having finished, even if I was a whole four laps behind the overall race winner.

Incidentally, anyone who thinks that motor racing is a sport for young people should go talk to the 76-year-old driver of the car that was next to Mik in the paddock and who took up motor racing just 4 years ago!

After Castle Combe we should have a much better idea of what form of racing our Triumphs will be doing next year, hopefully a full run-down of this seasons results and maybe a few words from our 2006 Champion.

Pictures courtesy James Carruthers

T.D. FITCHETT Ltd

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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 13/60 O.E.	£115.00
Front lower valance Vitesse O.E.	£115.00
Herald 13/60 front lamp panel 812140	£85.00
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 door channel	£12.50 pair
Herald/Vitesse door skins 901339/9	£60.00
Complete door shell 9022567	£215.00
Sills 803070/1	£19.50
Tread plate repair panel	£7.50
Front floor mounting bracket fr 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
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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 706161/2	£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/PB	£55.00
Brake pads type 12	£12.00 set
Brake pads type 14	£9.50 set
Brake pads type 16P/16PB	£10.00 set
Recon steering racks RHD (exchange)	£42.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£17.50
Front 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
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13/60 HT lead set	£7.00
Herald oil filter GFE 119/150	£4.50

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TR7

Early type bonnet (single bulge) WKC170	£147.00
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Front lower valance WKC86	£65.00
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Door skins YKC7475	£47.50
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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
Petrol tank	£120.00
Petrol tank sender TKC3408	£25.00
Rear lamp assembly R/H TKC232	£75.00
Recon TR7 (exchange) distributor	£45.00
TR7 distributor cap	£6.00
HT lead set (early) GHT 167	£9.50
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) RK0509	£15.00
Brake pads type 16P/16PB	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon (exchange)	£75.00
Upgraded 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
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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 trunkion 142377/8	£17.50
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	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£10.00
Spare wheel cover 812236	£60.00

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Bonnet hinge tubes 811679/811680	£35.00 each
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Door skins	£42.50
Battery box 806707	£15.50
Rear valance lamp panel 569900	£40.00
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
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Gearbox 3 Synco (exchange)	£135.00
Gearbox 4 Synco (exchange)	£160.00
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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

SPLITFIRE MK IV & 1500

Bonnet stay 613045/613751	£12.50 pair
Front wings 909663/4	£39.50
Front wheel arch outer 909351/2	£35.00
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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 RKC362/3	£40.00
Chassis front gusset 218526/7	£17.00
Bonnet hinge tube L/H-R/H 911107/8	£48.50
Rear wing non O.E.	£87.50
Rear wing front repair panel	£15.50
Rear wing rear repair panel	£19.50
Rear lamp panel 716182	£125.00
Rear valance 908970	£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 windscreen 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
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Front wishbone bushes 119451 (set of 8)	£10.00
Front shock absorber GSA364	£20.00
Front suspension vertical link/runion 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 II 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 III 810841	£32.50
Main carpet early Mk III new tan 819813	£29.50
Main carpet late Mk III new tan 822633	£23.50
Main carpet Mk III black 822631	£29.50
Dash veneer set Mk III 820073	£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
Rotoflex coupling 152273	£22.50
Rotoflex bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotolux GBS750	£17.00
Brake shoe non rotolux GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.00
HT lead set	£10.00
Manifold Banjo Bolt 145155	£9.00

TRIUMPH 2000/2.5 PI/2500

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

Recon power steering rack (exchange)	£125.00
Recon manual steering rack (exchange)	£42.00
Gearbox (exchange)	£175.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£10.00
Clutch kit Q/H	£75.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£18.00
Rear shock absorber	£19.50
Recon exchange brake caliper	£45.00
Brake shoes Mk I (axle set)	£22.50
Brake shoes Mk II (axle set) GBS803	£16.50
Rear wheel cylinder GWC1205	£17.50

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Dolomite h/lamp mount panel 724263/4	£27.50
Front underrider XKC 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
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
Rotoflex coupling 152273	£22.50
Rotoflex bush kit inc tubes	£15.00
Brake shoe Mk I/II/III rotolux GBS750	£17.00
Brake shoe non rotolux GBS746	£14.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.00
HT lead set	£10.00
Manifold Banjo Bolt 145155	£9.00

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Telephone 01952 619585/620434 Fax 01952 610510



LOST AND WON

Andrew Burford

TOLEDO DOLOMITE 1300/1500 Register

HI AND WELCOME TO THE SMALL
SALOON REGISTER PAGE

The hot July weather seems a distant memory and August certainly made up for the lack of rain that all the TV channels kept going on about. Many of the August events were wet but still a few brave souls did venture to the various shows and our own "sunshine" rally did not have the required sun but still several new faces/cars turned up.

Several more IVR's have been received and many of you also include pictures or details of the car, thank you for sending me them. I have been overwhelmed at work recently so apologies if some have waited a little while for a reply. I always answer all the IVR's but some times it has been difficult. I now have over 500 on the IVR database, albeit many with

only part details but interesting matches or near misses are occurring so do keep sending them in.

Ebay continues to bring a great selection of cars. These tend to be poor examples needing much work but occasionally "finds" are to be made. One such find will feature in this column in 2007.

On to the main feature this month that comes from the Stafford International this year. Like elsewhere that were predicting a terrible outcome, this was not the case. There were several Dolomites (1 low mileage car for sale), 1 low mileage BRG Sprint and another Sprint from Luxembourg so truly it was an international event.

This was very pleasing and in the saloon class was a great car that won best in class.



Mike's Dolomite 1850 HL

Mike Mayfield owns the car and here are Mike's story and a picture of the car;

Saved (From extinction & the Scrapyard)

Triumph Dolomite 1850 H/L Reg CYT 890V

This car was advertised in the May 2003 "Courier" as "Free to good home", the owner being unable to find the time, money or resources to restore her, and not wanting to see it go to the car graveyard in the sky! I responded, and collected the car on Tuesday the 10th June 2003 from the Selby family in Shepshed, Leics.

As my first classic, a Triumph Vitesse Mark 2 Convertible neared completion of it's full restoration and respray at Malc's Bodyshop in Sleaford, the Dolomite followed it into the Bodyshop in early 2004.

There followed much restoration work including welding repairs and a full bare metal respray.

Meanwhile, the engine was refurbished, not stripped & rebuilt, but merely cleaned down and repainted. The front subframe, suspension and brakes were completely stripped, then rebushed, and powder coated / painted and finally rebuilt.

After a couple of minor hiccups, the car passed it's M.O.T. and was taxed on 31st March 2006, put on the road Saturday 1 st April and has already covered over 750 miles.

Commission Number :- WF ****

Engine Number:- WF 82403H replaced by TK ****

Body Number :- 050385 WD

Differential Number :- WF 62644

Manufactured :- ?? February 1979

Despatched :- 26 February 1979

to Jack Barclay Ltd., London.

First Registered :- 1st August 1979 by

Jack Barclay Ltd., Battersea, London.

Previous Owners in Glen Parva, Narborough,

Loughborough, Ibstock and Shepshed

in Leicestershire.

Last Owned & used :- 31 st January 2002

in Shepshed, Leics.

Acquired by present owner:- 10th June 2003.

Present Owner :-

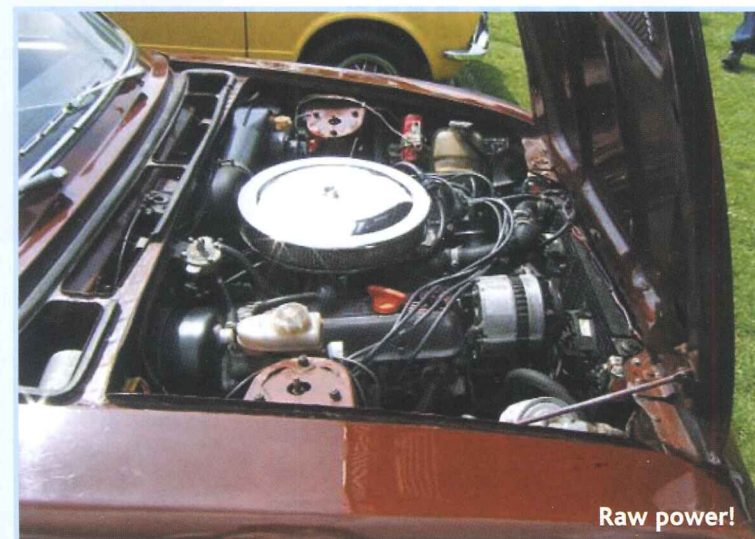
Mike Mayfield Nottingham. 27th April 2006.

Even better, if anything could be better than winning class, was that Mike also had his car valued and was pleasantly surprised by the result. For too long 4 door saloons have been the "poor" relation which has meant a vicious circle that because of perceived value then people have broken many otherwise reasonable cars.

This trend will hopefully be reversed soon and gives incentive in value to a good restoration or an original car needing minor work.

Their time is coming and you only have to look at the shows in the 80's with fields full of Heralds to find now it's only Herald 13/60 and Vitesse convertibles on show.

Also spotted this at the SEM unfortunately did not



get a chance to talk with Owner PUD 435T. This was no ordinary Dolomite, I believe it had a Chevy V8. American and English sounds like a good combination to me. Would be interested to hear from anyone who has a modified car as well as standard factory issue.

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

Well sorry that we will miss Duxford and also MOT, we will be at a larger show in the US (Limited to 2,448 cars!) so who knows what else we might see and bring back to the UK.

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

Safe Autumn Motoring.

ANDREW



ROUNDTAIL ROUND - UP

Suzie Singleton

**SPITFIRE
Mk I - II - III
Register**

Guy and I were very pleased to be invited to join the Spitfire line-up at Duxford on 18th August commemorating the first flight of a Supermarine Spitfire 70 years ago and its entry into service with the RAF.



Despite a very wet trip over in the morning and some showers during the day the weather cleared at times to give us some clear skies and a great day overall. Our thanks to all in the Herts and Beds area responsible for arranging the car display and to all those who brought their cars out to play for the day.

Although I took photos of the 20 or so roundtails there, there wouldn't be enough space to fit them all in here so just a few will hopefully give you a



feel of the day. And I thought you might like to see one solution to a dodgy boot lock!

Some time ago I was pleased to receive a letter from Roy Ross with photos and a lot of very detailed information on his 1968 Spitfire, UPB 998F. He even sent a copy of the original green logbook which is a great piece of the car's history.

"I thought it about time that I put pen to paper and gave you



the details of my car. I bought it in 1999 as a restoration project and to satisfy a mid life crisis. Wanted to turn the clock back to my youth. Enclosed is a copy of what I believe is the original log book that I have. The Local Taxation Licences office, not shown on copy, is Surrey County Council, Tolworth Tower PO Box 63A, Surbiton. The previous owner passed on to me all the paper work regarding repairs, MoT's etc. from as far back as 1988.

It appears that Mr J.M. News bought the car in 1988 with 89,765 miles on it, sold it to G.P. Laptain on 14.12.93 and bought it back from him on 19.9.97. Both were in the Army. Therefore Newsome probably asked Laptain to look after the car while he was posted aboard. This would seem the logical explanation for the change. The car had 93,000 miles on it when I bought it. In the previous 10 years it had not been used a lot.

An insurance policy from 1988 makes interesting reading, Third Party Fire and Theft from Norwich Union with an insurance value of £600, annual premium £263. My present insurance with an agreed value (£5000) through the club with unlimited miles is £126.

[Note: that's a big difference, and shows just what good value Classic Insurance for our cars is these days.]

It had an MOT and ran fairly well when I bought it. That didn't last long, within 2 months the clutch broke and large hole appeared in the passenger floor, finally the engine blew up. I then joined the TSSC and went along to the Cumbria meetings with the hope that they could point me in the right direction regarding restoration and making the car easier to handle and a lot quicker.

During the following winter in went a recon engine with unleaded cylinder head and new clutch, an alloy rocker cover was also fitted, to stop the noise of the tappets making the engine sound like a sewing machine. With a few other repairs it was back on the road for the summer.

I drove it during the summer complete with rattles and vibrations. The next winter I sort of threw the tool box at it and have been modifying and repairing it ever since. Because it has a fibre glass bonnet (GT6) the nose stuck up in the air and it was terrible to steer. I turned to the club shop, Sports car supplies and a Moss catalogue. Pulled out all the front suspension and fitted shorter springs with std

shocks. A heavy duty roll bar and aluminium steering rack mounts along with a new steering rack. All suspension bushes replaced with poly bushes. Next came the rear end, fitting a new diff, new spring and a stabiliser bar to stop the rear wheels tucking under. The only other person I have heard of fitting one of these was a chap who fitted one to his Vincent (Courier 293). Does it Work? Yes, especially if you fit 165/70R 13 tyres. I can endorse what he wrote. The handling is a great improvement but it does stiffen the suspension at the rear. If you want a nice soft ride don't fit one.

Having got the car to now stay on the road the next job the following year was to make it stop. Cross drilled front brake discs with green stuff brake pads were fitted to the front and new shoes and drums on the rear. I replaced all the flexible brake pipes with the braided SS ones and filled the system with silicone brake fluid after replacing all the seals. Did it improve it? 100% better. It now stops and the brakes don't fade as much on the narrow twisty roads and steep inclines around the Lakes.

With confidence growing, the car would now stop and stay on the road, it was time to fit a SS sports exhaust. I lagged the front pipes but the car was still very warm under the bonnet and it was losing power at high revs. Suspecting that the fuel in the carbs was boiling, I decided to fit recon carbs with fast road jets, K & N filters along with an exhaust heat shield, obtained from the club. The only problem with these is that the angle needs bending to around 30 degrees otherwise it fouls the accelerator linkage on a MKIII. I cut slots in the bonnet on the top right hand side to try and get the heat away from the carbs. Seems to have worked, not had any more fuel problems. Fitted an oil cooler as well just for peace of mind along with an oil pressure gauge.

Having started using the car on rallies it soon became obvious that the car needed to be made a little safer. The narrow Lakes roads don't leave any margin for driver error.



Two Mk4 seats complete with headrests were acquired, these were stripped and I reinforced the frames. Newton Commercial supplied new squabs and covers, a little on the expensive side but well worth it and excellent quality. Replaced the seat belts with modern ones, the ones fitted were only lap belts. Moss supplied the roll bar. The only drawback with these is that if you have to get the roof up in a hurry you will get wet. On the Mk III the roll bar needs to be tipped forward in order to raise the roof. The two mounting pins that hold the roll bar at the bottom need to be removed before you can lower it forward. They always seem to stick and take some fiddling to get them out



and if you fit seats like mine they need to be tipped forward as well. The body work on the car is in reasonable condition and as can be seen from the before and after photo it is better than it was.

The paint work was cut back with T-Cut, touched up with a couple of aerosol cans and plenty of polish applied. I don't really want to go to the expense of respraying it as Lakes hedges have a habit of jumping out at you or you turn a corner to find a tourist driving in the middle of the road.

This winter will be spent overhauling the gear box, fitting syncro to first gear as well. Last year I modified the Gear extension so that overdrive also works on 2nd gear. I find that very useful for the steep hills. Four new chrome wire wheels and hubs are also waiting to be fitted

The photo of the rear end of the car shows rechromed rear bumpers. I was told that this is better than fitting new ones as most are not triple chromed.

The number plate surround is from a Rover. The rear mud flaps protect the body from cow muck and the

stone guards over the headlights protect them from breakage, after replacing two last year through stones. If the body around the rear number plate light looks as if it is dented, it is. A young girl in a Euro box decided that she would take a closer look at the car while I was stood at traffic lights. She forgot she had a brake!

I read the bit about the rear screens that was in your column in the courier. Having tried a plastic one, which I fitted behind the seat I was not really happy with it. You still get quite a lot of turbulence and was causing some drag. I dispensed with that idea last year and bought a piece of nylon mesh netting that you can use for fly screens over your house doors. We used them a lot overseas. Made an envelope out of the mesh and fitted it over the roll bar.

In my opinion it works a lot better as some air is allowed to pass through it and can be quickly removed in order to get the hood up. The mesh is fine enough to allow you to still see through the rear view mirror. Most of the new cars use a mesh screen. Not got a photo of mine at the moment, will take a picture when the car comes out of the garage in the spring.

To date I have probably spent around £5000 on the car not including the purchase price. £5000 will not buy a decent plastic Euro box, none of which can keep up with me around the lakes and have that unique exhaust sound. Nothing has a better looking Rear end than a Mk III either."

Over the August Bank Holiday weekend we had a great turnout of Triumphs for our stand at the Hampshire Pageant of Motoring held in the grounds of Broadlands



in Romsey. A cherry-picker was parked next to us in order to take official photos of the weekend and after a



quiet word with the driver Mark Steinson bravely took to the skies to get some great shots of the stand and the whole field. A wander around the field also scooped 3 more 'trailers' for

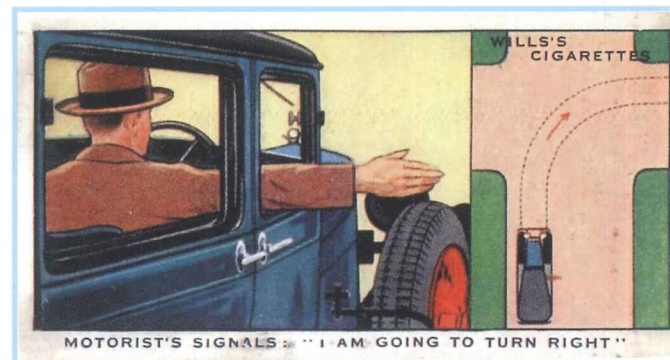


my collection, a Messerschmitt, a Mini ready for lunch and even a Trike hearse from a company who do biker funerals! (www.bikerfuneralsltd.co.uk) The mind boggles over just what is possible with a bit of imagination and a welder.

And now for the next three Safety First cards.

MOTORIST'S SIGNALS: "I am going to Turn Right." Before turning to the right, extend the right arm and hand, palm turned to the front, horizontally, straight out from the side of the car. If you are turning in a busy street where there is a police constable on point duty, make sure that he is aware of your intentions before actually swinging round. Use this signal, also, before swerving or

pulling out of a line of traffic in order to overtake. Should the driver of a following car indicate his intention of passing by sounding his horn, and you believe that it is dangerous for him to do so, give this signal as a warning for him to keep behind.



TRIUMPH OVERMATS



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

NEW BOOT CARPET OVERMATS FOR STAG AND SPITFIRE MKIV/1500

These new boot carpet overmats are now available through the Club Shop and instantly improve the appearance of your boot area. The Club has had them tailor made for a perfect fit. They are made from black deep pile hard wearing carpet with a bound edge and a non slip rubber underside. The Stag boot overmat is a single piece and will either replace or lay directly on top of your original. The Spitfire MKIV/1500 is a 5 piece set that includes:

- * Floor Carpet.
- * Spare Wheel Carpet.
- * Fuel Tank Panel Carpet. (Please inform us at time of ordering if your Spitfire has an interior boot light on the tank panel).
- * Left And Right Hand Inner Wing Carpets.

Please note: Spitfire inner wing and fuel tank carpets will need to be secured.

CM100BSPIT. Spitfire MKIV & 1500 Models **£74.95.**

CM100BSTAG. Stag All Models **£34.95.**

Boot carpet overmats are also available for early and late Heralds, Vitesse, TR6 and TR7

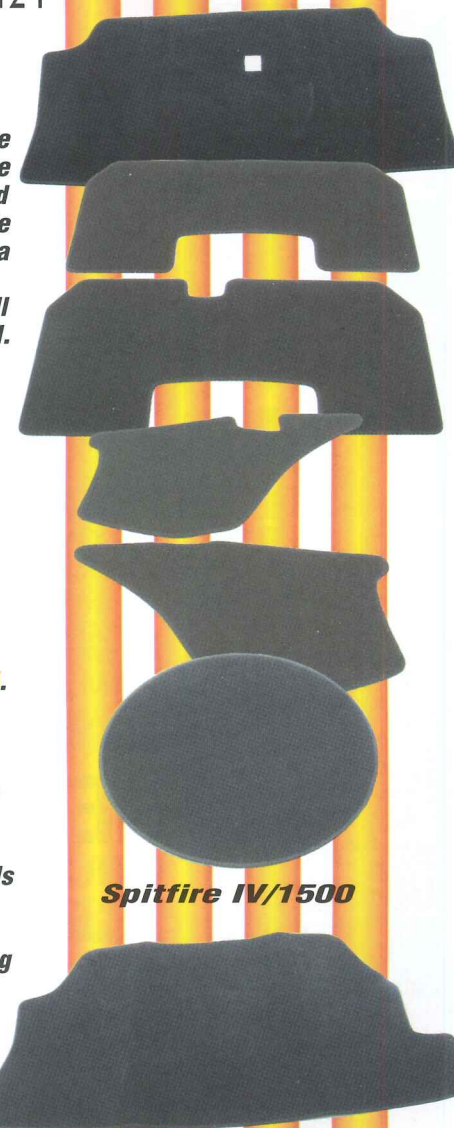
CM100BHER. Early Herald Slim Tank Models (Excluding Estate) **£35.95.**

CM100BVIT. Late Herald and Vitesse (Excluding Estate) **£35.95.**

CM100BTR6. TR6 All Models (Please State Lucas Or Bosch Fuel Pump) **£32.95.**

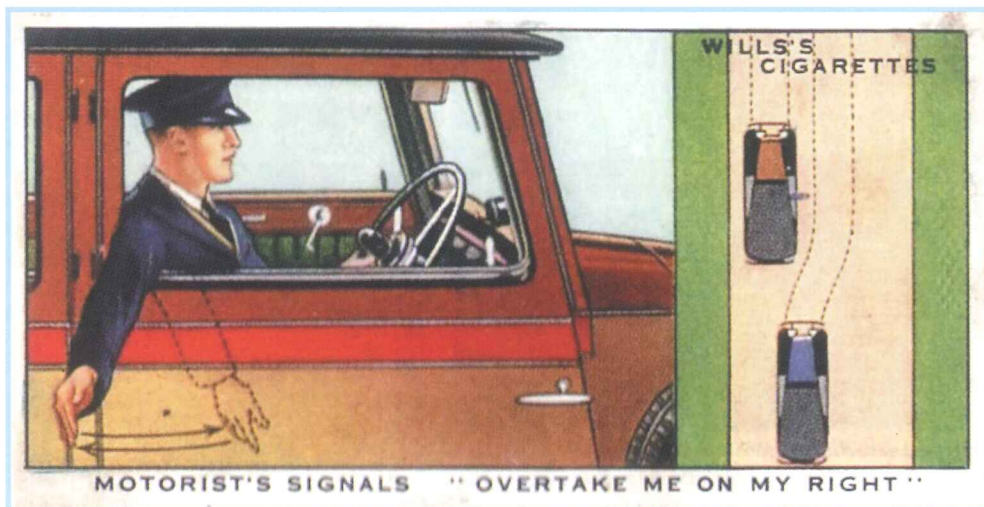
CM100BTR7. TR7 All Models. **£38.95.**

Post and Packing £9.95. Note: Multiple purchases require no additional P&P charges.



Spitfire IV/1500

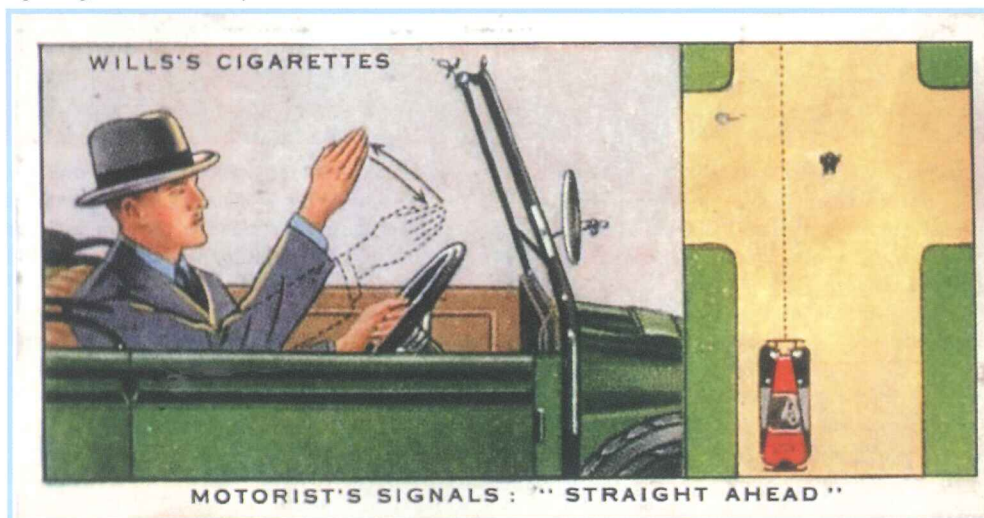
Stag Boot



MOTORIST'S SIGNALS "OVERTAKE ME ON MY RIGHT"

MOTORIST'S SIGNALS: "Overtake Me on my Right". When a motorist signifies his desire to pass by sounding the horn, it is an act of courtesy to ease over to the near side, and when you have assured yourself that it is safe for him to do so, to signal to him to go by. This signal is given by extending the right arm and hand below the level of the shoulder and moving it backwards and forwards in the manner shown. Should the conditions of traffic be such that, in your opinion, it is unsafe to pass, give the "Turning Right" signal illustrated on previous card.

direction. Where, however, the traffic is intermittent the work of the man on point duty is made much easier by courtesy signals of this sort. In some provincial towns local usage makes the giving of such signals necessary, for the traffic controller will not signal you on until he is aware of your intention.



MOTORIST'S SIGNALS: "STRAIGHT AHEAD"

MOTORIST'S SIGNALS: "Straight Ahead". This signal has but limited application, for it is only used to indicate the drivers' intentions to the policeman on point duty. At very busy crossings it is not required as the streams of traffic are released at intervals, depending on the number of vehicles desiring to go in either



BASICALLY BONDS WEEKEND

Guy Singleton BOND EQUIPE Register

ON FRIDAY MORNING, SEPTEMBER 9TH, MY FIRST JOB WAS TO TAKE THE 2 LITRE BOND ESTATE FOR AN MOT

I t almost achieved that apart from a sticking rear brake and the rear carb leaking – investigating these will be next week's job. Whilst the Estate was parked out on the verge near the garage next door a Red 4S pulled into the drive. Simon Rogers had called in to deliver his IVR to Suzie in person. (Just a brief reminder that, although this personal service was much appreciated you're also welcome to send your IVRs into the TSSC Freepost address to save on petrol!) Simon's car is a 1966 4S into which



Simons 4S

he has just fitted a 1500 Spitfire engine with overdrive. He was on his way from Sheffield to Beaulieu with two friends, camping gear and one or two (!) bottles of beer to keep them lubricated over the weekend. I hope they found some bargains.

After work Suzie and I coupled up the Campavan caravan to my 2 litre convertible and headed off to The Stables at Milton Keynes, getting there about 9.30 in the evening, a lovely drive under a very large bright moon in a clear sky. On arrival we found that a number of motor-homes belonging to the Bond Minicar brigade



Setting off on the Run

already settled in, Dave and Amanda Abbott's Portafold and their brace of Equipes and Ron and Josie's convertible, nicely covered up.

Saturday morning dawned clear and bright, though a little chilly, and, after a detour to Tesco's (as we had forgotten to pack the frying pan) we started the day with a hearty fry-up. After that, Bill BOND, from the Stables gave us a conducted tour of the Theatre which was very interesting indeed.

After lunch we set off on the road run to the Glenn Miller museum at Twinwood Control Tower near



Bedford, this being the wartime airfield from which Glenn Miller took off on 15th December 1944 en route to Paris, a desti-

Twinwood Control tower



nation he never reached.

Dave Abbott and others played Bond Rescue when the engine in a Mk G Minicar seized (or nipped up, which I believe is the technical term).

"I think it has nipped up!"



Anyway, it fired up again once it had cooled and eventually all the cars arrived at Twinwood, which is at the end of a mile long private road through what is now Twinwood

Farm, the surface testing everyone's suspension but without incident.

Following the run we went back to The Stables for a BBQ supper then later on went up to the village Community Centre where we were entertained with music by Bob Buckby's daughter Lisa and her friends.

Sunday morning was misty first thing, the cars parked in the field looking good in the mist. This

Misty start Sunday



soon cleared to give us clear skies and a baking hot day – rather a difference from last year's deluge!

It was good to see old friends during the day and to generally 'Talk Bond' with like-

minded people. All too soon the day was drawing to a close and it was time for the awards. Sir John Dankworth and Dame Cleo Laine were unable to join us this year as they were working in America



Clem Curtis presents the Awards

group, The Foundations, who were due to play at The Stables the following week. He told those gathered that he'd first learned to drive in a 3 wheeler, though he wasn't sure what make. Once he'd confirmed that the vehicle didn't have a reverse gear – and often broke down – the consensus was that it must have been a Bond!



The Best 4 Cylinder Car award went to Patrick Taylor with his lovely Wedgwood 4S. (above)

The Best 6 Cylinder Car, and People's Choice awards both went to Ron Winstanley with his lovely Red 2 litre convertible. (opposite)

I have an interest in this car as I supplied a spare bonnet when his was damaged in an accident. All his hard work has been well worthwhile.

And finally, my new 2+2 has proven to be a particularly interesting car. One moment I'm driving along in

a high mileage car – and the next, as can be seen in the photos below, it's (almost) become a brand new Bond!



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Ticket includes a show guide to the value of £6

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Offer strictly limited to 2 tickets per member. Have your membership details 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 a single transaction fee. All information is correct at time of publishing.

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John Thomason

**SPITFIRE
Mk IV/1500
Register**

DISTRIBUTORS Re-VISITED



This months photo was sent in by Jonathon Lindop from Stafford and features his immaculate Leyland white Spitfire 1500. Eagle eyed will note the very late 1983 "Y" registration number, and yet the car was manufactured prior to Oct 1979, since it has the early FH type commission number, rather than a post Oct 79, TFADW type commission number. Where was it for 4 years? DVLA records show the original main dealer as Henleys(South London)Ltd and the selling dealer as Allen Bros.Ltd, Mitcham. However the original "Passport to Service" book for the car shows Parade Motors (Mitcham) Ltd (same as Allen Bros?) as the selling dealer whilst the first owner's address is quoted as Jedburgh, Scotland!! Quite a story to be unravelled there.

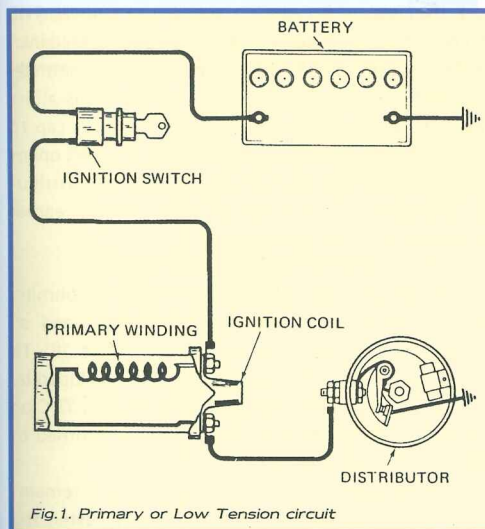
The second photo shows the complete tool kit that was originally supplied with the Spitfire - a rare sight today.



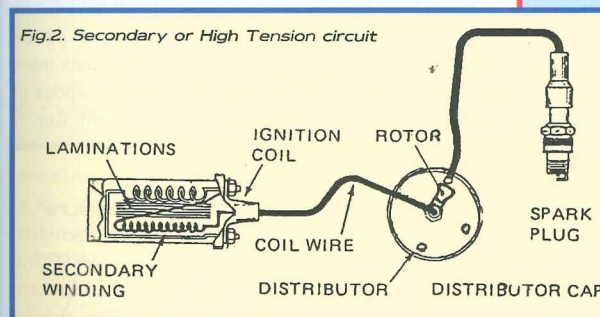
DISTRIBUTORS

Following on from last months article on electronic points, it would appear that there is a demand from newer members to see the original article I ran in Oct 1990 on Distributors. Consequently below is the original article.

To understand the operation of the distributor it is first necessary to understand the basics of the ignition system. The ignition system comprises 2 circuits, the

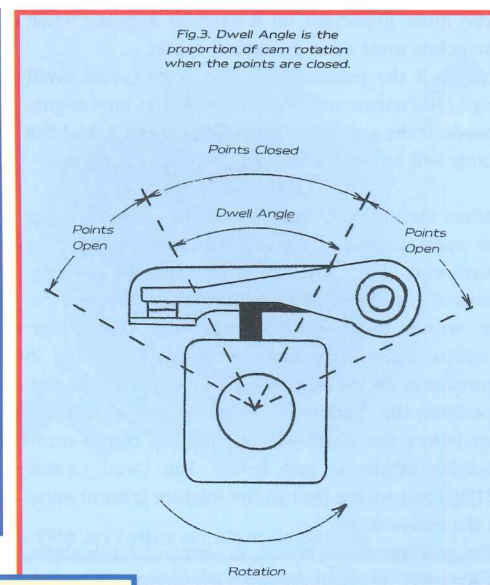


Primary or low tension circuit, Fig. 1. and the



Secondary or high tension circuit, Fig.2.

The battery supplies low voltage power to the low tension circuit. As current flows through the primary winding of the ignition coil a strong magnetic field within the coil is produced. When the current flow is switched off, the magnetic field collapses and induces a high voltage in the secondary winding of the ignition coil. The ignition coil thus acts like a transformer, stepping the 12v in the low tension circuit up to 20,000 volts in the high tension circuit. The current flow in the low tension circuit is switched on and off by the opening and shutting of the contact breakers or points. The high voltage produced in the secondary windings of the ignition coil is transferred to the central terminal on the distributor cap and down to the rotor arm. The voltage jumps across the gap between the rotor arm and the relevant terminal on the distributor cap and down to the spark plug. Obviously the points must open and the high tension voltage be produced at the instant the rotor arm is



opposite one of the 4 terminals in the distributor cap. To best achieve this, the switching element of the low tension circuit, ie points, and the distributing element of the high tension circuit, ie rotor arm and cap, are located in the same device - the distributor.

DWELL ANGLE

As current flows through the low tension windings of the ignition coil it takes a certain time for the magnetic field to build up to a maximum. Hence the low tension circuit must remain switched on', ie the contact breaker points remain closed sufficiently long enough for the magnetic field to build up. The time the 'points' remain closed is known as the 'Dwell Period'.

The opening and closing of the points is determined by the cam lobes on the distributor shaft and the gap between the points as shown in Fig.3. Hence the Dwell Period is achieved by adjusting the points gap. The angle through which the cam rotates whilst the points remain closed is known as the Dwell Angle. Dwell angle is increased by reducing the points gap and decreased by increasing the points gap.

Dwell angle is not so critical at low engine speeds, the coil having sufficient time to produce good quality sparks. However, at higher engine speeds, more sparks per minute are required and so the correct dwell angle becomes important. NB. It is

even more important on 6 cylinder engines; when the points must open an extra 2 sparks.

Hence if the points gap is too large (small dwell angle) the engine will begin to misfire at high engine speeds. If the gap is too small (large dwell angle) the points will arc excessively and deteriorate quickly.

IGNITION TIMING

When the voltage jumps across the spark plug gap the spark produced does not explode the air/fuel mixture in the combustion chamber, but rapidly burns it. The heat of the burning mixture expands the gas within the cylinder and creates a very high pressure against the top of the piston driving it downwards on the power stroke. For efficient engine operation the spark must ignite the air/fuel mixture just before the piston reaches the top of the compression stroke ie just Before Top Dead Centre (BTDC) and ensure that all the mixture is burnt early in the power strike.

The position of the piston, in terms of crank angle, at the point at which the spark is produced, is known as the ignition timing. The point at which the spark is produced is dictated by the point at which the points open and the rotor arm aligns with the correct terminal on the distributor cap.

THE DISTRIBUTOR CAM TO THE POSITION OF THE POINTS AND THE ROTOR ARM TO THE TERMINALS IN THE DISTRIBUTOR CAP. Ignition timing is initially adjusted by rotating the distributor body. This alters the relationship of the points and distributor cam to the distributor cam. The point at which the cam opens the points and the rotor arm aligns with the distributor cap terminals can hence be made to occur earlier in relation to crank position.

CENTRIFUGAL ADVANCE

Once the spark has ignited the mixture, the burning time is about 3 thousandths of a second and so at 1000rpm say, the crank will have travelled 18°. To obtain full power max pressure must be developed by the time the crank has rotated 10° to 20° past TDC on the power stroke. Thus at idle, the spark is timed to occur at the plug just before TDC.

At higher engine speeds, the burning time remains about the same, yet the crank is rotating faster, the piston travelling further in 0.003 secs. Thus for combustion to be still complete by 10 to 20° past TDC, the spark must obviously ignite the mixture much earlier than TDC, ie as engine speed increases, the spark must be timed to occur earlier. Fig.4. This is the purpose of the centrifugal advance system of the distributor. It

in place by 2 calibrated springs on a cam plate - Fig.5. The cam plate is attached to

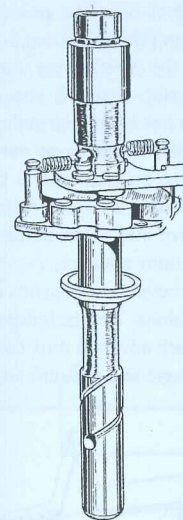


Fig.5. The Centrifugal Advance mechanism

the distributor cam which is able to rotate a few degrees independently of the distributor main shaft. As engine speed increases the distributor main shaft rotates faster and centrifugal forces throw

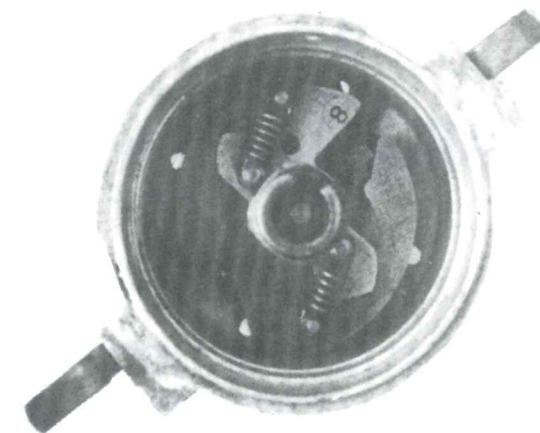


Fig. 6b. Bob weights at Max Advance.

the bob weights out against the calibrated springs. This motion of the weights causes the cam plate and hence distributor cam, to rotate several degrees ahead of the distributor main shaft and rest of the distributor body, Fig.6a & 6b, ie the relationship of the cam to the points and distributor cap is being altered and hence the ignition timing. The overall effect is for the cam to open the points earlier and hence advance the spark.

VACUUM ADVANCE

The distributor also incorporates a vacuum advance system to provide better fuel economy when the engine is operating at part throttle, ie with the accelerator pedal not on the floor!

Under part throttle conditions, the carburetor butterfly is only partially open and less than a full charge of air/fuel mixture enters each cylinder. Consequently the combustion pressures are lower and the mixture takes longer to burn.

To compensate for the longer time required to complete combustion, the spark must again occur earlier, ie be advanced.

The vacuum advance system works on the fact that at any speed, inlet manifold vacuum is related to throttle position. As throttle opening increases, manifold vacuum decreases and vice versa.

The vacuum advance mechanism consists of a spring loaded diaphragm on the side of the distributor and is connected to the

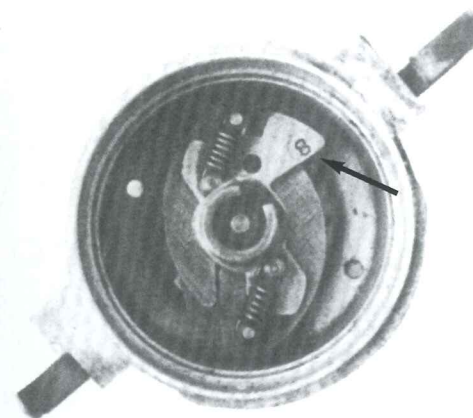


Fig. 6a. Bob weights at rest. N.B. The 8 stamped on the cam plate indicating the most possible advance on this 1500 distributor to be 16°

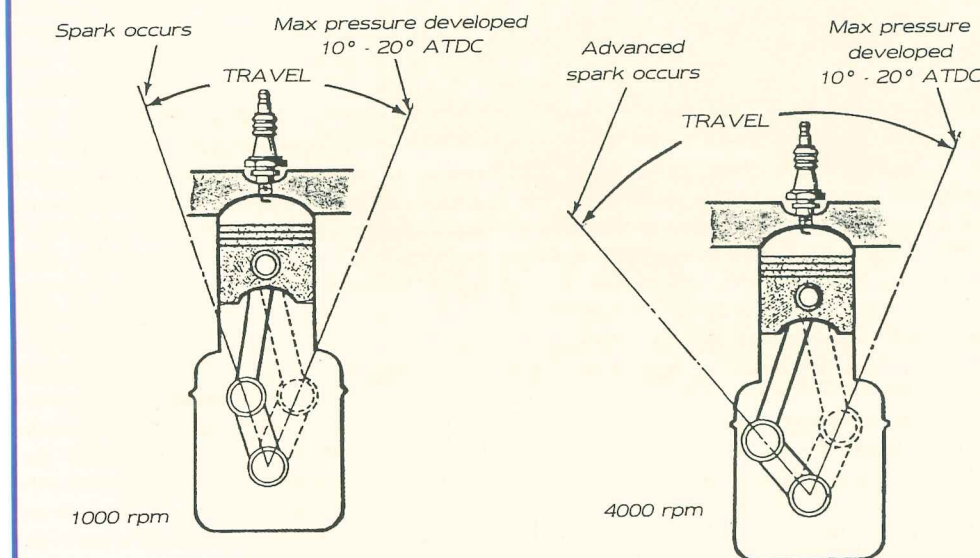


Fig.4. Spark occurs earlier as engine speed increases

Once the distributor is initially set to the crankshaft via the camshaft, **IGNITION TIMING CAN ONLY BE ADJUSTED BY CHANGING THE RELATIONSHIP OF**

automatically advances (makes earlier) the spark timing as engine speed increases. The centrifugal advance mechanism consists of 2 'bob' weights held

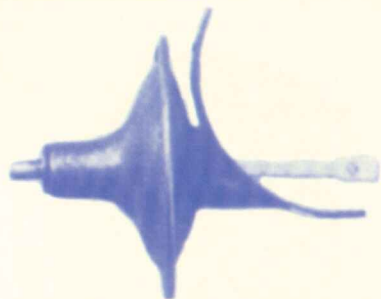


Fig. 7. The Vacuum Advance unit as fitted to Lucas distributor

rotatable top plate on which the points are mounted, Fig. 7. The diaphragm is air tight and is connected by a vacuum line to a connection on the manifold side of

the carburettor. As the throttle is opened manifold depression sucks the air out of the airtight diaphragm. The diaphragm moves against a spring, rotating the plate and causing the points to open earlier, thereby advancing the spark. Fig. 8.

However, although the spark may have to be advanced, the relationship between the rotor arm and distributor cap has not been changed accordingly. Thus the spark would have to 'wait' for the rotor arm and cap terminal to be aligned and the timing would not be advanced. This is overcome by forming the end of the rotor arm into a fan shape sufficient to cover the total vacuum advance. Figs. 9.a/b. The degree of points plate movement depends upon inlet manifold depression, alone and is independent of engine speed. Total spark advance thus consists of a combination of centrifugal and vacuum advance.

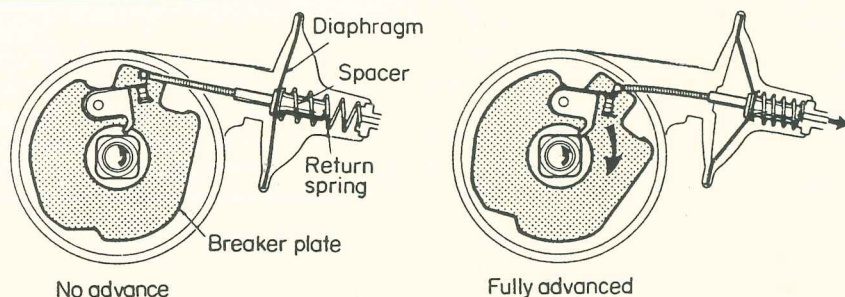


Fig. 8. Action of the Vacuum Advance Unit

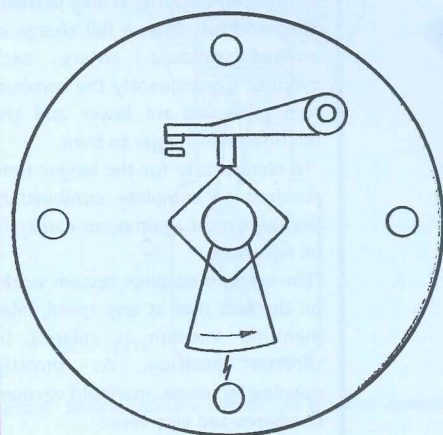


Fig. 9a. Relationship of points to cam and rotor arm to distributor cap terminals with no Vacuum advance

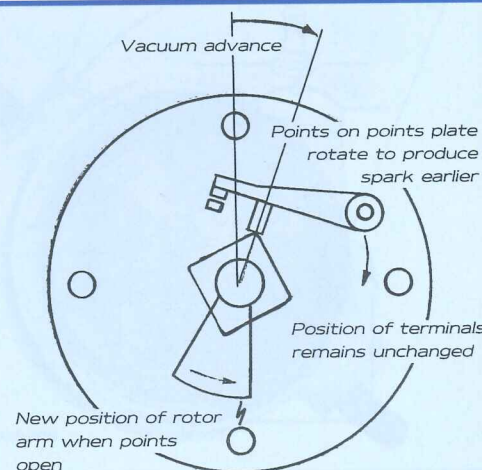


Fig. 9b. Rotor arm is fan shaped to allow the advanced spark to reach the unchanged section of cap terminals

STATIC TIMING - CHECK POINTS

Static timing is the usual method of setting the ignition timing, and involves determining the point at which the points open and hence the spark is produced. This is best achieved by connecting a circuit tester or bulb to the low tension circuit as shown in Fig. 10, with the ignition off. The timing is correct when by slowly rotating the engine clockwise, the bulb lights, ie points open) just when the mark on the crank pulley aligns with the correct static timing mark on the timing chain cover. Fig. 11.

The timing can be advanced (greater BTDC figure) by rotating the distributor body anti-clockwise and retarded (smaller BTDC figure) by rotating the distributor clockwise.

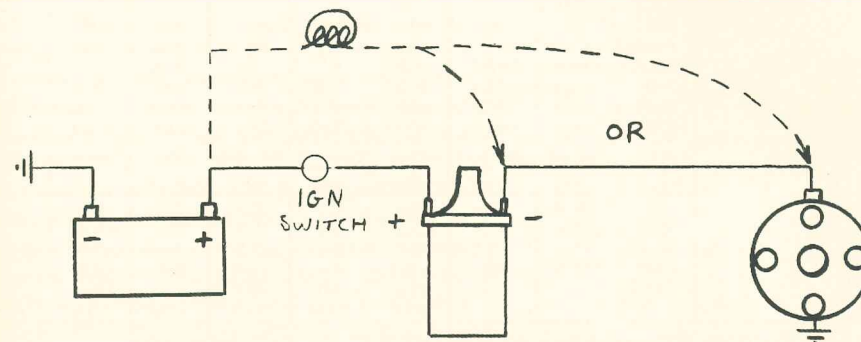
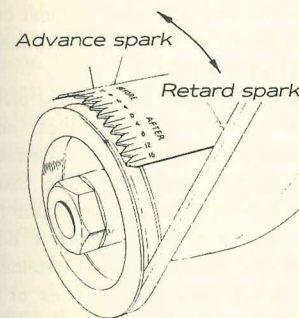


Fig. 10. Checking the static timing by connecting a bulb between the battery and the distributor or the -ve terminal of the coil.

DYNAMIC TIMING

Fig. 11. The timing marks on the Spitfire.



Setting the ignition timing dynamically tends to be a more accurate method, because now the engine is running, backlashes in the timing gear can be accounted for, as can the finite period of time between the points opening and spark being produced. Because the engine is running the centrifugal and vacuum advance mechanisms must be taken into account. Hence the engine is usually timed at idle to minimise their effect. Ideally the vacuum pipe should be disconnected from the distributor and temporarily plugged, although at idle there tends to be very little dynamic vacuum advance. Quite often the static timing figure is also quoted as the dynamic: timing figure. This is OK provided the engine is running at an idle speed slow enough for the centrifugal advance mechanism not to produce any timing advance. As shown in Table 1, centrifugal advance does not occur at speeds below 600rpm and so when using a timing light, ensure the engine is idling below 600rpm. Dynamic timing is accomplished by using a 'Strobe

Light' which is usually connected to No 1 ignition lead and senses every time a spark is produced. At that same instant the timing light produces a flash of light which has the effect of apparently freezing the motion of the timing mark on the engine pulley. This enables the ignition timing on the degree plate to be easily seen. N.B. I have found that the light produced by those timing lights that do not use mains power or power from the battery, to be insufficient except under the darkest of conditions. Adjustment is achieved by rotating the distributor as before. Be careful not to touch the ignition leads, you will be likely to get a nasty shock!

The timing light can also be used to check the operation of the centrifugal advance mechanisms. The engine should be revved to the engine speeds shown in Table 1 and the timing figures recorded. Remember the static timing figure must be added to those figures listed in Table 1 to obtain the total ignition timing figure recorded. Obviously the vacuum pipe should be disconnected and plugged during this test.

	SPITFIRE IV Up to FH 25,000			SPITFIRE IV From FH 25,001			SPITFIRE 1500		
Manufacturer Type	Delco Remy D204			Delco Remy D204			Lucas 45D4		
Delco/Lucas Pt. Nos	7953460			7992128			41449		
Triumph Pt. Nos	214088			218099			RKC 0638		
Points gap	0.016 ± 0.001			0.016 ± 0.001			0.015 ± 0.001		
Dwell angle	38° to 40°			38° to 40°			51° ± 5°		
Static timing	6° B.T.D.C.			8° B.T.D.C.			10° B.T.D.C.		
Centrifugal advance	Engine speed	Degrees	Advance	Engine speed	Degrees	Advance	Engine speed	Degrees	Advance
		Min	Max		min	max		min	max
	800	0.0	3.8	800	0.0	0.0	600	0.0	0.0
	1450	12.0	16.0	1400	6.0	10.0	1100	2.0	6.0
	2200	14.0	19.0	1500	8.0	12.0	1400	6.0	10.0
	3000	18.0	22.0	2500	10.8	15.0	2000	8.0	12.0
Check at increasing speeds	4500	22.5	26.5	4000	15.4	19.4	3200	12.0	16.0
	5000	26.5	26.5	5000	20.0	20.0	5000	14.0	18.0
Vacuum advance	Inches	Degrees	Advance	Inches	Degrees	Advance	Inches	Degrees	Advance
	mercury	min	max	mercury	min	max	mercury	min	max
	4.0	0.0	0.0	3.0	0.0	0.0	2.0	0.0	0.0
	6.2	0.0	6.2	5.0	0.0	1.7	3.0	0.0	1.0
	10.7	11.0	15.0	8.0	3.0	7.0	6.5	1.0	6.0
	20.0	15.0	15.0	10.0	6.4	10.4	8.5	5.0	9.0
				15.0	8.0	12.0	11.0	9.0	13.0
				20.0	12.0	12.0	18.0	10.0	14.0

Table 1. Performance and tuning data for the Spitfire IV and 1500 distributors.

SPITFIRE DISTRIBUTORS

Three different distributors were fitted to the Spitfire IV and 1500. Spitfire IVs up to Commission number FH 25,000 were fitted with the Delco Remy 204, 7953460 which was fitted with a mechanical drive for the tachometer plus the useful addition of a vernier adjuster for ignition timing. Spitfire IVs after FG 25,001 were fitted with a Delco Remy 204, 7992128, which retained the mechanical drive for the tachometer, but lost the vernier adjuster. Fig. 12. Spitfire 1500s were fitted with a Lucas 45D4 distributor which lost the tach drive as the tachometers were now electronic. Fig. 13. The performance and tuning data for each of the 3 distributors is given in Table 1.

PROBLEM AREAS

1. **Distributor Drive Shaft.** With age the distributor shaft

and bearings wear, which can cause the shaft to rotate eccentrically.

This can be established by trying to wiggle the top of the shaft sideways. The wear will also show up by an erratic dynamic timing mark appearing to wander backwards and forwards on the pulley. With such wear incorrect points gap and different timing for each cylinder can result. An occasional drop of oil on the main shaft will help prevent wear.

2. **Centrifugal wear.** Again with age the pivot points for the bob weights can wear and elongate causing the weights to fly out erratically and at different speeds, in some cases making the engine impossible to run smoothly.

Once upon a time replacement bob weights and springs could be obtained. Today good second hand ones or a reconditioned distributor is the only cure. Another problem with age is that the mechanism can gum up with a mixture of oil and muck.

It is recommended that WD40 or 3 in 1 oil be sprayed onto the mechanism through the drain holes at the bottom of the distributor.

3. **Distributor cap.** The electrical processes that take place within the distributor, eg. arcs, discharges, corona effects etc, limit the life of the distribu-

tor cap. Typical effects which require replacement of the cap include cracks, carbon paths, worn rotor button and burned or eroded terminals. Fig. 14.

4. **Points.** When fitting new points, it is important to ensure that the actual contacts align exactly, otherwise they wear quickly as shown in Fig. 15. The contacts can be aligned by gently bending the anvil on which the fixed contact is fitted. If possible use a dwell meter to set the points gap since as with dynamic timing, this is more accurate, taking account of wear etc, with the distributor rotating. Ignition timing should always be checked after changing the points. In addition I have found after a couple of weeks running, the fibre heel pad 'beds in', slightly closing the points gap, and so it is worth checking the gap and timing again after a couple of weeks.

5. **Capacitor.** When the points open the magnetic field in the primary windings of the coil collapses to produce the high voltage in the secondary windings, a secondary voltage is also momentarily induced in the primary circuit. This secondary induced voltage can reach 250 volts and causes a spark to jump across the point contacts. Arcing across the points causes a transfer of metal across the points, resulting in worn points. Fig. 16. Worn and pitted points increase the resistance in the low tension circuit, reducing the voltage available to the coil. In order to quickly switch off the primary circuit when the points open and to reduce the size of the arc produced, a condenser (capacitor) is connected across the points. The capacitor acts as a short circuit, effectively absorbing the secondary voltage.

Don't underestimate the importance of the capacitor, a failed or faulty condenser can cause the car to misfire quite badly. I can remember stripping down both carbs, and checking the timing, plugs, leads, points etc in an attempt to solve such a problem, only to find it was a faulty capacitor. Unfortunately diagnosis of failure is by replacement only, although suspect failure if points are badly pitted. It is well worth replacing the capacitor when the points are changed.

6. **Timing marks.** Should you ever rebuild the engine or remove the cylinder head for a decoke, etc, then it well worth checking that when the piston is at TDC the timing marks actually indicate TDC, ie 0°. They have been known to be 2°-3° out. If they are, scribe a new TDC mark on the engine pulley.

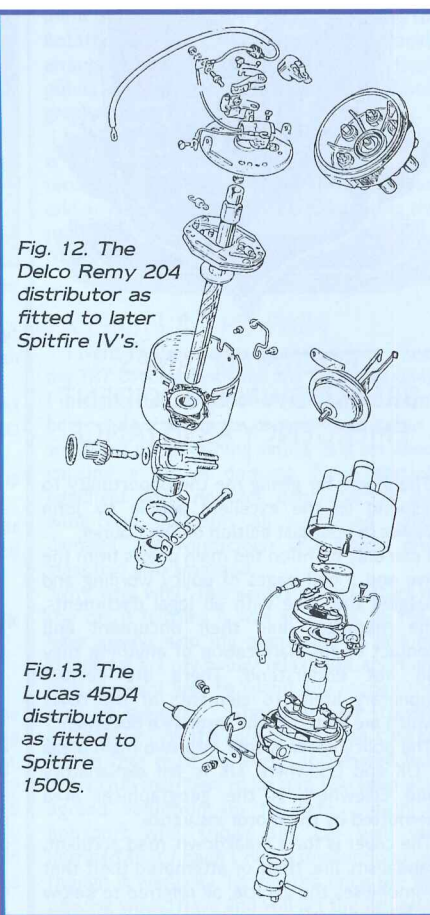


Fig. 16. Wear of contacts. As a result of transfer of metal, a crater develops on the breaker lever contact, while contact material accumulates on the fixed contact.

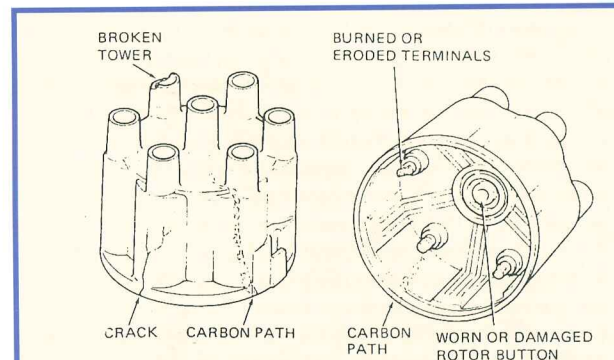
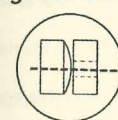
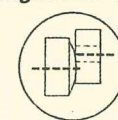


Fig. 14. Typical defects on the distributor cap

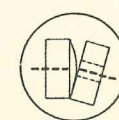
Fig. 15. Ensure correct alignment of points' faces



(A) CORRECT ALIGNMENT



(B) MISALIGNMENT OF CENTRES



(C) MISALIGNMENT OF POINT FACES



FOOTMAN JAMES BREAKDOWN & ACCIDENT EMERGENCY ASSISTANCE

Thank you for giving me the opportunity to respond to the excellent article by John Davies in your last edition of The Courier.

I can only mention the main points from the five and a half pages of policy wording and suggest that, like with all legal documents, the members read their document and contact us for clarification of anything they do not understand. There are certain monetary limits to elements of the cover which are stated in the insurance document.

The policy cover is split into two main areas - UK and Elsewhere. UK is self explanatory and Elsewhere is the geographical area permitted by the motor insurance.

The cover is for a breakdown, road accident, vandalism, fire, theft or attempted theft that immobilises the vehicle, all referred to below as "breakdown".

Following breakdown in the UK cover is for:

- Call out charge and up to one hours roadside labour costs.
- Recovery of vehicle and up to 6 passengers to garage local to breakdown or home.
- If vehicle not repairable at local garage on day of breakdown:
- Onward transport of vehicle and passengers to intended destination; or
- Transport of vehicle and passengers home; or
- Overnight accommodation; or
- Hire vehicle for up to 24 hours.
- Following accidental bodily injury or illness of the insured driver during a journey, a driver will be supplied to complete the journey

Following breakdown Elsewhere the cover is for:

- Call out charge and labour costs of emergency repairs.
- Recovery of vehicle and up to six passengers to suitable garage for repair at

Readers Write . . .

policyholder's expense.

If vehicle not repairable locally or within eight hours:
Onward transport of vehicle and passengers to intended destination, and returning policyholder to collect vehicle or delivery of vehicle to policyholder when repaired; or

Hire vehicle for period of repair; or
Accommodation while waiting for vehicle to be repaired; or
Hire vehicle in UK for up to 24 hours pending repatriation of vehicle.

If vehicle not repairable locally to breakdown or before date fixed for policyholder's return to UK:
Repatriation of vehicle to nominated repairer or home in UK; or
Cost of travel for policyholder to return to place of breakdown to collect vehicle after repairs.

Following accidental bodily injury or illness of the insured driver during a journey, a driver will be supplied to complete the journey.

I have spoken at length with the Breakdown operators following Dr Davies's complaint and they are in direct contact with Dr Davies to resolve the issues. It would be unfair of me to comment at this point. Dr Davies did indicate his desire for the vehicle to be repatriated in less than the usual time, as he had a further trip planned, and this was achieved by the breakdown operators.

Arrangements for repatriation of vehicles does take longer than roadside recovery. The ferry operators will no longer allow you to push or tow a vehicle onto the ferry and it has to be transported. Unlike a recovery where a local single vehicle transporter is used, the breakdown company have arrangements with operators of the large vehicle transporters who will repatriate back six or seven vehicles at a time, this being more cost efficient. I believe all breakdown services work on a similar basis and probably use the same transporter facilities.

Yours sincerely

Mike Millership

Compliance Manager

Footman James & Company Limited

TR7 OXFAM DONATION

Oxfam recently launched a new initiative called Valued at Oxfam. Its aim is to seek valuable donations of the kind that people may not usually consider donating into an Oxfam shop.

More details on the service can be found at www.oxfam.org.uk/valued

As part of the launch, Oxfams 600,000 supporters were notified through our supporters magazine.

From this, P.M from Leicester offered us his 1980 TR7. He had owned the car since the early 90's and having enjoyed ownership



for many years but finding he was using the car less and less, had decided to let the car go.

P.M then saw the details of Valued at Oxfam, and thought that donating the car to Oxfam would be a really positive way to finish his relationship with the car.

Oxfam through its agreement with Manheim Car Auctions, sold the car for £1500, enough money to provide safe water for 2000 displaced people, or pay a teachers salary for 2 years in Africa.

PM is very happy at the amount raised, and the new owner is looking forward to topless motoring. A great story all round!!

If any readers would like to donate their vehicles, or any other potential treasures lurking in the garage or attic please call Valued at Oxfam on **0845 6033647**, or e-mail valued@oxfam.org.uk

Oxfam Uk

REAR AXLE CONTROL

I was interested to see from Matthew Smith's article about the Totally Triumph 'Beastie' hillclimber that great minds think alike (Courier, No.314, August 2006, p.56 et sqq.). About the same time, although a little before in 2002, I was designing the Silverback, my racing Vitesse Estate. I wanted a swing spring for lightness, as well as camber control, but felt that the spring end was very poorly controlled and at risk of twist, as well as bowing. The former would cause castor angle and toe-in change, so I fitted a second radius arm, almost identical to that on the 'Beastie'.

However, I fear that the mount for the Beastie's upper, second arm is very poorly anchored. It is merely bolted to the lower radius arm anchor point and projects upwards about nine inches, with no triangulation or reinforcement. Mine has both mounts linked by a transverse strut and each is then strutted to the roll cage, at the base of the main roll hoop.



Further, the toe-in of a normal swing spring axle is adjusted by means of shims between the front mount and the bracket, the radius arm being angled to clear the tyre. To provide easier adjust-

ment of the second, top radius arm, I used the Rotaflex version, that has a turnbuckle arrangement to adjust length. All of these points can be seen in the enclosed photograph, in the bottom right hand corner.

I feel that the arrangement in the Silverback is superior to that in the Beastie, and would recommend it to the Totally Triumph team and anyone else who may be considering this mod. I remain, Sir,
Yours faithfully,

John Davies

PASSION & THE PAIN

I went to the nearby location where I keep my TR7 DHC and noticed the door was open. I instantly felt suspicious. No, the car hadn't been stolen but some person/s had taken a small axe or something similar and set about causing a lot of damage. Nose section, headlight pods, nearside door, rear off side wing and platform all sustained heavy damage. The windscreen and drivers door glass had also smashed.

Why, why, why? This wasn't just an attack on the car, it felt like it was an attack on me. I have always said my grandchildren and my classic car are my hobby, relaxation, sport and very pleasant way to spend any money that may be available. Then the next stressful point came over the agreed valuation. One big lesson that must be learnt and shared with other club members is, be sure you keep your agreed valuation up to date. Simon at Robsport who knows the car well was horrified that I hadn't had a revaluation even though it was only 12 months since the last one. He would have and will lift the valuation next time to £6,000 from the £4,000 present agreed valuation. The good news is that after much hassle the insurance company have now agreed to repair the car. At one time it looked as though I was going to get a cheque which would have been for £2,000 less than the combined purchase price (13 months ago) plus the cost of all the renovations and upgrades completed over the past 12 months. Only a few days before the car was attacked I had paid out £165 having new foot wells welded into the car to get it through the MOT. You can be sure as soon as the car is returned to me I will pay my few pounds and get a new agreed valuation.

Fellow TSSC members, be sure you keep those car valuations up to date. Two years is a long time to wait when you have been continually improving the car.

I was lucky, because I could never have replaced my car - like for like - with its present £4,000 agreed valuation.

David Turner



TSSC MANCHESTER AREA PROFILE

**WE ARE THE INFAMOUS PIP AND FRANK WE
WERE VOTED IN AS AREA ORGANISERS
5 YEARS AGO A JOB I MUST ADMIT
I DIDN'T FANCY.**

With attendances down to 4 or 5 members at our meetings and not much in the way of club regalia, or club funds to purchase anything, and the added threat we might have to fold as an area, if someone didn't take it over, I must admit we were not looking forward to it.

But that was the end of the negatives too as old members started to return and new members came to our meetings.

from TSSC council, which we proudly accepted on behalf of all Manchester area members because without your commitment and support our job would be a whole lot harder.

Just sitting here for a minute trying to remember what else we get up to? Oh yes!

Les runs the tool pool consisting of tools purchased through the club (hub puller, spring lifter Ect) which we hire out to



We have a fantastic area with 25 to 30 members regularly attending the meetings at Home (Stamford Arms) Little Bollington 1st Tuesday of the month, where we have a formal meeting with minutes of the last meeting followed by an Agenda discussing past and future events. What to spend our club funds on and of course we end our meets with a cry of get your squids out for the club raffle!! Then finish with a natter & noggin.

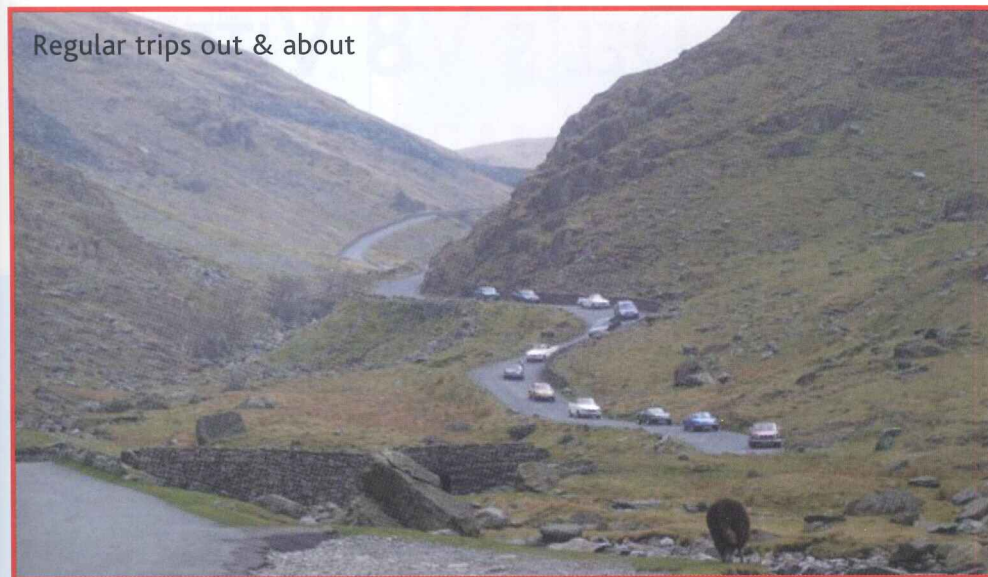
We attend and also organise several events through out the year and nearly all our members are active in organising routes, camping weekends, and recruiting new members into the TSSC.

We took 13 Triumphs to Le Mans this year and had a fantastic time giving us the taste of travelling further a field, we had a weekend rally in the South Lakes and attended several other events. Next year we plan to do a theme at Stafford International "Manchester area at Le Mans" and a planned 5 day trip to Devon where we hope to meet up with the local area. Manchester area is also active in supporting other club events resulting in winning several prizes for 'Best Supporting Club' and this year Frank and I were presented with the 'TSSC Members of the year' trophy

members at a nominal fee to cover loss or breakages. Les is the treasurer extraordinaire. Martin has created a fantastic Manchester Area website check it out, its Brilliant.

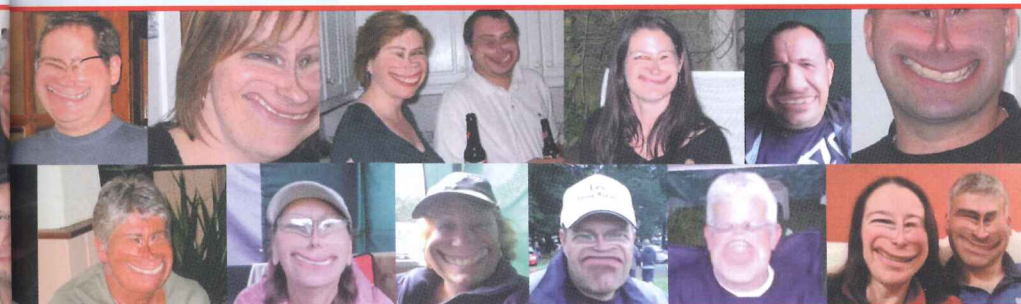
We are known as the "mad bunch" with total commitment to keeping our Triumphs on the road, and boast a wide variety of Triumphs - Herald, Vitesse Stag, Spitfire, GT6, TR5/6 and a GT6 Convertible. Some Triumphs are immaculate some are in the process of being restored and some are just enjoyed. But one thing we

Regular trips out & about



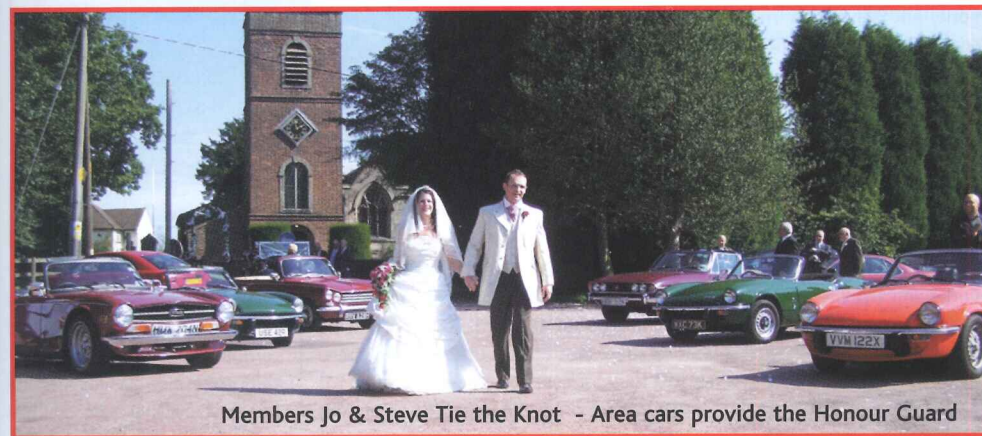
all have in common, we enjoy and are very proud of our club, with

So if any new members out there would like to come and join us on any of our events or come to one of our meetings check out the



members visiting from as far as down south to north of Lancaster.

website www.tssc.org.uk/manchester or call on Pip/Frank on 01524 791607



Members Jo & Steve Tie the Knot - Area cars provide the Honour Guard



DEL'S V8 VITESSE CHAPTER THREE

by Del Holman

THIS CHAPTER COVERS THE QUICK BUT EXPENSIVE BITS WHERE SPECIALIST HELP WAS NEEDED - THE RADIATOR, EXHAUST, PROP SHAFT, SPEEDO DRIVE AND THE REV COUNTER

Radiator

I abandoned the idea of using a Ford diesel Transit rad as they're not easy to get hold of, (or the local Ford depot didn't want to) - or Serck-Marston-s at £220. Hmmm that's more than the engine and gearbox cost me, and despite claiming to make bespoke rads, S-M weren't sure whether they can get any of the brass elbows for the hoses, or solder them in the places that I would specify, or be of the size I specify.

One of those 'I know somebody who' moments at our West Kent Area meeting reminded me about one of those pioneering transplant businesses. Years ago, Ken Costello was one of the first enthusiasts to shoehorn V8s into MGBs. His business partner was Dave Vale, and they had a small workshop in Farnborough (Kent). Time moves on, the workshop has long gone, and Dave now runs V8 CONVERSIONS, a spares shop and advice centre in Farnborough High Street aimed mainly at MGBs. When you visit Dave not only do you get good advice about V8s and several different versions to look at, you'll also get a cup of tea or coffee and a biscuit. The BL OE radiator for an MGB GT V8 is very neat and compact and Dave gave me a scrap rad to try for size. How's that for co-operation?

Some metal working is needed because the OE Vitesse rad is 440mm wide, and the MGBGT V8, is 470mm, while the very widest part of the chassis just behind the front cross tube is about 465 mm. So a little easing of the chassis horns, each side, is needed. Not a lot, but it creates space into which a brand new MG rad will fit. At a cost for a new rad. of about £110, that's half the previous price. Do weld new metal into the chassis

cut-outs to support the front cross tube - it holds the bonnet on! (Photo 1)

The MGB GT V8 rad has five rows of tubes, zig-zagged to keep the thickness to a minimum. It's also shorter, top to bottom, than the Vit's rad so there is more flexibility about where it is mounted and

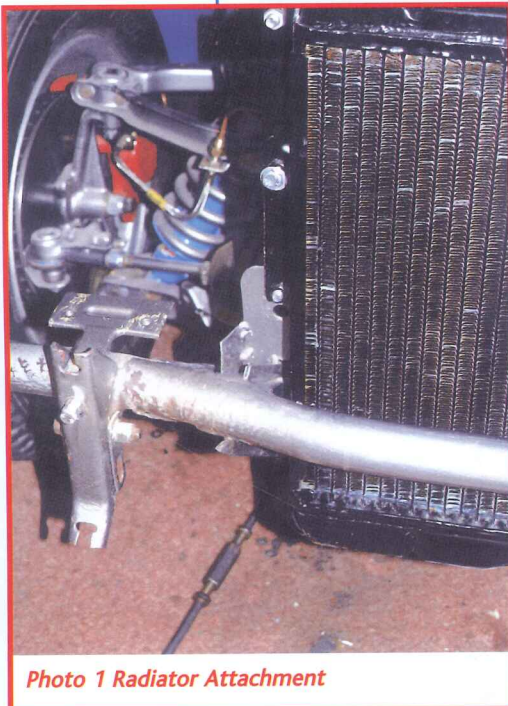


Photo 1 Radiator Attachment

there's space for an oil cooler behind the front valance aperture. This rad needs a remote expansion and filler tank, but also makes getting hoses easy, because BL has

done it all for you. Their top hose goes straight on (depending on the thermostat housing on your V8). At the bottom the MGB GT V8 uses a remote oil filter to make space for their bottom hose. I haven't, so will need some stainless tube elbows to get the coolant return in place and without having rubber chaffing on the

Photo 2. Raw bits



Bits welded



Photo 3. Stainless pipe avoids filter

together, for him to TIG properly. (Photos 2 and 3)

If you are also into bikes try www.campbellcustom.co.uk

A TR8 rad is narrow, cross-flow, and with headers at each end, is very wide. It just will not fit the Vitesse.

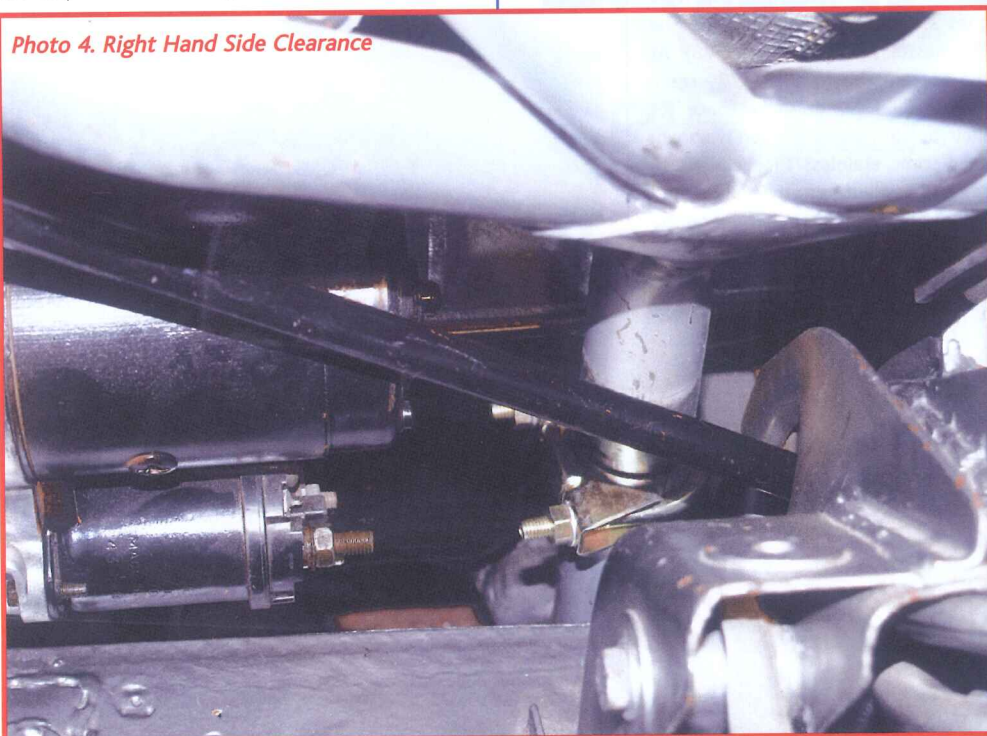
Exhausts

TR8 exhausts exit the head on quite a gentle curve and point vertically downwards straight at the Vit's chassis and, on the left hand side, at the 4-way brake union. Not good. The exhausts from V8 Conversions are said to be their own design and are made to run very close to the V8 block, so close that the drain tap on the right hand side has to be replaced with a drain plug. If you choose not to reinforce the chassis, a few millimetres clearance for the pipe can be achieved by grinding half-moons in the top flanges of the chassis. Then, no modification or rewelding is needed. If, as I did, the chassis was reinforced, you will need to angle grind a 3mm cut half way through the pipe just below the 4-into-1 joint. Bend the pipe to close the gap and re-weld so that the pipe passes a few millimetres closer to the block and sump joint - there is about as much clearance as there is for the Club Bell's Vitesse system. On the right hand side, clearance of the starter, steering,

chassis. Here I was in luck again. Tucked away in a local village is a one man business that makes one-off specialist stainless exhaust systems for bikes. He produces some incredible stuff right up to bike dragster systems. He bent some bends to my angles, which I cut and tacked

and suspension tower is good - it could almost have | short article in the Courier will follow, shortly.

Photo 4. Right Hand Side Clearance



been designed that way! (Photo 4.)

Other bits of the MGB V8 pipework were cut and rewelded to make a tidy system that mates up with the Vitesse twin pipe and box system.

Prop-shaft

The only solution to the prop shaft problem is to have one made up. The Rover gearbox flange is larger than the Vitesse's. I didn't fancy spoiling a good Vitesse prop by having it cut and rewelded, so I opted for a new Rover prop with a Triumph rear flange. For several years our member's handbooks have carried adverts for Dave Mac Propshafts.

(e-mail: johnmac@davemacprops.co.uk).

Support the advertisers that support the club !! John produced my propshaft to the dimensions I gave him in three days for around £120, plus VAT, balanced, with heavy duty motorsport (Cosworth spec) UJs and new bolts etc. Mine ended up at 49 5/8 inches (1262mm) long, but as there is a sliding spline at the front of the Rover unit, some adjustment is possible. There are plenty of other specialists around, so check availability and prices first. When I met John, he allowed me to take some photos of his works, and a

Speedo

The speedo needs to be completely re-calibrated. Points to watch are that the original Vitesse gearbox drive gives one turn of the speedo cable for every three turns of the propshaft, while the Rover P6 'box gives one to two turns. The un-recalibrated Vitesse speedo driven by the Rover box will read 50% fast. Ooops. Good for ego building, safe for Gatso's, but not much good as a speedo. In addition, my Vitesse has a rebuilt Canley GT6 3.27 diff, and the wheels have ended up with rather large 185 / 70 R 13 tyres. The only answer to stay legal is to send the unit to one of the companies that vie for recalibration work. But do look at their web sites first to find out what information they need to be able to do the job. Don't forget a new one-off speedo drive cable.

At the time of writing I have contacted Speedograph Richfield (e-mail info@speedographrichfield.com) who can both recalibrate the speedo and make up a new drive cable.

Rev. Counter

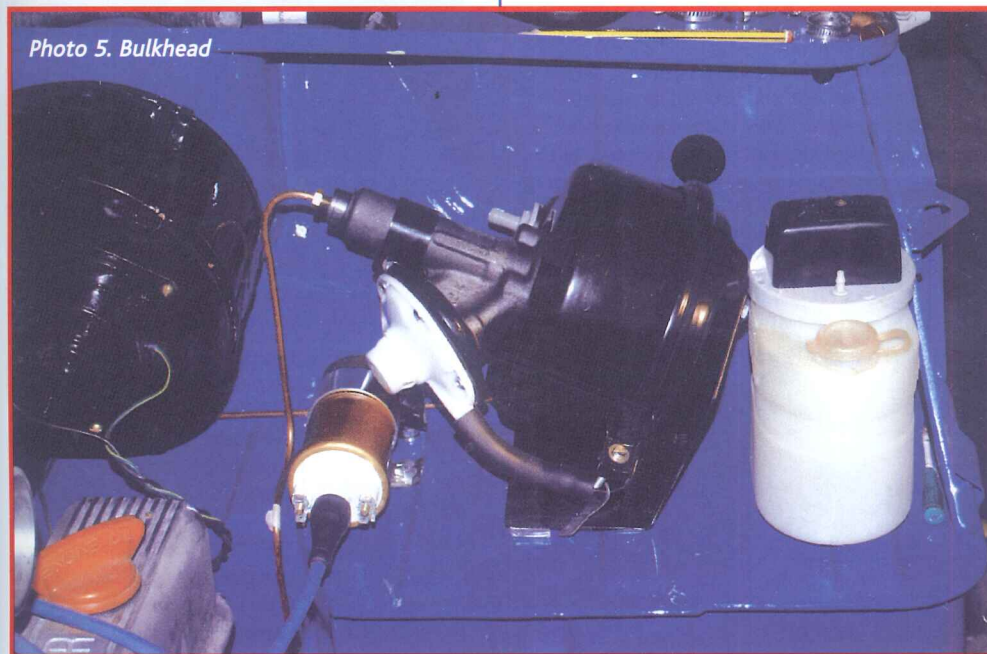
The rev. counter solution is rather simpler. At a Stoneleigh Triumph day I managed to get a good Stag unit. It's in the same style as all Triumph units, and is

electronic, so all you have to do is to pick up an impulse from the ignition to drive it. Nick Vass, TSSC's former Stag man told me the connections, but it did seem strange that there were two quite separate connections from the same ignition switched 12V source. So there was no alternative but to check inside the unit. The circuit inside the two bullet connectors is just two turns of heavy duty wire wound round a torus to pick up the signal. In the Stag, this pick-up should be wired between the ignition switch and the coil. The other live connector is simply to provide power to the electronics.

Bulkhead units

I have decided to put the battery and any additional security arrangements in the boot with the electric fuel pump. The space where the battery was, will be used for the coil, vacuum brake servo and the screen wash bottle (Photo 5).

Photo 5. Bulkhead



While on the subject of brake servos, I've been in touch with Lockheed, and the news from them is, I think, not good for the full range of cars in the classic movement. Lockheed has reduced the range of remote single line servos that they make and are limiting production now to just four models with boost ratios 1.6, 1.9, 3.0 and 4.25-ish. I am opting for the 1.9 ratio (servo LR 17818), but since a lot of 'our' retailers do not know the ratio of the servos they are

selling, do take care! Some people would question whether I am using a servo unit (with the ventilated discs) for the right reason. I do agree with John Thomason's comment in his piece in the June Courier that well maintained Triumph brakes are well up to the job, but my decision to use a servo is simply to make it easier to swap from our euroboxes into a Triumph, without clouting the car in front the first few times that the brakes are used. I hope it will also appease FJ, the Club insurers!

For those of you that have followed three chapters to date, the final epistle (I think) will be concerned with the fitting out of the body which has now had a good - but not concours restoration and full respray. The bonnet could take a little while as I have to admit now that it has been messed up.

Sand blasting gave it more ripples than the village pond on a windy day, and there are other snags too. In order to keep the engine incognito, I have to lower it

as far as it will go so that the carbs do not foul the bonnet, and possibly use a Holley carb and manifold. Bum!

So if anybody out there has a spare Holley set up, or is breaking a Vitesse and has a good bonnet, within moderate reach of the South East, please send me details and price to **01732 743 747**, or mail to: delandwen@inchcolm.freereserve.co.uk Otherwise it'll be a fibreglass unit.



ADDICTED TO COLLECTING

by Jon Tubman

MY NAME IS JON TUBMAN, FROM DEVON AND I HAVE BEEN A FAN OF THE HERALD AND VITESSE FOR 24 YEARS

I think my membership of the TSSC was numbered at under 1000! My first car was a Ford escort, for my 18th, which I promptly sold and bought a 1360 convertible (YAE 331), if it is still around). This led to a real addiction to the cars, and the process that led to today's point truly started with a 1600 Vitesse saloon, NYC 730C, which I bought in 1982 for £55 and decided to rebuild, with no previous experience. This I duly, excitedly started. Along with a new body shell from a chassis dead car, I set out to make a single lovely car - many hours went into it, as I am sure you all know!

This is where things went astray. Whilst doing this one, I wanted something to drive, and bought a 2 litre MK 1 saloon (£400 in 1984!, that seems an awful lot now). A fantastic car - but, unfortunately I did the trick of losing the back end, and wrote it off (Aug 11th, 1984!). I loved it so much, I decided to rebuild it (remember, the first was not finished yet), and then decided to rebuild it as an estate. So I did, and even almost finished it.



At this time I moved into my first place on my own. In quick succession came another 2 litre MK1, 2 litre MK2 con, GT6, 1600 Saloon, 1600 con, another 2 litre MK2 con. At no point did the arrival of a new car herald

(pardon the pun) the selling of the previous. A couple of the rougher ones got broken for spares. Then I met a girl who became my partner for several years and she got me interest-



ed in Heralds again. Hence Lydia turned up (1968 1360), followed by a 1200 estate, 1360 estate, 1200 saloon, another 1360 saloon and another 1600 vit saloon. The final car came in 1992, a 1600 con, with a 2 litre engine, fully rebuilt underneath and mechanically.

Due to neighbourly unhappiness, I embarked on renting my first shed. Since that time, as well as the cars above that I drove, I saved any I saw on the way to scrapyards, and hence ended up with well over twenty of them. This was whittled down by yet again breaking up the worst. I then managed to keep all this going by moving sheds three times,



including a year when all the parts were stored in my house (I had to live in the basement!). Here I now am, 21 years later, on the last shed, which I have been in for 15 years. Having continually shifted and stored all these cars and parts, I am now, it appears at the end of the road. Due to circumstances that looking back you cannot really remember why, but including a longterm relationship breakup, going back to university for 3 years in my mid 30's, and living in Canada (when, to show how bad my 'disease' for these cars was, I took all my owners docs and photos of all the cars in the shed!).

I have not taken much interest in

the collection for the last ten years or so, just paid the rent and thought "one day".

Well, due to circumstances beyond my control, that "one day" is here. I have to say that now I have been forced to act I am pleased. It has been a lot of hard work clearing out the shed, but interesting. It has been a joy to unearth certain cars, and remember how much I enjoyed them and why I got into it all in the first place. I have 're-fallen'! for the cars, and am up to 4 so far that I am trying to convince myself I can keep. These include the almost finished Vitesse Estate from 1984, and the never finished (and now completely in parts again) 1600 saloon NYC 730 C. By the time I am 50 they might be on the road again - do I hear a sigh of disbelief out there, you think they may get stored for another 21 years (oh well, if they do, they will be unearthed for your grandchildren!)

As for the rest of the cars and parts, they are all up for sale. There are eight various heralds, including the 1200 estate, and the very rusty 1360 estate. A 2 Litre MK 2 saloon. A 1600 Saloon. Also a Triumph 2000, with O/D. Loads of parts, as you can imagine, including 3 convertible bulkheads, 15 diffs, 15 various dashes, 15 bootlids (I get the impression I may have broken 15 cars!) Excellent (almost) GT6 3 chassis. Excellent 1600 chassis. 3, 95% good herald chassis. Suspensions. Propshafts. Trim, seats, glass, lights. Many good doors. 1 excellent bulkhead. A few engines, herald and 2 litre. Gearboxes. I think you all get the picture!



I hope you all enjoy the pictures. I have already met several people who have found out about me, and come to visit and/or buy something. The usual reaction appears to be one of open mouthed disbelief that this is sitting in a Devon field! It gives me great pleasure to find that at long last my collecting disease is having a positive effect for some and helping cars to stay on the road, or return to the road, such as the chap who came all the way from Bristol the other day, and got all the parts he needed to get his 2 litre MK 2 back on the road.

So give me a call, or E mail (jon_t_t@yahoo.co.uk), or visit the site my brother set up for me to get all the info out there to you:

www.urban-squirrel.net/jonsbarn Tel. 07969 540571

I look forward to hearing from you, and keeping more of your cars on the road!



SOUTH YORKS CUMBRIA CAMPING WEEKEND

by Michael Charlton

AS WITH PICKERING, THE SECOND CAMPING WEEKEND WAS SOON ON OUR DOOR STEPS

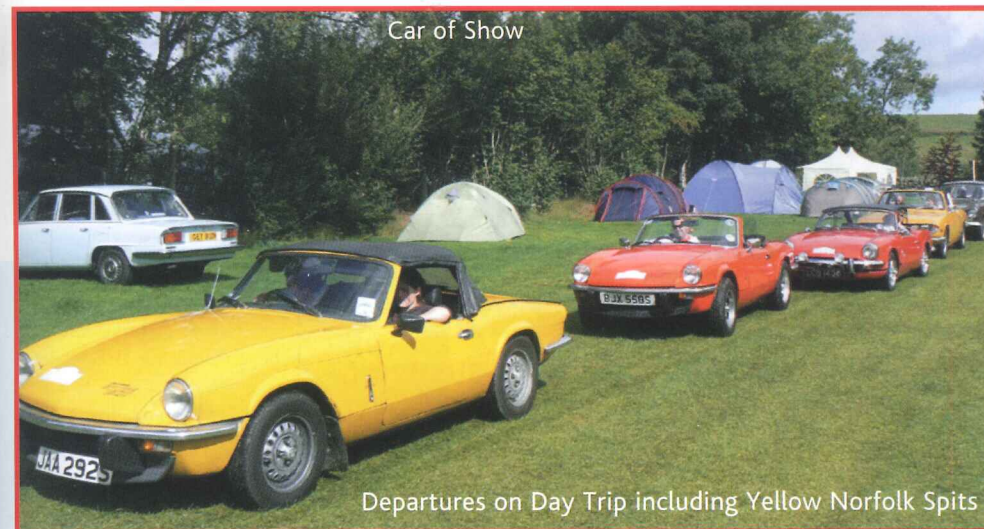
The weekend had been predicted with fine weather and on leaving for Penrith it was true to its word. A handful of the South Yorkshire members had arrived early on Thursday evening, ourselves included, to make preparations for the arrival of the main contingent on Friday. Unfortunately, we had the misfortune of the non attendance of Al's TR8, due to misfiring problems and Duncan had not arrived with the Spitfire due to overdrive malfunction. After tent and marquee erections a meal of stew, Janes apple pie and cream washed down with a bit of alcohol was enjoyed by the 'pathfinders'.

The first night was cold after enjoying sunshine all day and a cloudless night brought a little early autumn chill. The Friday morning saw the arrival of various Triumphs from different parts of the country, joining ourselves and the Notts area. Eventually the majority of the pre booked cars had arrived prior to dusk and the ordering of pizzas prior to a briefing by Ron and Sue, and a gurgle from Sophie, in the main marquee. This was to enlighten us on the frivolities ahead. Warming and cooling beverages once again assisted in a warm gathering.

By now we had a fine gathering from various areas, with Notts, Staffs, Derwent, West Yorks soon being joined by Norfolk. Saturday arrived with

a sunny start, to begin the scatter rally. Also there was the arrival of Stuart and Carol, who had driven down for the day.... from Edinburgh. Such dedication. The rally involved driving around the country side collecting clues for a future prize and ended in the dead end valley of Hawes Water, where coffee, tea and biscuits were enjoyed.

A retrace of our route then took us back to Penrith where we had to stock up on barbeque meats and provisions. On arrival back at Ullswater camp site, the BBQ was lit and the festivities began, with food drink and quiz's. Duncan, Al, Philip and some younger members went fishing in the lake hoping to catch dinner. Burgers and



Car of Show

Departures on Day Trip including Yellow Norfolk Spits

steak came to the rescue!! As the night was quite jolly, the Sunday morning start for the 80 mile drive, was put back to eleven AM, and began with a fourteen car convoy. However, half way round the route of a beautiful country drive, we were contacted and advised that the Cumbria delegation of four cars had arrived back at camp.

This was unfortunate as we were out in the wilds with no way of making contact to join up with them. The run continued and a lunch stop at a cafe on the Winlatter Pass.

After continuing and climbing up various passes and down into Buttermere it began to get a little cool, until eventually it began raining and then quite stormy. By now we were nearing home base which made it more comforting. On arrival the Cumbria Area had returned to have a long chat, until it was time to re light the meat burner. This time the BBQ had to be covered by an umbrella as a down pour had arrived which then lasted all night.

More quiz's were enjoyed until the

prize giving. Mike and Janet won the Car of the Show award with their Stag and the Peoples Choice was won by Roger Buck with his TR4A. A Booby Prize was won by Ron, due to the fact he had taken the M6 slip road by mistake and had to drive 20 miles to the next junction to turn



Good old Sue, Ron and Sophie

round and do 20 miles back! The weekend was a marvellous success and all thanks should go to Sue and Ron for their planning which did include some unsocial comments from the camp owner. However these were overcome to provide us with a brilliant weekend. The whole event was successful and was only marred by one problem. That was the locking of the door/ignition keys of a Euro Box inside with no other way of getting inside. Fortunately the classic Stag was at hand to return home for the spare set of keys.

Well, that seems to be near the end of planned events for this year, but if the planned trip to Ireland in 2007 goes as well as the Pickering and Cumbria events, then we in South Yorkshire will certainly have no complaints.





DENNIS BARBET DESIGN ENGINEER

by Paul Richardson ©

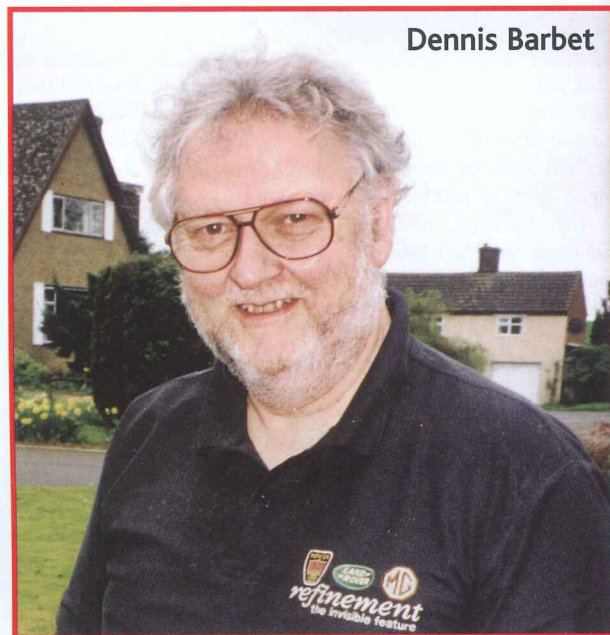
DENNIS BARBET WAS BORN IN A SUBURB OF HARROW, MIDDLESEX IN 1934

As a young boy he developed a natural curiosity and flair for mechanisms. The first practical signs of this appeared in the war years when he became fascinated by the German V1 flying bombs that were being sent over from France. When one exploded near his home, he rushed over to see what the remains looked like! Some months later he noticed drawings of a V1 in 'Model Engineer Magazine' and a method of making the propulsion nozzles. So he decided to make one. His 'rocket engine' was duly put together and mounted in a vice in his father's garage. He managed to get it to fire for a few seconds but the flames burnt a hole in the garage door - and his father warmed up the seat of his pants!! The only reason his experiments with a more powerful 'V2' power nozzle came to an end was because he couldn't get hold of any 'Hydrogen Peroxide' to make up the fuel - perhaps the residents of Harrow, or indeed the whole of Middlesex can be thankful of that?

Dennis started his mechanical apprenticeship in 1950 with Alford and Alder (Engs) Ltd., in Walworth South London. The Company was mainly concerned at that time with the design and production of front suspension parts for the motor industry and later hydraulic pumps and rigs for the mining industry. It was after his apprenticeship that Dennis proved his talent and flare for original design for it was he - whilst only in his mid twenties - who designed the prototype 'Diaphragm' constant vacuum carburettor that eventually became known as the 'Stromberg'.

As we know the Stromberg carburettor was extensively used throughout the motor industry.

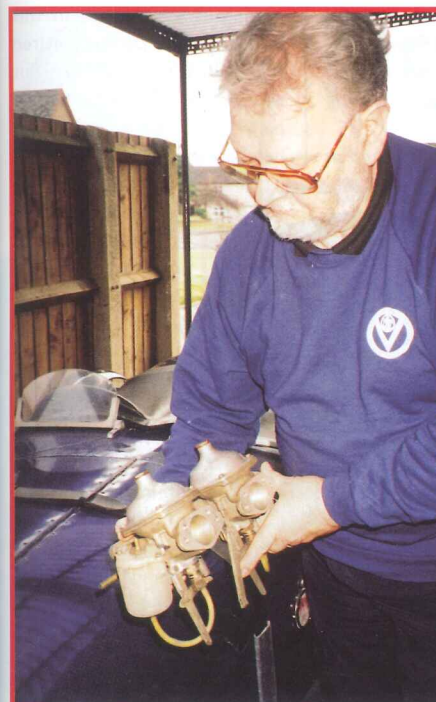
Dennis joined Standard Triumph in summer 1961 and began work on engine development. His first job was to brake test and inspect the three TRS twin cam engines



Dennis Barbet

that had recently returned victorious from Le Mans where they won the team prize. At that time the Experimental Department was in a state of 'limbo' after the recent Leyland take-over.

My father Ken's Competition Department had been closed, and nothing much was being done in Experimental pending new policies on future produc-



Dennis Barbet holding two of his original prototype "Stromberg" Carbs

Note: His 'Racing' Riley in background

tion and experimental projects. The very first Michelotti styled prototype Spitfire was still under a dust sheet in a corner of experimental. At this stage the prototype did not even have an engine installed due to the fact that the project had been shelved because of the severe financial crisis Standard Triumph was in before the Leyland take-over.

Dennis remembered. *"The office I started working in was situated at the end of the Experimental Shop and the door was adjacent to number 10 test bed. Experimental was now at 'Fletcher North' which was part of the Canley complex. The move, with a brief interval at Fletcher South, was due to the sale of the Banner Lane plant to Massey Harris. There were four of us in the partitioned office namely Phil Shorter and Peter Rubley on diesels and Andy Dewar and*

myself on petrol engines".

"When I first arrived there were only three desks in the office and I didn't much like the idea of sharing Andy's, so I went on the hunt for some furniture round the vacant Ferguson offices on the top floor. The offices were locked so I picked the locks and found a nice oak desk and chair, a coat stand and a waste paper bin. I loaded them on a trolley with the help of one of the maintenance staff and on the way back to the office I noticed a 'vacant' drawing board in the drawing office. When we'd off loaded the desk and chair etc. I decided to go back and collect the drawing board which I had for over 30 years."

"There was not much going on in Experimental at that time due to the Leyland take over, so to save getting bored Andy Dewar suggested that I tinkered with the 1147cc engine which was developing 42 bhp 'Christian units' at the time. I did this work very much on the quiet because there was no official programme for it. Graham Sykes, who also worked in Experimental, had just come back from the Commonwealth Games having won another gold medal for swimming. He hadn't got much to do either so we talked a lot about engines and gas flow etc. Finding some interesting cam shafts and making a manifold to take twin 11/2" SU Carbs the power went up to 75 BHP. Whilst casually looking round the Experimental Prototype Stores, I came across two eight port cylinder heads that your dad had been developing for the 948cc engine."

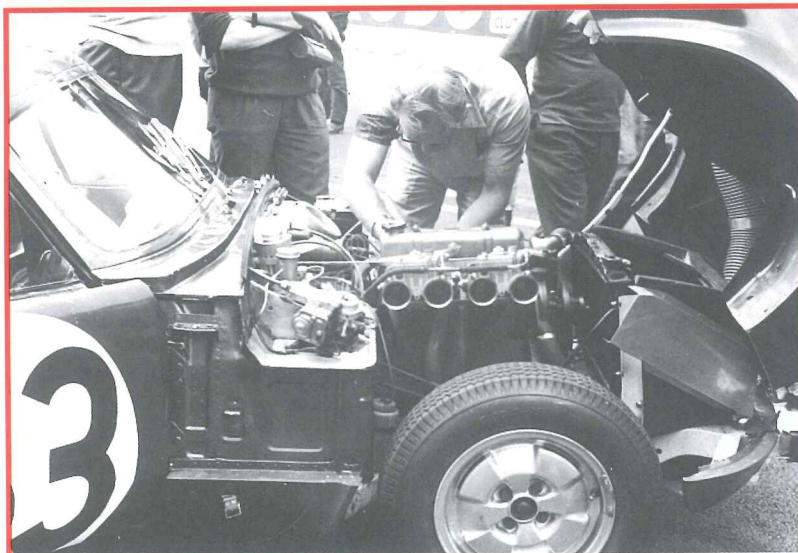
"Although the bore centres were different on the 948 cc head, I decided to fettle out the combustion chambers on one of the heads and fit it to an 1147 cc block. Probably the most important change I made was to move the plug position. I blocked out the original 14 mm spark plug hole and re-cut it to take a 10 mm plug - so positioned that the spark plug electrodes faced the exhaust valve head, which allowed us to use a much higher compression ratio. With 2 twin choke Solex carbs on inlet and exhaust manifolds to my own design and other mods the power went up to about 85 bhp, and with constant work on gas flow and endless camshaft work the power just kept rising."

"Our Experimental Shop Manager, John Lloyd, eventually got to know about the power increases I was achieving with the 'eight port' engine and told higher management about it. The next thing I knew the Company began talking about entering a Spitfire in the 1963 Sebring 12 hour race. I managed to stop this because I knew there was more power to be had with further development which would take time, and engine reliability with the extra power was obviously a major concern. My initial efforts did produce enough enthusiasm to start the ball rolling, however, and special new components, including new cylinder heads, were made to order so that I could develop further."

Competition Chief Ray Henderson told me during an interview that it was Dennis' talent that made the Spitfire competition programme, especially Le Mans, possible and without it there would have been no Spitfire competition programme of any sort in time for the 1964/65

seasons. It must also be realised that Dennis was working under his own initiative on the 1147cc engine - with no pre-conceived development directions whatsoever from senior engineering management. Dennis emphasised, however, that he was helped considerably by members of the technical staff including Ray Bates.

Of the testing programme Dennis remarked. *"We spent many hours at*



Dennis at work adjusting ignition during 1965 Le Mans pit stop.

MIRA in 1963 and I always went on those test days to make final adjustments to the ignition and carburation. The first Spits were also tested at Silverstone and the Oulton Park circuit, near Chester, by racing drivers Peter Bolton, Roy Fidler and David Hobbs. I also tested every single one of the cars I was involved with myself."

As we know, the first racing Spitfires made their debut at Le Mans in 1964. Unfortunately two of them were involved in accidents but the David Hobbs/Robbie Slotemaker car ran fast and faultlessly to finish in a very creditable 21st place averaging almost 95 mph with engines developing 97bhp with a 10.5 to 1 compression ratio. The following year works Spitfires made their debut in the Sebring 12 hour race and finished 2nd and 3rd in class. At Le Mans that year the Spits achieved a superb 1st and 2nd in class with the engines now developing 110bhp with 11.15 to 1 compression ratios. This was the last year the Spitfires appeared at Le Mans due to new regulations that made the cars un-competitive. The same problem was also to end the Company's rally team at the beginning of 1966.

After the race and rally programme was closed Dennis returned to mainstream engine development work and there's hardly an engine produced by the Company from the early sixties on which Dennis has not been involved. These included the 'Weber' TR4 and Spitfire engines, the 1600cc, 2000cc, 2500cc six cylinder units and the slant 4 and 2500/3000cc V8 engines designed by that great engineer Lewis Dawtrey. Dennis remained with the Company right through the 70's and 80's where he was Principal Engineer on a host of fascinating engine development projects which are far too

numerous to describe in this brief profile. Dennis retired from Rover in 1992 but returned as a consultant when he was offered a contract to help develop the 5 cylinder TDI 5 diesel engine with electronically controlled direct injection for the Rover Discovery / Defender.

After completing this project, and several others, he finally retired in 1999. He is a lifelong enthusiast of vintage motor racing and has been racing himself since 1954, first with an Austin Seven, and from 1965 he's raced his post vintage Rileys very successfully until five years ago when

he decided to hang up his helmet. He also enjoys a game of bowls with his charming wife Eileen- when he's not tinkering with his cars.

Dennis has recently finished a superb project building a very special road going Riley for which he designed a 'period' body and fabricated about 98% of it himself in his home workshop. The car is very interesting technically as it has an Armstrong Siddeley pre selector gearbox and a Triumph 2 ltr 4 cylinder engine fitted.

Dennis is a delightful guy and he's provided me with a wealth of technical information about the Triumph marque over the years which will be availed to Triumph enthusiasts in future issues.



News FROM THE TRADE

SHINY BITS

TRGB LTD that well known supplier of Triumph spares are please to announce a new and ever increasing range of parts in HIGH GRADE stainless steel. These can be supplied both in polished or matt finish and start from as little as £8.95 plus vat. Parts shown in the picture are: Heater control valve mounting plate for Spitfire / GT6 / Herald / Vitesse, Clutch / Brake mounting bracket for



TR5/6 and Spitfire/GT6/Herald/Vitesse, Horn mounting brackets, all Triumphs, Alternator adjustment bracket TR/Spitfire/GT6 etc and injector keep plates for TR5/6/injected Saloons. For prices and a fuller range of these new items call TRGB LTD on 01487 842168 or go to WWW.TRGB.CO.UK.

KELSEY PUBLISHING GROUP BUYS TRIUMPH WORLD MAGAZINE!

For the past 11 years, Triumph World has been produced by CHP, and has established itself as the authority on all things relating to Triumph cars.

As of the October/November 2006 issue (on sale 25th September), Triumph World will be published by Kelsey Publishing Group. The magazine will still be edited by leading Triumph expert, Tony Beadle, but there are exciting new plans to develop the title further, using experience gained from Kelsey Publishing's other niche motoring titles, such as Jaguar World, Custom Car, Car Mechanics and Classic Car Weekly. Kelsey Publishing intends to invest significantly in the future prosperity of the title, improving its distribution on the news stands and therefore increase its visibility to the buying public.

Triumph World's new publisher Phil Weeden commented: "Triumph World is an excellent fit in the Kelsey Publishing motoring stable.



We have a passion and enthusiasm for niche titles like Triumph World, so intend to work hard to ensure that the magazine continues the great work it has done over the past 11 years.

With the expertise of editor Tony Beadle, the support of fellow Kelsey titles such as Classic Car Weekly, and our excellent distribution experience, we hope to see some growth in this wonderful title."



A CRACK AT BLUE HILLS 2

by Mike Crewes

ONCE AGAIN IAN LEE AND I WERE ENTERED FOR ANOTHER TRIAL, THIS TIME IT WAS THE FAMOUS LANDS END TRIAL

Ian had his girlfriend Wendy along to navigate and I had my girlfriend, Claudia. It was Wendy and Claudia's first outing on a trial, so Ian and I were looking forward to their reactions.

We left home in the Herald at around 8:30 pm on Good Friday, meeting up with Ian and Wendy at just before 11 pm at Bridgewater Services on the M5. After a quick cuppa, we set off for scrutineering at the start a few miles away at South Petherton. We were through scrutineering in no time, parked and signed on, but still no sign of Ian and Wendy. Walking up to scrutineering we found that the scrutineers were pulling Ian's Vitesse apart. They were very thorough and took ages. (We also had a look for Mike Warnes in his TR7, but as we passed the start, we saw him disappear up the road.)

Eventually it was 00:26 am and the starters let us go on our 250 mile route. A gentle and short run found us at our first section, Catsash. This is a narrow track that is very slippery at the bottom. Off we set, through the slippery mud, wheels spinning and Claudia in the back bouncing. Somehow we got just enough grip to clean the section. Ian managed to clean it as well.

After a short drive through narrow country lanes we arrived at the queue for Upewey. We had to wait here a while and neither of our handbrakes were holding very well. Eventually it was our turn. On the bottom corner there are some large rocks, that I decided to avoid, so off we went, straight over the roughest bit, bouncing all over the place, oh well! The hill was dry, but had big drainage ditches across it. We climbed without too much drama,

until we crested the section onto the lane at the top and ground the chassis as we went. This took us straight into our next section Grabhurst Hill. Grabhurst was more of the same, but with a couple of hairpin bends thrown in for good measure. We attacked and slid around the corners to another clean section. Both cars had remained clean so far.

We dropped into the back of Minehead then onto our first compulsory stop at the Culbone Inn, County Gate. Whilst Wendy slept in the car, the rest of us went into the Inn to find the control and have hotdogs and coffee, crossing the road just as Mike in his TR7 sped off again. (Hanging around for half an hour we chatted to some old friends also competing.) On again and we went down Lynmouth Hill where the Herald decided to run out of brakes, just as we reached the bottom, luckily. Through Barbrook and past the bottom of Beggars Roost, where the main trial was queuing along the road, to Barton Steep. This is one of those sections that always looks straight forward, but is easy to fail. A steep, narrow, slippery tarmac'd road, with a restart right on a steep bend (and no proper handbrake). We took it gently, danced away at the restart and cleaned another section.

Thirteen miles later we were in some woods and heading for Upper Molland. This was a steep gravelled lane with a lefthand hairpin bend halfway up. No real problems here, except I nearly missed the hairpin, but thanks to the Herald's lock, made it at the last moment. Still completely clean we headed the nineteen miles to Roundswell Control at a fuel station just outside Bideford. Checked in, fuelled up and checked out again we were on the long and boring drive to Wargery. This section starts with a very steep decent on a muddy lane, around a left hairpin bend, through a river and then climb out the valley on the other side. We had great fun, the section disappears as you enter the hairpin, so you have to guess where it goes. The river made everything slippery, but we attacked hard and won out. This was a very tricky, but enjoyable section; Claudia was in the back again

bouncing like mad and there was a real sense of achievement when we made it.

A, as we dropped down into a river. We drove along the river bed a short distance before climbing up a very steep, very wet and muddy lane. The marshals were taking no chances and were stood on the hedges. Avoiding most of the water filled deep ruts and with my new bouncer in the back, the Herald spun and slipped its way to the top. Another good challenge and euphoria at cleaning it.

Now it was time for breakfast at Wilsey Down Hotel and Control, a compulsory hours stop. We had

purchased our full Cornish breakfasts (pasty, chips and beans - well you have too, don't you!) and sat down to eat them. Just as we were finishing off, washing it down with a mug of steaming tea, we saw John and Pam Griffith, our ex-President, in the queue. I'm not sure who was most surprised, John, or I. John and Pam had been watching the main trial at Crackington Haven and had popped in for a cuppa. Incredulous at



Widemouth Bay Route Check

By now dawn had broken and we made the long drive to Widemouth Bay Route Check, just over the border into Cornwall. We were the first cars to arrive, there had only been motorcycles in front of us. The Route Check was in the far car park, dug out of the sand hills. As we entered I noticed that the marshals had all parked on the hard ground, so with some speed I headed across the car park to some firmer ground to turn around. The sand had better ideas, as we sank to the chassis. After digging around the wheels, hitching a rear tow from Ian and marshals pushing we managed to get out again, to find all the following cars parking in the outer car park and walking in. Nobody could believe where they had put the control!

Now covered in sand we went just down the road to Oozes Water and it certainly did! We were now behind some familiar cars, including a Ford Model



Climbing Oozes Water

our adventures they drank up and went back to spectate.

After our compulsory stop we moved on, it was now coming up to 9:30 am and we were very pleased that both cars were still completely clean. Petherwin Mill, an old friend from a previous year, was next. Still ahead of time we climbed a slippery and muddy, steep lane, where I had to find the grip, but the Herald responded to the call and we had another clean section. Not far away, another old favourite, the very pretty Ruses Mill. This is a very steep and slippery tarmac'd road through the wood, with very sharp hairpins. It is so easy to lift an inside wheel and loose momentum here. Gently up to the restart, hold the car on the footbrake, then quickly on the power, clutch up and away again when the marshal drops his flag. We got a bit flash on the second half and gave the Herald the gun, she deserved it!

Now it was out to the A30 at Plusha and down it passing Bolventor and into Cardinham Woods on Bodmin Moor. This is Forestry Commission land and the organisers had shoehorned several sections in here. Last time I did them I failed the lot, so it was with foreboding that we waited at the first special test, Lady Vale. Now here we had to start from Line A, stop astride Line B ahead, then reverse behind line B, before moving forward to stop astride Line C, all against the clock. No problem, this will be a piece of cake and a bit of fun! Just as we came to the front of the queue I realised that this was all to be done on a 1 in 4 mud and shale hill, not on the flat as I had anticipated. The MG in front showed us where there was no grip on the start line, but up it went. Now we were called forward with no time to put Claudia in the back to bounce. We got away from the line with moderate wheel spin and successfully climbed to Line B. Letting her roll back, I did my right foot dance again and we were off towards line C, but we never made it. After sitting stationary for several seconds with the tyres spinning and starting to smoke, the marshal called a halt. Devastated we dropped back a car's length, but the rear tyres just would not grip, but with a slight push from two marshals, we climbed the last two cars lengths to cross Line C. If only we had put Claudia in the back to bounce, we might have made it. Ian was even less successful, he never got off the start line.

A little dejected we pootled through the woods to Mays Hill. This was a slippery lane with moderate gradient and a steep, sharp right bend at the top. Wheel spinning away, off we went doing quite well, keeping the Herald out of the deep and slippery ruts,

until the rear offside wheel dropped into them, spun and came to a stop. Road tyres don't grip shiny clay very well. We dropped back a car's length and had another go, climbing out at the top, hanging the back out on the bend and spinning the last few feet. It was a shame, a bit more aggression and we might have made it, Ian and Wendy did.

Our failure at Mays Hill set our aggression for Adrian's Other Way, just around the corner. Claudia's notes read, "Yeehah! More attack paid off - posed for photo halfway up, spun around left bend, got some grip and carried on to the end." It was really fun, moderate gradient on a rutted and slippery forest track. Ian made this one too.

Mildly disappointed at our failures we headed out of the wood and onto the A30 again. Through a very busy Bodmin and onto Bishops Wood. Bishops Path Observed Test was great fun, I liked it last time. Start from behind Line A, forward around a cone to straddle Line B, then reverse around the other side of the cone, before going forward to stop astride Line C, all on a mild gravel surface. The marshal dropped his flag and off we went, sliding as we went, skidding to a stop straddling Line B, whilst I grabbed reverse and off again, throw the front across, skid to a stop whilst grabbing first and off again, snaking towards line C where we skidded at an angle to a stop, scattering marshals as we went - great fun! Across the wood to Bishops Wood Section, where we had the option of coming out half way up, or continuing all the way up as the main trial did. Now supremely confident we opted for the full hill! The marshal waved us off and we were going great guns until a car's length from the top we came to a very steep and loose surfaced lip, the second the rear tyres got there we just couldn't get any grip and stopped with our wheels spinning, we just didn't have the speed we needed. The tractor driver was happy though, we were his first tow and it broke his boredom! Towed out we waited for Ian and Wendy, they were quite dejected, Ian has yet to clean this hill.

Still, with our three fails and Ian's two we were still going well and having great fun, although the tiredness was starting to take its toll; only Blue Hills left.

A gentle drive down through North Cornwall brought us to Perranporth Route Check and welcome toilets (there was a long succession of smiling crews here!!!).

Slightly refreshed we drove on towards St Agnes, determined to do 'the big one' Blue Hills 2. Our route had a choice here, we could either drive up Old Blue Hills Mine, a tarmac'd steep hill with a spectacular hairpin at the bottom and shower the crowds with tyre

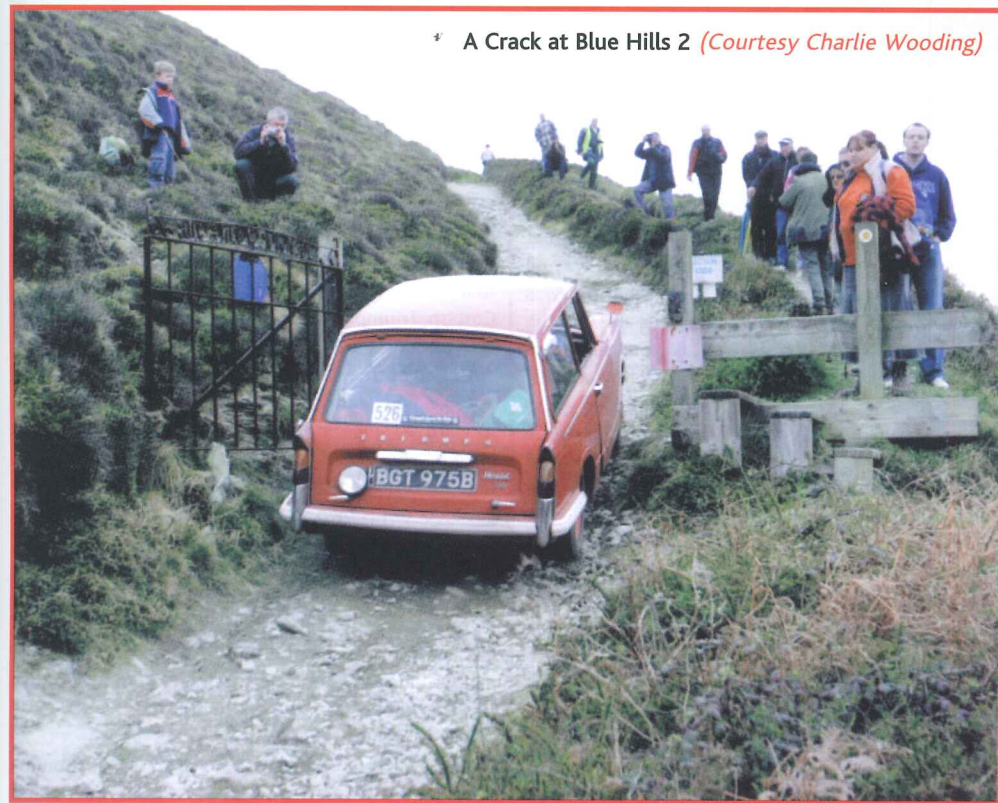
smoke, or climb the cliff path, that is Blue Hills 2 with huge crowds. This is the toughest section on the trial and a car breaker! What the hell, the end is in sight, so we thought we'd go for it, but Ian forgot to tell Wendy, so when she saw where he was going she nearly jumped out, it was only being on the cliff edge that stopped her.

On the way we saw Colin Murrell

Looking down Blue Hills 2 at Ian & Wendy



* A Crack at Blue Hills 2 (Courtesy Charlie Wooding)



and the Cornwall Triumphs waiting for us to come through and giving us all sorts of encouragement, until Barry Newitt, marshalling told us to get on with it, so we did! Now, I used to marshal here years ago,



Going Home

so I know the section well, or thought I did. In those days the start was at the bottom, with a restart halfway up. Gunning the Herald through the gates at the bottom we spectacularly bounced all the way up to where the restart used to be, to find that this was the actual start. The marshal stopped us and said the encouraging words, "Do as well as you can!" He waved us away and off we went to cheering crowds, wheels spinning, bouncing and determined to go as high as possible. We got over the first lip, but just couldn't get any grip up the second one, spinning on the sandy surface, facing up a 1 in 3 slope. We came to a stop and were winched the last part. Still we had managed to get 3/4 of the way up and we felt that that was a good achievement, Ian didn't get quite as high. Stopping briefly at the top to regroup and meet my bother we headed through St Agnes for the finish near Redruth.

Out on the open road the Herald started her first signs of misbehaving. She was handling very peculiarly and I thought that we had picked up a puncture, but we hadn't. Arriving at the Crossroads Hotel, Scorrier I climbed underneath, to find that my suspicions had been right, we had cracked a rear outrigger, right where the rear wheel tie bar bolts through, on

Blue Hills. Still we had made it and nothing was going to take that away. Tired and elated we drove the last few miles very carefully to our overnight stop and a quick sleep. Soon enough it was dinner time and the four weary trialers were met by a dozen smiling Cornish Triumph owners for a very nice evening and tails of derring do!

This had been a hard trial, as the results would show, but we had learnt a lot and were already looking forward to 'next time'. Even Gold Award winning Mike Warnes couldn't get his TR7 up all of the hills. Claudia is hoping that Andy, my other navigator can get a car of his own so that she can do more navigating, so she must have enjoyed it too. Wendy did not have the same enthusiasm - I'm not sure we will see her in the navigator's seat in future! After a good nights sleep, we said our goodbyes and limped the Herald to my parents about 10 miles away. A few days later, courtesy of the Footman James Breakdown Service we were repatriated home.

Another great, fun filled event.

So here's to the next one - The Testing Trial Sunday 16th July at Westfield Farm, Coombe Hill, Keinton Mandeville, Somerset.

Better get the car repaired then.

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TSSC KIDS CLUB *by Claire Hill*



This months photo is of Katie aged 6 and her sister Samantha aged 3 taking over the wheel of her Dad's Spitfire. Katie has already earmarked the car for her own future use according to dad, Paul.

Would you like to see your photo in the Courier? Why not send in a picture of yourself with a Triumph to the address given below.

The winner of last months competition for the most new words made from "TRIUMPH CARS ARE THE BEST" is Katie, aged 9 from Kingsbridge, Devon. *Katie had an amazing 137 words.* Your T-shirt will be with you shortly, Katie.

This months competition is for a Kids club baseball cap. All the answers can be found in your Courier. Please send your entries to Claire at the address opposite by the 10th of October with your name, address, age and also your telephone number.

1. What is the postcode of the TSSC HQ?
2. Who is the area organiser for Northants?
3. Who is the Club Shop manager?
4. Who is the Stag Register Secretary?
5. Fill in the missing name of a parts supplier
" ——— Bros."

This months jokes are:

"Have you heard the one about the butter?"

"I'm not going to tell you, you might
SPREAD it!"

Have you heard about the poorly toilet?

It looked a little flushed!



Spike says "Don't forget we still have some T shirts and Baseball Caps available for all of you TSSC KIDS."

The Costs are: £4.25 for T-Shirts and £5 for caps. Includes P&P

Sizes available are 5-6yrs, 7-8yrs, 9-11yrs and 12-13yrs.

Please send your Orders to:
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32 Holly Hill Road, Selston, Notts NG16 6EF.

e-mail. tssc.notts@ntlworld.com

and Make Cheques Payable to: C. L. Hill and I will forward the Clothing by return.

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

TRIUMPH STAG INTERNATIONAL VEHICLE REGISTER

Those of you have sent IVRs to me will receive a reply in January 2007. As you should be aware the Stag is a confusing car to obtain identification numbers on; the engine number on very early cars is found stamped between the exhaust ports of cylinders 6 & 8 and on later cars it is stamped on the block casting between the cylinder heads and hidden by the distributor. The commission plate on the side of the car shows the chassis number and the



paint and trim codes. There are 2 plates next to each other on the front nose panel. One of these shows the body number (should be un-painted) and the other an un-traceable build number (unless someone has these factory records in a cupboard at home!). The body number should be the one closest to the wing, but it may have been reversed if the car has been restored. The axle and gearbox numbers can only be found under the car and in the case of the manual box are almost impossible to read! Once you have filled as much information as you possibly can, please send your form, with any further information on your car, to the Freepost address provided on the form. Photos etc will be returned with the pack I will send you.

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

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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

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TSSC INSURANCE INFORMATION PACK
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MAGAZINE COPY DATE

All magazine material must be received
BEFORE 10th of each month prior to the
month of publication.

DEFINITION OF DEADLINE - Last date by which
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assuming space is still available. Always try
and work well in advance of the deadline.
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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.

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OCTOBER 2006

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

AREA ORGANISERS REGISTRATION 2007

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly Nominate and Second a representative to be known as Area Organiser.

The Area and AO will then be covered by the Club's Public Liability Insurance.

None Registered Areas are not.

For this reason None Registered areas are deleted from the Area Directory

The term of office to be for one year from **1st January 2007 to 31st December 2007**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

REGISTRATION FORM INSIDE!

Any amendment to Area Registration details through the year
MUST be notified to the Area Liaison Officer so that the Area Directory may be kept up to date.
This form to be **RETURNED BY 31ST DECEMBER, 2006**



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 VIVIEN & VICTOR THOMPSON

DIRECTORY CHANGES TO AREA LIAISON OFFICERS VIVIEN & VICTOR THOMPSON TEL: 01302 850740 E-MAIL: vthompson@ivycoottage17.freeserve.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Jim Smellie: 07771 956653	Lochinch Sports Club - GLASGOW	1st Wed. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news	Last Thurs. Eves.
LOTHIAN	Paul Udall 07967 021395	Pub Run See area News for details TBA	2nd Thursday 1st Wed Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Anthony Holliday: 01946 830663	Advertised in News monthly	Last Sun. See News
MANCHESTER	Frank Spencer: 01524 791607	The Stamford Arms - Lymm Road (A56)	1st Tues. Eves.
	Pippa Flegel: 01524 791607	LITTLE BOLLINGTON	
NORTH EAST	Mark Astley: 0771 840 8159	Travellers Rest (A691)- Witton Gilbert	1st Sun. Eves.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm.
LANCASHIRE	Graeme Lewis: 01484 649008	The Myerscough - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Mike Hardwick: 01723 500385	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Michael Charlton: 01302 537290	The Coach & Horses, Barnbrough - DONCASTER	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
	Nigel Clark: 01788 891 153	The Old Smithy - CHURCH LAWFORD	3rd Sun Lunch
DERWENT VALLEY	Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. Eves.
	Stuart Charles: 01623 845961		
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Woodcocks - BURTON MARINA, SAXILBY	1st Wed. 8pm.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Ye Olde Bridge Inn - OXTON	Last MON. 7pm.
NORTHANTS	Jonathan Ingram: 01604 820231	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD	2nd Mon. Eves.
	Paul Lumsden: 01780 470358		
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	Roger Haywood: 07969 024999	The Drakes Drum, Old Oscott Lane - BIRMINGHAM	1st Tues. Eves.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

MID WALES	Jeff Jones: 01970 880222	The Druid Inn - GOGINAN	Last Wed. Eves.
NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run
			Last Mon. 7.30pm
SOUTH WALES	Neil Hicks: 01633 411210	Tredegarr Arms, Bassalegg - NEWPORT	

EASTERN AREAS

ESSEX	Russell Timms: 01708 400082	The Eagle - KELVIDON HATCH A128 Onger Rd	3rd Sun. Lunch
NORFOLK	Joe Craske: 01493 728764	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. Eves.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - LITTLE STONHAM	1st Tues. Eves.

NORTHERN IRELAND

NORTHERN IRELAND	Paul Robinson: 028 90529300	Nortel Social & Athletic Club - WHITEABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Derek Skates: 07932 179459	The Duke of Cumberland - BARHAM	1st Tues. 8pm.
GATWICK	David Gilding: 01342 892141	White Hart - ARDINGLY/TURNERS HILL	1st Wed. 8pm.
		Roving Meet - phone for details	3rd Wed. 8pm.
HANTS & BERKS	Jason Chinn: 07715 770689	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HANTS & SURREY	Mark Bland: 01252 687988	Potters Bar - MYCHETT	2nd Mon. Eves.
HERTS & BEDS	Les Read: 01582 862176	The Three Moorhens - ITCHIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 077477 83567	The White Hart - SEVENOAKS	1st Tues. Eves.
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
	Mary Rumens: 01635 868640		
SOUTHERN	Suzie Singleton: 01672 514241	The 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: 01531 650035	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
	or 07899 068074	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	Luikersteenweg166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Conrad: 0075 86 82 31 51	Parkvaenget 6 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
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		krishn_sk1981@yahoo.com
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		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.
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		president@tssc-norway.org www.tssc-norway.org
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SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 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.

AREA ORGANISERS REGISTRATION FORM 2007

It is a requirement of the Triumph Sports Six Club Limited that all Areas operating under the name of the Club shall duly Nominate and Second a representative to be known as Area Organiser.

The term of office to be for one year from **1st January 2007 to 31st December 2007**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please **COPY** and complete a Registration Form each.

I Membership Number: /
wish to register Area Area Number:
with the Triumph Sports Six Club for **2007**.

My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Meeting Day/Time:

Seconded by:

I Membership Number: /

Second as

Area Organiser for **2007** Signed Date:

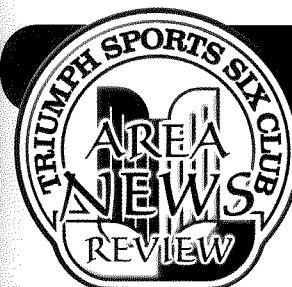
Any amendment to Area Registration details through the year

MUST be notified to the Area Liaison Officer so that the Area Directory may be kept up to date.

This form to be **RETURNED BY 31ST DECEMBER, 2006** to:

**Area Registrations,
Vivien & Victor Thompson
Ivy Cottage, 5 Rectory Mews,
Sprotborough, Doncaster,
South Yorkshire
DN5 7LG**

I wish
..... Area
to be entered in the
Area draw for the
coming year
YES/NO



AREA LIAISON OFFICERS REPORT

Minutes of the last AO meeting are on the way to you. Sorry for the delay but summer events got in the way.

Can we remind you all about the next seminar on **11th November**. Can you please let us know if you intend to be there or send a representative so we know for catering and can confirm the venue (depending on numbers). Also can you let us have any agenda items you might have. The amended area registration form should be in the Courier in October, November and December. Can we urge you all to complete these and return asap or by end of December.

The area draw winners recently are:

June **Surrey**
July **Canterbury**
August **Derwent valley**
September **Avon**.

If you would like to contact HQ they will send you your regalia vouchers.

Victor and Vivien

ANDOVER

e-mail: guy.singleton@virgin.net

At the last meeting we had a good turnout with all the usual suspects in attendance. The evening seemed to be coming to a close when Ed turned up a little later than usual and led to most of us staying a little longer.

We gave out passes for the Hampshire Pageant of Motoring at Broadlands but unfortunately work and other such non-automotive pursuits meant that from the Area the only people able to join us were Graham with his Spitfire and Geoff Snow, a new member, with a very nice GT6, both cars attracting much attention on the Monday. I hope we get good enough weather to see both cars as well as their owners at area meets again soon. Do put this show into your calendars for next year as it's a very good event.

The next meeting will be at The Clatford Arms in Goodworth Clatford on **12th October**.

Guy

AVON

Stop press very sad news I am afraid. Long term member Mike Wakeford passed away peacefully at home on 24th August. This sad news came as quite a shock. We offer our condolences to his family, and hope to still see his White Spitty soon! August's meet Tim's newly self restored Vitesse was looking good! John came in

ALO REPORT ... ANDOVER ... AVON SOUTH BUCKS ... CANTERBURY

SOUTH BUCKS

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

The first event of the month was the area BBQ. I'd like to say thanks to Paul and Liz for hosting the event (again) at their beautiful new house. Their garden is made up of fields, complete with stables, horses running around etc. Certainly large enough for a decent go-kart or quad bike track, eh Paul? The road down made for a superb Sunday drive, and even the weather improved during the day. A good time was had by all, as they say.

The area meeting was well attended, and we had 5 Triumphs in the car park (my Stag even made an appearance!). Welcome to new attendee Mike, who also has a Stag (good choice!). Along with Mike, Charles and Carl, I attended the Triumph World picnic, at its new location. I wanted to go in my Jaguar (there will be plenty of Stag's there, who wants to see mine?) but Carl's offer of a lift was too good to give up (especially as I was feeling a bit delicate after the Saturday night). We did have some car trouble after we got to the area, so had to abandon ship with Carl's Stag parked in a slightly odd place. Within a few minutes though others had parked along side and it all looked planned. (The problem turned out to be a loose earth cable). Highlights of the show were a very original MK1 P.I. saloon, which looked stunning; I love the space age interiors of these cars. There was also an American car show at the same time, which included a 589bhp Ford pickup truck with gull wing doors, and an open top dragster ("doesn't the body flex on the way down the strip?" "It does a bit, yeah") and a mad open wheeled...thing.

The next area meeting is on **October 18th**, 8pm Squirrel pub in Penn. I would also like to organise the Christmas dinner 'soon' so if I have not spoken to you about it yet, please get in touch for details. There is also the tri-area bowling competition on the **30 November**. It has already been booked but there may be spaces, let me know if you want to come. Regards,

Daniel.

CANTERBURY

That's the trouble writing a month in advance, my powers of prediction are not so good. By the time you read September's newsletter harping on about the heat the previous month we had just suffered one of the most miserable four weeks weather for a long time, so much so it washed out the Autorama at Tonbridge and caused grief for Tony and Ray trying to change the 2500's engine. Maybe the bad weather should have continued as when it came to fire the replacement it was found to rattle with a passion and smoke 20 a day. Luckily Charles has offered his rebuilt 2500 engine that he has spare so at least he knows this one should be ok.

The Detling Shows weekend weather looked a bit iffy and the afternoon was spent trying to erect the tents in a stiff breeze while dodging the showers. Dennis

IMPORTANT NOTE

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



CANTERBURY Cont

and co arrived later in the evening, but the days of everyone cramming in two man tents seem long gone and so they had to pitch their 'mini city' further down the field as the Humber owners club had decided to bisect us. Sorry Den, I will get even more space next year. As usual the club stand was well attended both days and it was nice to see those from West Kent as well as new members. Thanks to Phil for being the parking attendant on Sunday and to Charles and Steph for supplying and cooking the food especially as they had just returned from holiday in France and thanks to Wayne for supplying me a 'hair of the dog' Saturday morning. Great stress buster! The only casualty this year was the gazebo which suffered broken legs in a gust of wind, again Chas to the rescue with a brand new frame without a cover, so I will be adapting parts over the winter for next year. As usual the dogdgers provided the entertainment in the evening, with all the cars at one point being driven by a Triumph driver honing his mastery of the wheel. Banzai! Just as I was finishing packing up the stand someone came up and bought the Herald that I have been trying to sell all year, just like that! So now the 2000 is my only club car as the Dolly looks like the tin worm has finally got the better of it and it is only fit for spares. Anyone know of a good Dolomite with a dead engine? Ray and Mark where invited to attend the Triumph World picnic whilst showing their cars at Stafford and duly made the trip, although neither seemed impressed with the signposting or organisation. Of course with the kids back at school the weather had to brighten up, this it did for the Morris minor hop at Eagle Heights bird sanctuary. A nice jaunt in the country, a stop on the way to keep the fluid levels up, and a sunny afternoon to chill out, a good way to end the season.

So by the time you read this the show season will be all over and some of you will be taking your car off the road, and so that you don't lose the full use of your faculties a bowls match together with a carvery afterwards has been arranged by Cliff for one Sunday in November. Hopefully some of West Kent will join us and I am looking for numbers.

Please contact me before next month if you are interested, and no Graham you can't be wicket keeper.

As the nights draw in, we turn our thoughts to Christmas. Well us with kids do, start saving now! So it is time to think of our Christmas meal.

Charles is going to ask about availability at the same venue as last year, again in January, but if anyone has another they would like to try please to get details and

CANTERBURY . . . CHESHIRE COVENTRY . . . CUMBRIA

we'll see what everyone thinks.

Some members have asked about the chance of obtaining T shirts with an area logo. So I can get an idea of numbers and therefore price, please indicate your interest.

Finally, Graham 'bigger than the Beatles' Bingham managed to get his article on his Vitesse in the **October** edition of Classic Cars, well done. I can highly recommend it, very absorbing.

Dell

CHESHIRE

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

This month, the report is written in Macclesfield. Tomorrow your 'organiser' is off to Nürnberg (again). I was greeted at the Cock by two Spitfires lined up in the car park, and they were later joined by another Spitfire, a Vitesse and a GT6. The GT6 had come all the way from Telford, which is over 70 miles according to my Mickey Mouse navigation software. Roy and Debbie just fancied a drive! This sounded a very interesting GT6 Mk I, with Rotoflex and a 2.5 engine to help it along. Roy likes driving this car, covering 6 or 7 thousand miles a year, which puts my efforts to shame.

We had a general nattering meeting, with Richard providing the 'guess which year' part (the lens off a Herald/Vitesse rear light) and Paul providing the information needed to identify it. Next month will also be a similar meeting - but I will try and bring a laptop with the photos the passenger took on the runs out (and some of Adrian's GT6), to complement the real photos Dave brought of his 'Dayglo' Spitfire. If anyone is waiting for the web site to get updated, I undertake to do this before Adrian gets his GT6 on the road.

This month's main news in the rebuild department is that Adrian has committed to a date for his GT6 to be on the road. This date is April 1st, 2007, a Sunday. As there has been progress since I last saw Adrian's car I am prepared to believe this date is achievable, although it has occurred to me that the Labour Party will almost certainly have a new leader by the time this event happens. Once again Paul denied any progress on his GT6, which probably means it's nearly ready for the road.

Our next meeting is on **Thursday 5th October**, sometime after 8 at the Cock. Bring your Triumph!

Henry

COVENTRY

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

Corley Moor Group

It was encouraging to see a dozen folk at last month's meeting at Corley Moor, with eight Triumphs in the paddock. We sat outside on the patio area, overlooking the meadow behind the pub. Trevor Ellis and son Rob were there, along with Nigel and Steve (the advance party!), Tim Wykes and son James, Mike Papworth and Mike Rowell. I brought along John Davies, a neighbour of mine, who had an enjoyable

evening. This was perhaps the 'last of summer wine' get together, as the evenings are getting darker and you need that fleece if you have the roof down on the convertible. However, we still have **October** meeting, before clocks are changed at end of month. Let's hope the weather is kind to us, and we can enjoy the outdoors at the end of this year's season.

I will be unable to get along to future meetings until around 9:00 for the next 3 months, as I am starting an evening class (bricklaying course) at a local college in Coventry. However, I look forward to joining you as soon as I can, to wash away the brick-dust with a glass of real ale! Our next meeting is on **Tuesday the 3rd October** at the Bull and Butcher at 7:30. Why not try and get there slightly earlier to catch what remains of the diminishing evening daylight? Regards,

Kevin

Church Lawford Group

I'm sorry to have missed last month's Courier as I was away on holiday. As I write this early in September, the classic car season is drawing to a close and as for last year, I suggest that we make the **October** meeting at the Old Smithy the last before we go into winter hibernation.

Anyway, the **October** meeting will be on **Sunday 15th** so I hope to see you one last time for 2006, with your Triumph, from 1pm at the Old Smithy.

One other date for the diary is the NEC Classic Motor Show, which is held over the last weekend of **October**. I am planning to go on **Saturday 28th October**, so if you are interested to convoy to the show please get in touch. We can discuss details when we meet on **Sunday 15th**. Regards

Nigel

CUMBRIA

Hi everybody, Sorry no news last month we were on holiday in Scotland forgot to send news in before we went, wasn't much happened any way, good meal at Eden Hall great weather had lunch in the garden, after we decided where to sit ah. Anyway, this month we saw Steve and Judith at Ullswater with a (Honda S2000) never mind maybe a Triumph one day. Roy and Anne, Nigel and Pam made it with Helen and Roger (with gammy leg) Helen had to drive the Acclaim. Many thanks to South Yorkshire clan for the teas and coffees. It was lovely to see them in Cumbria, some of them had left to go on a run over a few local passes. Whilst waiting for them to return we had lunch, thanks to Steve and Judith for getting us to the eating house (sorry forgot the name of the place!!) When they came back they had a good time and enjoyed the views from the tops of the mountains

Sorry, got some unfortunate news, Mrs Jan Campbell suddenly passed away, our condolences to Mr Alan Campbell (Blue Spitfire 1500) from all our members

Now for meeting places

Sept: - Low Wood, Windermere,

Oct: - The Boot, Eskdale.

If you don't know where they are ring Tony on 10946 803663.

Helen & Tony

DERWENT VALLEY . . . DEVON

DERWENT VALLEY

e-mail: derwentvalley@tssc.org.uk

Having just recovered from the Robin Hood Run we were off to the 2nd Northants Camping Weekend at Billing Aquadrome. We arrived to find Julie and Roger already pitched with their feet up and the kettle on. Angie and I pulled the tent from the car and were instantly surrounded by helping hands. The tent was up in no time at all - thanks.

Billing Aquadrome is an enormous campsite with entertainment, a funfair, go-karts, and crazy golf etc. We were not the only motor enthusiasts at Billing. In the field to the rear was the cowboy line dancing PT Cruiser Club (Yee Ha!) and in the field to the right were several van clubs with some fantastic customising and artwork.

Friday night we had a meal at one of the restaurants and returned to the campsite for a drink, a chat and a chase of a lady (no it wasn't Claire). During the evening Jonathan circulated and collected £2 for meat for the BBQ. After a debate on Minted Lamb and a little extra contribution it was agreed that he would get some.

Saturday morning the cars were lined up in order of colour...Red white and blue, with the other colours and brown bring up the rear. As it seems to be the norm we lost the kids as they had found rides in other cars.

The destination was the TSSC club HQ where we were greeted by the HQ staff who sprang into action with the tea and coffee and lit the BBQ...it was brilliant.

We had to make our own way back to the Aquadrome and I was volunteered to take the lead of a convoy...big mistake. The combination of simple route notes and my sense of direction was the making of a great tour of the area. Eventually we got back to the site and immediately set about exploring what the Aquadrome had to offer with a beer can in hand. Roger fancied a bit of fishing and so did half a dozen kids...so Roger set about combining baby sitting and fishing and by all accounts they had a great time.

The Northants team was hard at work cooking and preparing the BBQ. At 6 O'clock we got the call to tuck in. The food was cooked to perfection. There was salad, potatoes, French bread, chicken fillets, pork, steak, sausages, beef burgers and minted lamb which melted heavenly in your mouth - FANTASTIC, my mouths watering just thinking about it.

After a visit to the funfair we squeezed into the awning of Nigel and Claire's caravan Very cozy until a stink bomb was thrown in. I had never seen people move so fast in search of fresh air leaving behind Nigel gagging for breath.

Sunday morning was very wet and the proceedings were cut short.

Roger Buck won the car of the show with his TR4 and Carol who had travelled all the way from the IOW won the spirit of the weekend award.

The picnic run and visit to the oil museum at Dukeswood had to be cancelled, but it is hoped to include this in next years programme. The Bank Holiday weekend was very busy with Derwent Valley regu-

lars attending several events. Roger at the South Yorks Lakes weekend (where he won another trophy). Mike was at Tatton Park where he won another trophy, whilst Brian, Stuart and I were at the Moorgreen Show where we did NOT win a trophy. (Yes I am getting a touch bitter).

At our September meet, Roger and I turned the club into a theatre and bored the pants off all who attended with our holiday photographs and video of Norway. Welcome to new members Dave and Helen. I hope you managed to get the info on Vitesse's you needed. Barbara was on top form and interacted perfectly with our presentation. She had also had her eye on one of the raffle prizes (red wine) and as her ticket was drawn jumped up, open the bottle and downed it in one. She also managed to win the second bottle but refrained from drinking it until she got home.

Don't forget we need the Derwent Valley gang to be on their best form when we take on all comers at the 2006 Derwent Valley Bowl. We have teams confirmed from both the Notts and Lincs areas and are hopeful of teams from Staffs and South Yorks. If anyone is thinking of practicing with their cocks and balls then forget it because we have devised new games. It's all happening on **3rd October** at Smalley from 8pm. Buffet available at £3 per head.

Dates for your diary

7th November 2006 - AGM and games night at Smalley Common from 8pm.

5th December 2006 - Xmas buffet and raffle at Smalley Common from 8pm.

Hope to see you all soon

Colin

DEVON

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

Seven Triumphs met at Exeter Services for a drive through East Devon to Beer (venue not the noggin), visiting Pecorama. The Manager allowed us to park in front of the entrance, and the cars looked good. Pecorama is a model railway enthusiast's dream - lots of layouts of all sizes - all working, plus gardens with model trains to ride on. Food, children's activities and playgrounds (all ages!) and birds of the feathered kind. Richard, our organiser for the day, driving his yellow Mk 3 Spitfire as the GT6 is poorly, then took us to Axminster for lunch, then another scenic drive back to Peco where we spent the rest of the day. We were again joined by our summer visitors, the Fords, from Bristol, and Brian was able to be with us for the morning before work dragged him away. Gail ensured that Ian stayed at the back until we were almost home (gold star for this achievement). A big thank you to Richard for a lovely day, what a pity our other East Devon members could not join us.

The following Wednesday was Club night. This time the weather let us down, and we only had three Triumphs in the car park, well done to (new) Dave, Andy and Dave A. Despite that, we had full house at the pub, with about 20 there. Dave brought his recently acquired GT6, white with blue stripe. Welcome to Dave and Jacky - we hope you will come again.



The matter was our cars and others, including several apparently in need of rescue. Jon Tubman near Plymouth has an extensive collection of our cars which have been in a barn for many years. He now has to vacate the barn and needs to move them on. We gather he has, in various states of repair, disrepair and bits, 4 x 1200 saloons, 4 x 13/60 saloons, a 1200 Herald Estate and numerous Vitesse's. We have not seen them ourselves but anyone interested should contact Jon Tubman on 07969 540571 for all the info.

We are having a great time with our own cars. 'Jassy' our 13/60 came home with a huge trophy from a show at Ashburton - runner up for most original, and she hadn't even had a bath! 'Frugal' the Stag has been introduced to her relatives in a run over Exmoor and we are getting to know her better. We have met a number of holidaying members at the various shows we have attended. Despite what our webmaster suggested, both our cars are up and running - just that it was pouring down when we left for the Scalextric!

The 2nd Annual competition was hotly contested. Over 20 for lunch at the Coaching House (and Alice) then to John and Lesley-Anne's lovely garden (yet it had stopped raining and the sun came out). A complex track (Monaco in Chudleigh but none ended up in the 'harbour'), laid out by the pool. Once again our TR7 was disgraced and the coveted car this time was Steve's '2000' powered (shame!) by an MG! Even better than last year's champion Subaru. Head to head with John our host in the final, Steve was victorious.

Sue B had an unexpected fully clothed swim, joining the brave in the pool.

We had a great day with a cream tea laid on, thanks to our hosts, and Jackie & Gail for organising.

The year is running away with us now, we have had a wonderful summer with the Club, the weather has been mostly kind for our cars, and on **Sunday 1st October** we will be meeting at Exeter Services (10.45 am to leave at 11 am) for a family friendly drive around South Devon. Heading around the coast, we will cross the Dart and head to the Deer Park Inn at Stoke Fleming for lunch. Ring Steve and Sue with numbers (01548) 853711.

October Club night, at the Star Inn, Liverton will be **Wednesday 18th**. Join us for a noggin and natter now that the evenings are drawing in.

November 5th, is the date for our **November Sunday** get together.

We will meet up - venue to be announced in the **November** Courier, for a drive to the Kes Tor Inn, at Manaton for lunch. Mark at the Star Inn is having a Bonfire and Fireworks in the evening, lighting up at around 7.30pm, so we thought we could make our way back to the pub later, probably without the Triumphs as we will not



DEVON Contd.

be able to use the pub car park, and enjoy the display. If you can make it for lunch, ring us on 01548 821348 so that we can have numbers for the pub, but the evening will be turn up if you can.

Hate to say it but Christmas is coming. We will be having our Christmas meal at the Star on **December** Club night, **Wednesday 20 December**. It is not too early to mark your diaries - we had a good time last year, with a reasonably priced meal. We would like an indication of numbers asap please.

Sunday 1 October Meet 10.45 for 11am start Exeter Services - South Devon drive to Deer Park Inn, Stoke Fleming

Wednesday 18 October Club Night at the Star Liverton

Sunday 5 November Lunch at Kes Tor Inn, Manaton. Fireworks later

John & Sue

ESSEX

Firstly I'm sorry I did not get last months news in. I had a lot on my plate and it slipped my mind. Any way the August meet was not a bad one. A nice MK3 Spit and MK1 Vitesse turned up which were new to me. Tim with his Spit and the White 1360. My Vit was stuck in the garage as they had shut the road off to my garage. There was also a type 1 split screen VW camper one of our members had brought along? Shame it was not his 2.5 Spit, but there you go, we know the story.

There was also Dave's Spitfire and Don made it, yes, Don with the GT6 he was a bit late but he did make it there. Nice to see you mate.

On to the show side of things which is doing well with John at the helm of that. We now have a Club flag and pole which we have had out at some shows. I think the first one was the Mersea Lions show at West Mersea. There was myself, Dave and John with our cars on that day which was the Bank Holiday Saturday. Not a bad show and we did like the dancing girls.

The next show was at Colchester castle on the Monday, just me and John for that one but still had good fun in the thunder storm. The last show we did was the MG show at Chigwell, myself and John again but there was also three TR7s, one of them being Kev's. Five Triumphs with about 100 MGs there! That was a nice hot day but a bit windy.

I don't know if you noticed but there is a pattern, yes did you see it. We don't have many cars to put on Club stands. It would be nice to see some more faces on our stands so drop me a line if you want to

DEVON . . . ESSEX . . . GATWICK GLOUCESTER . . . HANTS & BERKS

attend some shows or give me a call. That's about it from me, sorry if I left you out but there you go. Keep on the road.

Russell

GATWICK

Hello everybody. First this month to report on was the Roving Meet at the Bat & Ball, Wisborough Green.

There were ten regulars and we were joined by Adrian in his lovely Herald. Hope to meet up with you again. It was a lovely evening so we sat in the garden till it was too dark to see our drinks.

We joined forces with the Surrey Area for the Cranleigh Car Show. Glen had two cars to take so kindly offered David a drive of the GT6.

This is a great show with a huge array of different cars. The weather threatened all day but only sent us running for shelter once.

September for us always means Goodwood Revival, David and I go all three days and then I'm always asleep in the Grandstand on Sunday.

Graham and Jenny came down in their GT6 to join us on Sunday. Paul and Sue also went with a big group of their friends, we always bump into Hugh as well.

As ever this is a fantastic weekend and this year we had the pleasure of seeing a Lenham Spitfire in the Paddocks.

The first Wednesday meet had a nice variety of cars in the car park.

The line up included a TR5, V8 Triumph 2000, 2 Mark three Spitfires, 2 mark four Spitfires, 1 1500 Spitfire, GT6, Standard 8 and Rover P4.

It was good to see Colin's White Spitfire on its first visit to us, newly MoT'd, still a few jobs to do but looking good.

Both **October** and **November** Roving Meets will be replaced with a **Sunday run**. **Novembers** will be a Run to Tangemere Military Aviation Museum near Chichester. Hopefully we will have a convoy leaving Pease Pottage Services car park at about 10 o'clock on **Sunday 19th November**, entrance admission is £5 Adults, £4 over 60s, Under 16s £1.50, Family Ticket £11.50. We can get a 10% discount if we book numbers in advance, so give me a call if you would like to join us.

The Museum has both a Cafeteria and a Picnic area, so depending on the weather it will be either Picnic rugs laid out or Hot Chocolate in the Cafe!

Octobers Run has not been decided yet though either Leeds or Hever Castle have been suggested. So again please call for details.

We are super organised this year and Tony and Frances have booked our Christmas meal for the **third Wednesday in December - 20th** at Rowfant House. I have a Menu which I shall be passing around and deposits to collect.

I think that is all. **November** dates are **Wed 1st** at the White Hart and **Sun 19th** for Tangemere Museum.

Last but not least I spelt Sammies name wrong. I know better now and promise not to get it wrong again Sammie! See you soon.

Lynn & David

GLOUCESTER

www.tssc.org.uk/glooucester

An apology upfront, this is probably going to be short and sweet as I'm typing this at a very early o'clock past the time it should have been in by, but here goes. From last months deadline not too much happened until the area meeting (unless it happened and I was napping) so the meeting was al-fresco but a little quieter than usual as Richard wasn't there. Karen came along in her new toy a nice Red TR4 and very nice it looks too.

The August bank holiday Monday was host to several goings on and we took a run to Bredon cricket club for the afternoon to enjoy hot dogs ice cream and some superb classic and vintage cars. The sun shone the cars gleamed and the jazz played lazily in the background. British summertime at it's best. The following Saturday was the area BBQ and once again our illustrious leader graciously opened up her home to all and sundry and a very pleasant evening we had with good food and good company. Thanks to Jane for her hospitality and to all who contributed goodies to the buffet. As usual Paul and I took a trip to see Mike and all at the Worcester meet, it was the first time Paul, GT6 has been out since the trip to Lemans it was nice to stretch her legs especially as I got to drive. Lastly Paul and I needed some exercise and so we had a trip to Beaulieu and walked our socks off we bumped into Karen doing a bit of retail work too and in scorching sunshine just about managed to get round it all.

Sunday 1st October The restoration show at Stonleigh.
Monday 16th October Area meeting at the Kings head, Norton.
Saturday & Sunday 21st & 22nd October The Malvern classic car show.
Saturday & Sunday 27th & 28th October Birmingham classic Motor show at NEC.
Saturday & Sunday 11th & 12th November The Autojumble, Automart & restoration show at Shepton Mallet.

Andy

HANTS & BERKS

www.tssc.org.uk/hantsandberks

e-mail: hantsandberks@tssc.org.uk

Apologies for the lack of Area News last month, I was away in the States and, well you just can't get the staff these days. I think Carl was too busy buying Dolomite Sprints to do it!

Lots of personal stuff going on at the moment including manic preparations for the Round Britain Run - Andy Cook (nappy) cack yellow GT6) and I are taking my Vitesse, Carl & Becky are taking their Spitfire. The next meeting will be the week of the run so you'll be seeing either calm prepared drivers looking forward to the challenge or worried sleep deprived loonies looking for help!

The Triumph World Picnic in Wellington Country Park was a good opportunity for

HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

a few of us to take the cars out and catch up. Claudia and I took both our cars as it's less than 10 miles away and it would be a shame not to, Carl & Becky, Russell Barr, Mark Witts, Andy Cook all showed up together with some friends from Hants & Surrey Area.

We ended up parking up on the Club Triumph stand but only because I saw a place I knew and a parking space! The Vitesse fuel injection was still playing up at that point - you can read all about it on my personal Blog, it's a steep learning curve.

Not the best weather for the show and the strange no facilities, field we were in didn't impress but it brightened up and was a reasonable day in the end. The auto jumble was disappointing but still yielded an alternator for Carl and I found a couple of rubber buttons for the Vitesse bonnet from Bill Davies of Rarebits - he seems to be at every show I go to.

Last months meeting saw a few new guys pitch up so welcome to the two John's - Thow & Bennett in their 2500S estate, a new purchase. The car looked great and shows there are minty one owner cars out there. John said he had also bought a large cache of 2000 spares with the car so if you're looking for anything in the NOS line I'm sure he would only be too willing to assist. Nice to also see Terry and the family making the trip out in the Dolly, another mint car extracted from a garage and now in careful use. The evening was warm and dry and we spent it all outside in the garden, watching the trout and crayfish in the stream - I managed to stop Carl jumping in to grab his supper. That's probably the end of the summer, the hardtop will go on the Vitesse for the RBRR and usually stays on until Spring. The car gets used all year round. So, I'll see you all at the Crooked Billet next time.

Jason

HERTS & BEDS

August meeting was well attended, even though it was Bank Holiday. Dick turned up in a Herald convertible, which was gorgeous. It won prizes at Stafford in the early 90s, and has not done many miles since. He heard about it at a friends wedding and was asked to have a look at it, then he ended up buying it.

Alec bought a 1200 Herald on E-bay and blew the head gasket on the way home. So Dave, Alec and I striped the engine down, the thermostat housing had disintegrated where it connected to the hose and the water pipe under the manifold looked in poor condition as well. We tried getting the head off but it seemed to be stuck with superglue. I had a piece of 4, x 2, timber under the manifold and I was hanging off the other end but to no avail. Dave and Alec managed to get it off the next day, I am sure it was my hard work with the 4x2, that did the trick. Alec has since bought another car from E-bay, (I thought you would have learnt the first time mate.) No it is not that bad but he does have quite a lot of work to do on it.

The Spitfire day in August went very well, despite the weather and the few that stayed to the end got the photographs that

everybody was after. I think we should say a big thank you to Barry and Kevin for all the hard work they put into that day.

Dave's son Pete has bought a 1360 Herald convertible he is doing lots of jobs on and it looks very nice, I have still been having trouble with mine, I have burnt out 2 rotor arms now, 1 set of points and broke the pillar that holds them on. Hopefully it is all sorted now.

Chris seems to have got on very well with his Mark III spit even though it is not the colour he wanted it sprayed, but he is hoping to get it on the road for Duxford.

Duxford would have been and gone by now.

Dave, Alec, Pete and myself went to Beaulieu. It took us a few hours to get there but well worth the day out, we all came back with a bag of goodies. On Thursday 14th September we are going to West Herts area at Sarrat.

Pete Lewis is organising the Christmas meal which was discussed at August meeting, if you were not there and wish to come please give me a call or let me know at the next meeting.

That is it for now. Remember that you are all welcome to come to our area meeting no matter what condition your car is in.

Next meeting The three Moor Hens Hitchin, **Monday 23rd October 2006**.

The next AGM will be at the **November** meeting. **Monday 27th November**. Cheers

Les

ISLE OF WIGHT

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Hi folks. First of all my apologies for the complete lack of area news this year! Our Island group have been actively taking part in a number of shows starting with St Georges Day, our camping weekend at the end of April, and the County Show to name a few and I have to say I admire Carol who not only supports us at the local events but does her best to attend as many mainland events as possible too! Well done Carol, keep up the good work.

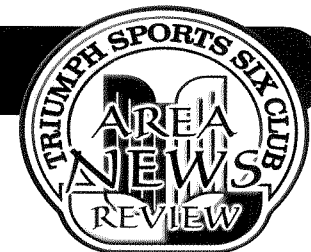
Aside from our regular meetings, our next major events will be the Club Christmas dinner provisionally the **8th December**, Christmas Charity Collection **9th December** and Mince Pie run on Boxing Day so please if you can come along. Call or visit the website for more info.

Now over to Carol....

Angela

Hi everyone at last I have got pen to paper to say thank you to a whole host of people for making this summer so special. It kicked off with SEM Leatherhead. Great weekend and so nice to meet so many friends old and new. Had the Acclaim valued which put a huge grin on my face. Next was Breaan thank you Colin for a brilliant weekend. Weather was very hot and I stayed an extra night so I could go over to Wales to visit my mother, but that night we had a huge thunderstorm and my 7 1/2 stone dog Bracken ended up sharing my sleeping bag as he was so scared.

In July I set off for Hop Farm in Kent, in the Spitfire which dumped all its coolant



on the motorway just outside of Southampton. After guidance from Graham via the mobile and help from a passing motorcyclist I got to Kent about 1.30pm. Had a fantastic time, lots of wine, cheese and chat. I want to say a special thank you to Harry for giving me a replacement radiator, also to Mickey and George for their help on the way home. Could not have made it without you all.

Then came Jonathans' Northants weekend, had a great run up Saturday, it was great to see the TSSC headquarters and another nice surprise when I had the Spitfire valued. That evening Jonathan's team put on a spectacular BBQ, well done to you all and thanks guys for an excellent time. Just one more weekend to go and I am looking forward to M.O.T Norfolk. And last but not least I want to thank Angela & Graham for all their help fixing the Spitfire which I swear has a gremlin hiding somewhere.

See you all soon,

Carol

WEST KENT

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Hi all, there's not a great deal of news to pass on this month. Tony, Malcolm, Karen and I accepted the hospitality of Dell and Co from the Canterbury area on their stand at The Detling Steam Rally. Ann, Kim and Gavin were on the Kit Car Stand and John was with the Camper vans. The Guy's from Canterbury, Dell, Mike, Phil, Eddie, Cliff etc are a very friendly bunch who support each other well. In fact, Mike was seen sitting on the front wheel of three Spit's tuning, stripping down a carb and fitting an electronic ignition.

The highlight of the weekend must surely be of the helicopter ride that Kim, Gavin, Karen and I went on. Due to flying regulations the pilot had to remove the duel controls. In doing so he inadvertently created throttle linkage problems by over tightening some bolts. On hearing this news Karen refused to get on board until she could see the helicopter wasn't going to fall from the sky!!

Dell and Cliff are arranging a Sunday bowling match followed by a carvery lunch at Westgate in **November** approx. £7.00 in any one is interested do let one of us know.

September's meeting was reasonably well attended. Latest new members George and Evelyn, Richard and Deborah were welcomed to the fold. Les staged his first quiz in his own unique style. Here is his report:-

Hello everybody. This month I gave the quiz. This gave our normal quiz masters Julian and Sue the chance to sit a quiz instead of giving it. My first attempt at setting questions but I think I did well enough. Harry had to get off to work for a night shift so instead of being a contestant Harry



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

● WEST KENT Cont

helped me double check the scores. Not a big turn out on this night, a few of the regulars could not make it, notably, Frank and Irene, Ian, Caroline and Francis. Team Robin Hood won, posting a score of 36, followed in a tight 2 and 3 with 1360 and The Pilgrims at 33 and 31 and bringing in at the back were The Family of 4. Between us we gave about £12 to Julian and Sue's charity. I put a few more miles on my GT6, I think I've done about 200 miles this year in it so far. This is my report for this issue and now I'm sure Harry could finish off with some of his own words. That's all folks from me.

Lestie

Finally, I am running in the New York Marathon on **5th November** for the charity Children with Leukaemia. If anyone would like to sponsor me you can do so on line via www.bmycharity.com/hsa06

Take care

Harry

● LANCASHIRE

Augusts meeting was well attended so I guess that you all must have been hungry seeing as a BBQ was planned! The Hawes camping weekend had to be cancelled again, this time due to lack of people being able to attend due to holidays etc, I doubt that there will be another chance to camp this year now as the nights are starting to close in and before we know it the dreaded salt will back on the roads...time to lock yourselves in the garage and get the jobs done ready for next season. Planning to do a **Sunday** lunch run in **October** on the **22nd**, hopefully to How Stean Gorge for a walk and a pub lunch somewhere. The meeting in **October** will be at the BAE plant across the road from The Myrescough, this will involve a games night with prizes to be had. Glenn is arranging this for us but plan to meet as normal at The Myrescough at the usual time before we go over. Think it involves Pool, Darts etc.. I did ask if we could use the runway to do some sprints, but we can't which is understandable, pity, seeing as I now have a 2500 Vitesse!!

Before we know it Christmas will be upon us so I should have some details for the next meeting regarding the meal. There is a farmhouse near to The Myrescough which is also a restaurant so maybe we will have it there. Anyway that's about it for now, Take Care

Geordie

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

● LEICESTER & RUTLAND

The show must go on!! Well it did, but what it lacked was "Sunshine". Brooksby Hall turned out to be a lovely venue and preparations for our 23rd show went without a hitch. Saturday afternoon was cool and windy when the area turned out in force to set up the show, and once done, we had a barbeque under the large gazebo. A few mad souls remained to camp overnight. The trains on the line at the side of the field proved a distraction to sleep for one of them, but he now knows that railway men work at night when trains are less frequent and that ditches can appear in the most unlikely places!

Awake at six on Sunday and it was raining, but out with the road signs and the final preparations. The mobile caterers turned up on time, so we all had breakfast, then lunch and a snack before he departed at the end of the show. Already booked him again for next year. By ten, myself and Graham were looking at financial ruin in the face, when in the distance appeared a yellow GT6. Not any old GT6 but that of Tony Simpson. Well, if he was mad enough to get his lovely car wet, so might others, so a hasty rush to man the gate and all the other attractions. Over the next few hours we had a steady stream of cars, and a solitary motor bike arrive, so with a quick shuffle of the show awards to cater for the vehicles present, we went ahead with the judging. Even the Ice Cream van turned up, so cornets all round and he departed happy, and wet. The afternoon weather improved and all who ventured out agreed that they enjoyed the day, our new venue and format. If only we had seen some "sunshine". A great big thanks to all members who helped over the weekend to ensure that we actually made a profit and Graham seems quite keen to organise it all again next year. Car of the show went to Tony Simpson, and peoples choice to Terry Dodge for his Vitesse.

The FINAL wedding of the year for area members took place on Saturday 26th August and our congratulations to Sarah & Dave. The brides family put on a nice display of "Triumph" wedding cars for all to see, and area members were out in force for the wedding celebrations, both afternoon and evening. Those who had managed to sober up in time travelled to Launde Abbey open day on bank holiday monday and managed a club display of eight cars. Nice turnout and lots of interest from the visitors to the abbey.

Several members attended the first classic vehicle meet at the Welland Lodge on Wednesday 6th September and well done to Peter for winning the Landlady's choice prize. The weather has dampened the camping bug, so have postponed the visit to Cambridge until next year, and also it seems only one member is off to the Mile of Triumphs weekend. However we have still lots of things organised for the winter and monthly meetings seem to be attracting more and more members, so it looks to be a busy winter.

The Christmas dinner is over subscribed so I am going back to see if we can squeeze a few more in.

Dave

● LINCOLNSHIRE

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Well a week before the camping weekend I thought it would be a good idea to change the hitch on the caravan and put new rear springs and exhaust on the P. The hitch was not too bad once I had figured out a way for getting the bolt through the drawbar as it was moving under pressure from the braking hydraulic cylinder. The rear springs on the PI were a dodgy as well, so you just know that something had to go wrong. To start with I could not get the car high enough on axle stands to be comfortable to work under, but comfort has to come second to safety for something like this. The old system was b****r to get off, in the end I had to resort to getting the air hacksaw out. However the end of it would not come off the downpipe which was not going to be changed. In the end with some caution I tried to take the downpipe off, expecting either a stud to turn or shear off. For once neither occurred and I could get the downpipe off easily. Once extracted it was a lot easier to get the last few inches of the system off the downpipe. Easy I thought I will just put the new system on now.... I had bought one of the straight through Chris Wit systems, a piece of pipe and one seal through! Silencer at the back with a 2 inch exit, should sound nice I thought. Well that's when the real problems started, no matter which way I tried, the centre pipe was always about 3 inches out of line. After turning the air blue I gave up. At work the next day I phoned Chris and he told me it should fit fine and also confirmed which way round the centre pipe went. I was ready to order some flexi pipe from a local exhaust factor to fix the problem, when went upstairs to look at the new downpipes we had on the shelf. It was then that I realised someone in the past, well the first owner had fitted or more correctly garage had wrongly fitted an automatic downpipe. So I bought the correct manual downpipe, took the afternoon off and behold it all went together really easily as Chris said it would.

So before you next complain that something does not fit, just make sure "your car is as it should be and it has not been "modified" in it's past. Well a quick blast round the block to check everything and yes it was fine and it did sound good, at least we had a car for the camping weekend. As far as the weekend went, look out for a full article with pictures. Suffice to say it was another good weekend and the weather was not too unkind to us, thanks to everyone coming and to all those that helped Ellie and before and during the weekend.

After the weekend we went down to the Forrest of Dean to visit our friend John before he emigrates to New Zealand in the New Year. It is very different down there as it is quite hilly and wooded. We went down to Bristol to look round the SS G Britain, I would recommend a trip round to anyone, at least it makes your Triumph rust problems look like a minor blemish in comparison to the holes in the hull! Mind you what would a Triumph look like if

had spent 30 years on the seabed!!!!

We met up with Clive and Karina of the Wydean area and went down to Longleat for the Red Bull air race, what a fiasco, we hit slow moving traffic over 25 miles from the entrance and with 10 mins to go before the start and having just been directed the long way round by the coloured signs with 6 miles to go we decided to give up and do something else. We went to Stonehenge and Avebury instead, we went past 10-15 miles of stationary traffic. What a c**k up, if anyone wants to go next year set off the day before and sleep in the car, it was so badly organised it was not true. Luckily because of the weather it was called off so all the ticket holders will get a full refund, so at least we did not lose out on that score.

See you at the next meeting.

Garth

● MANCHESTER

www.tssc.org.uk/manchester

Manchester Area have had a really busy August attending various events, 7 of us spent Saturday at the Woodvale show in Southport. There was plenty to see and do from the motor bike stuntmen to the model planes re-enacting the battle of Britain some of those model aircraft are bigger than any of our Triumphs. One or two of us had a wander around the small auto jumble. Ler was determined to buy Les a really strong and sturdy camping chair as he seems to have the knack of busting every chair he gets no matter how strong or expensive!!! (Let's see how long this one lasts?)

On Sunday 7 Triumphs joined the TV&CCC on their 7th annual A6 charity run from Gorton Manchester to Macclesfield Town Hall where we met by the Lord Mayor and indulged in a little light refreshment, we also met up with Steve & Nic who had been to a party the night before, Steve was feeling terrible and Nic was feeling terrible! (To much Self Abuse me thinks) and new member Martin Bridge in a beautiful TR6 had to retire early due to a very serious fuel leak, Gary's got an eagle eye for this sort of thing.

We all then set off for the science & Industry Museum in Manchester via Wilmslow, where we had a tour around the Museum and were treated to a BBQ. Later an auction and raffle were held for this year's charity and the prize giving even held a surprise?

Manchester Area were awarded 1st prize for best supporting Club. This was much unexpected. The A6 Run is an easy event to support always very well organised Bernice and Peter do a brilliant job of organising and raising funds for various charities. Thanks for a great day out!!

Next we had a weekend at Tatton Park, considering August was supposed to be warmer than July it actually bucketed down and was cold all weekend. But in true Manchester Area style we had a good weekend. Mike from the Notts Area bought our chairs back that we had left in the middle of the Town Centre on the Peak Run earlier on in the year so thanks for that Mike. We also met new members Martin Bridge TR6, his car is stunning with all fuel

MANCHESTER . . . NEWBURY



leaks fixed and new member Pete Bisker. I hope you enjoyed yourselves and we are looking forward to seeing you at our meetings? Tony Hardman if you are reading the area news please get in touch I seem to have mislaid your number I do take Ginko Bilowbob for my memory it's whether I remember to take them is the problem. Saturday Night was party night usually we do drunk and debauchery on Friday but Les hit the bottle Saturday night Another chair bites the dust he was so drunk he managed to bust the aluminium chair legs and pannies were taken of him standing in just his knickers in the toilet tent negotiating with the porta potty (not a pretty sight!!!).

Moving on Andrew Heywood who is a member of the TR Register and the TSSC won best sports car, that was cool congratulations Andrew! Our stand was situated next to the TR Register and I really enjoyed the friendly banter between the two clubs that is how it should be.

Next we had our Area BBQ at Jenny's there were 25 members present and 5 ankle biters there was plenty of food, sweets, and booze and considering it bucketed down all day, and I received several phone calls asking if it was off due to the heavy rain we really had a great night a big thank you to Jenny and Graham for a Brill BBQ despite the weather and Graham's football injury it was very much appreciated by everyone.

I am very proud to know a really true hero I've never seen one before. Being a City supporter as you already know I was sat in my seat enjoying the City v Arsenal match (which we won just in case you haven't heard) when the scrawniest streaker you have ever seen in your life done a one man pitch invasion. Pete in heroic fashion removed said scrawny from the pitch leaving me to inform everyone around me that I knew Pete and he was a very good friend of mine. Oh and that he owned a Triumph!!

The area meeting was well attended as usual with 24 members present, and plenty to discuss. Next years BBQ will be a weekend event incorporating a run with camping and BB and hopefully no rain. Our club has managed to purchase from club funds 3 two way radios and a laminator so we can produce our own posters/flyers.

We are also in the process of ordering new area polo shirts in black with the TSSC logo and the area in gold if anyone would like to order one please can you call me on the usual number I have an order of 24 shirts at the moment. Please can you bring £5 deposit to the next meeting? Congratulations to Derek who has raised £375 for the Wish upon a Star charity.



Congratulations to Jo and Steve who got married Saturday 9th Sept. Steve and Jo

have been active members of the TSSC Manchester area for many years and many of the TSSC members nationally will have seen their beautiful black Vitesse winning all sorts of awards. Jo looked stunning in her wedding dress and Steve didn't scrub up to bad either, and the weather was fantastic. Even the Rolls Royce chauffeur indulged in a glass or three of champagne!!! It was a beautiful day.

I was so proud that 6 of our Triumphs all highly polished! Were there to form a Guard of Honour. The Reception? Did either of you win the "Air Guitar" competition? Congratulations to Mr & Mrs Steve and Jo Johnson

Janet has kindly volunteered to organise the Xmas Doo this year, it will be at Lytham St Ann's on **Friday 5th January 07** included in the package is overnight accommodation and entertainment. Please can you bring your £20pp deposits to the next meeting?

We will be doing a scenic run around Cheshire finishing with a pub lunch and a bit of a Goss on **Sunday 22nd October**. Les has kindly volunteered to do a route.

Next meeting will be at Home (Stamford Arms) on **3rd October 8-ish'**

Dip & Frank

● NEWBURY

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Had a very full house at the end of August. Some members of the TR Register joined us - Tina and Tony - and welcome to Phil Horsley for the first time. Phil lives literally round the corner from us and we often hear his Grinnal growling past. He has now added another to his collection - obviously breeding them!

Some of us went to the Broadlands Pageant of Motoring over the Bank Holiday weekend. The weather was much better than originally forecast for the Saturday so Sean and Diane, Roy and Helena and ourselves had a good run down. It was a good job we came back together as we had a couple of mishaps. Roy only got to the first roundabout in Romsey and then the Midge died. However it proved to be a simple fault with the points and was quickly put right. We made it to Stockbridge before Sean's 13/60 started smoking from under the bonnet, but fortunately the fire extinguisher was not needed. It was a redundant wire in the loom which had somehow shorted out. Nothing that a penknife couldn't cure and we were on the road for the third time. By now Dave and I were wondering what would go wrong with the TR7; after all we haven't had it that long and haven't got to know all its foibles. Happily we got home



NEWBURY . . . NORFOLK NORTH EAST . . . NORTHERN IRELAND

NEWBURY Cont

without further ado. It all added to what was otherwise a lovely day, lots of stands to browse around and a good display of cars.

Triumph World Picnic was the following weekend and after a drizzly start the weather improved and ended up a lovely afternoon. The venue was much better than last year, although all the facilities were 10-15 minutes walk away. We were rather surprised that it turned out to be a joint event with American Car World, so there was not so much arena time for Triumphs. Triumph World magazine has been taken over by a different publisher and Tony Beadle (editor) explained that the magazine will have changes in the future. He would not commit himself as to whether there would be another Triumph World Picnic next year. Watch this space.

There were some lovely cars there as usual, although some were diverted to the Country Fair and classic car show at nearby Swallowfield, because the Triumph World Picnic had no signs on the A33!

Sean assures us that his quiz will be ready for the **11th October** so bring your brains because phoning friends will not be allowed. There will be a mixture of questions, so don't be put off by thinking they will all be car-related.

Sunday lunch is set for 15th October - you will need to pre-book and choose food beforehand. They cannot guarantee that everyone will be served at the same time, although we have said we will arrive at 12. We will be leaving the Frank Hutchings Community Hall off Floral Way in Thatcham at 11 sharp. If you need directions or a map, they will be provided. The pub is within a 15 mile radius of Thatcham, but there may be detours if my navigating is not up to scratch!!!!!!

Next meetings: **Wednesdays 11th and 25th October** at the Spotted Dog starting about 7.30pm

Events:

11th October Sean's Quiz

15th October Mystery Sunday Lunch (pre-booked only)

See you all at the next meeting.

Keep 'em flying.

Mary and Dave R.

NORFOLK

Another good turn-out for our club meeting on 4th September, there was a very little business to discuss other than a request that meetings in future should start by 8:15 pm. This was agreed but was recognised that some members may not be able to make it that early so we will keep the situation under review.

David Hindes then spoke to members

regarding the Christmas Meal. After some discussion it was agreed that he would contact the Jolly Sailors in Pakefield to see what is available.

After a miserable start to the day the weather, apart from high winds, turned out bright and sunny for the Police Gala. We had a very good display of 18 cars and I believe that every marque was represented including a TR7. We also had a number of members whom we have not seen for some time so here is hoping we see their return to the monthly meetings. Thanks to Maureen and Bill for organising the raffle.

The general knowledge quiz seemed to down very well if the frequent laughter was anything to go by.

Congratulations to Jim Cawte and David Bielby who won on the tie-break question, with David Hindes and Dominic Horner being pipped at the post.

Can I also remind members that our A.G.M. on **November 6th** is not that far ahead so some thought should be given to the election of officers and anyone interested should let me know. Any items for the agenda also need to be submitted at the same time.

NORTH EAST

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Hi all. I'd firstly like to thank a few people, Mark Ramsey and Ken Falcus for booking the campsite and organising the run on our little camping weekend. Special thanks go to all the kids, Charlotte, Caitlin, Rebecca, Sophie, Brett, Nathan and Daniel who made the time fun. Especially the Saturday BBQ. It was surprising there weren't any heart attacks given the effort some put into hula-hooping and skipping. Also surprising how far you can drive without actually getting to Bellingham. There is a very special mention for Alex purely for the entertainment he provided everyone else, especially Lynsey. We decided last meet to do something similar next year. Date suggestions welcome.

Following the camping weekend a number of us did the BVVR and had a thoroughly good time. Congratulations to Lynsey and Alex who managed to get lost 100 yards into a 10 mile straight drive! The two way radios added a whole new dimension to runs out as well, so much so that Barb accused us of being 'a bunch of old women'. We had fun though, us blokes are easily amused.

On the car front this month, I broke a roller rocker exiting Hexham roundabout on the camping run, fortunate for the half of the convoy that went the wrong way. Also fortunate that I had a spare in the boot, 20 min fix and away. Ian Longmire has decided that tightening a car by letting the sills rot away isn't a good idea, replacement happening over the winter. Alex has fixed his leaky rear oil seal with help from Geoff but didn't get it back together in time for the meeting. Paul Self has managed 9,000 miles so for this year in his Spit, good going. Rune ditched the (supposed upgrade) Grose ball valves and reinstated needle valves after the Talkin Tarn run, no leaks since. Leaky fuel valves and electric pumps = very poor mpg. Geoff has a 6 branch exhaust that he is struggling to get sealed properly due to problems access-

ing the studs.

Graham Holt has to sell a '63 1200 Herald saloon, tax but no test, runner but need work, nominal price to right person. '69 Vitesse saloon 12 months test, tax, good project, O/D box available. No breakers please, more info on 0191 3711577.

Brian and Ken are sorting out the Treasure hunt run round Northumberland (probably trying to find Bellingham!), we'll sort out a good date at the **October** meeting.

I have booked the pub for a Christmas meal on **3rd December** at 6pm, currently we have 14 people. We are eating off the Christmas Fayre menu, £19 for three courses. We shall need a deposit of £10 each at the **October** meeting from those and also anyone else wishing to come along (though we could get them in **November** if you cannot make **October**). Joe Grundy is doing a 30 minute quiz afterwards (at 9pm) for anyone attending the normal meeting after the meal. Probably £1 a head and all takings paid out for 1st, 2nd, 3rd and 2nd last.

We are also looking for places to do runs to next year, Pooley Bridge has been suggested, maybe the Forbidden Corner (Middleham) as it is good for kids and adults. All suggestions welcome. See you next month, All the best.

TOTM. Don't (or even appear to) go commando.

NORTHERN IRELAND

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The focus of all our attention last month was the annual Kilbroney 2000 Classic car show - easily the biggest static show on the island of Ireland. It attracts over 1,000 cars of all makes as well as most of the main car clubs. In amongst the stands for Rileys, VW, Anglias, Rolls Royce, Jaguar etc. there are usually over 100 Triumphs mostly on either the NI Triumph Owners Club, Triumph Club NI, Stag or our own TSSC stand. There was also a small contingent from the Dublin Triumph club.

Kilbroney is an outdoor event held in a forest park. Beautiful location but if it rains it can get very wet indeed and this year it rained, and rained, and rained! The areas small gazebo was put to good use but the display boards I had made up which included photos of recent club events plus ten reasons to join the TSSC had to stay inside the gazebo until the rain eased - thankfully around lunch time. As discussed at the last meeting I produced a specification sheet for many of the cars. This included details of engine, gear ratios, performance etc. as well as the price when new. Pdraig made up his own specification sheet for his USA Spitfire which was excellent. I noticed quite a few people pausing to read the sheets as they went past the cars. Club Hq also sent over some back copies of the Courier which we gave away to people who expressed an interest in Triumphs. We got one new member, form signed and membership paid there and then, on the day and hopefully there will be a few more who join later. I also prepared a cars for sale sheet which hopefully will help members find new good homes for their cars but also attracted offers of Triumphs for sale from people at the show. We managed to find a buyer for a TR6 we were told about but no

NOTTINGHAM . . . PETERBOROUGH SCOT CENTRAL WEST . . . SCOT NORTH EAST

takers for a TR7 convertible with a rotten chassis leg or a 1963 Spitfire 4 - a very rare car in Northern Ireland indeed. If anybody is looking a really nice Herald coupe or an immaculate GT6 MK3 (Ben jolly, our resident pilot, is selling his) please contact me.

The September meeting was packed out. It was nice to see Hugh, who has only recently joined the club. Hugh contacted me a few days before the meeting with a query about his car and I was able to bring along the parts he needed to the meeting. Arrangements were confirmed for the run on the 23rd of September organised by Douglas and Stephen.

That's all for this month. Details of the **October** run should be available at the next meeting plus Richard will be confirming the arrangements for the film night in **November**.

Paul

NOTTINGHAM

www.notts-tssc.org.uk

The nights are drawing in, the evenings are getting chilly, what can you do with yourself now the camping year is over? Come and join us at the Bridge Inn at Oxtown where you are guaranteed a night of fun, feasting and socialising. All are welcome, new and old members alike. Not got your car on the road, come and get some advice on how to do that but you are not quite sure of. Got a fiddly bit that you are uncertain where it goes, come and have a look at one of our vehicles in the car park and check it out firsthand. Don't want to come by yourself? Bring your partner, kids, dog, mother in law...we have a wide mixture of people attending the meetings and there is always someone to have a natter to, whatever your interests.

August's meeting was fantastic in the way of Club cars, we had 22 of them in the car park at one point! (Still not a GT6 but hey, we can't have everything). The BBQ was badly manned by Ian with assistance from Gill and Josie. We will continue the BBQ-ing as long as the weather permits (or if we get permission from the landlord to move it into the new Marquee we may go straight through the winter with it). Another idea that has been suggested was mushy peas, etc so we may give those a try soon.

We have quite a few events lined up through October. Nigel and I are slightly busy the first weekend, approx 2000 miles in 48 hours in the Vitesse...we must be mad!

On the 3rd there is the Inter Area challenge at DV's meeting place at Smalley Common - why not pop along and lend your support to our game team. We are also thinking of taking a minibus to the NEC on 29th October for the Classic Car show, we can get reduced rate entry tickets and a reasonable price on the minibus, if anyone is interested in joining us let me know asap so we can book the tickets.

Slightly further ahead, we are planning an area trip to HQ on 11th November. This is also Nigle's 40TH (ha, ha, ha) and we are planning a day full of fun for him. Mark this in your calendars now, the day should definitely end with a bang! We have also been asked to organise another ten pin bowling event between ourselves and DV so keep an eye out for dates.

Who thought they could rest in winter? See you soon

Clairie

PETERBOROUGH

OK so last month age started to tell. Having been round to Doug's house on the Friday night with one of our newly acquired TSSC flags we parted with a 'See you Monday night at the club meet'. Sadly Monday came and went and I did not give the Club meet another thought! I put it down to excitement about going on holiday later in the week but anyway apologies to all for forgetting to attend. It was also my turn to write the monthly report and Doug had already announced the month previous that I would be reporting on the Le Mans Classic.

Now it is September already and it seems such a long time ago. So here is a shortened account:

Firstly I must say this was just a wonderful experience and I enjoyed every minute of it! The Peterborough area put up a pretty decent showing with Mike, Colin, Graham and myself of the regulars, plus new-found area members in Andrew and his wife Michele (we'd love to see you at a club meet to catch up). The journey to Le Mans is all part of the fun and we certainly enjoyed following the non-motorway route - although it seemed longer than I had imagined. Finding the Tetre Rouge campsite proved a little problematical but once there I must say everything was spot on. I have to congratulate Phil and the TSSC organising team for a job very well done. Our tickets were superb as they gained us access to all the paddocks and the main stand. The camp facilities were great and the portable toilets/washroom a revelation!! I would recommend this experience to any classic car enthusiast. I am certainly planning to be there again next time. Oh, and by the way - the racing was pretty special too! Hard luck to Mark and the Jigsaw team; it must have been so disappointing but we all hope you give it another go in 2 years time!

Right, now back to our September meeting. This was yet another decent turnout on a rather humid, close September evening - I fancy the last for this year when we will be able to sit outside. Welcome to Brian, a new member with a Spitfire MK3 - I think a first in our area. Sadly the car had a battery problem and so it wasn't able to be there on the night but we hope it will be sorted by the weekend for the trip to Duxford. We should be at least half a dozen cars for this excellent event and I will report in full next month (memory permitting of course).

Geoff sent his apologies to anyone expecting him there with his excellent value engine oil. He will try to get along next month and is hoping to be able to supply anti-freeze as well. I will certainly be interested as the autumn sets in and winter is just around the corner - where does the year go to - is that an age thing as well?

Having sown a seed or two in Colin's mind this month, might there be some preliminary thoughts regarding a spring 2007 Cotswold run at the next meeting? Those who attended last year certainly seemed to enjoy it and I would certainly go again. I'd also like to have a go at the coast to

coast run if Colin thinks it would be worth doing again. Perhaps we could do a similar run but a different route? Let's wait and see what Colin comes up with - or come along with your own ideas.

Our next meeting will be on **Monday 9th October**. Everyone is very welcome to join our informal and hopefully friendly gathering at The Bertie Arms, Uffington near Stamford from around 8pm. As well as being a really good bunch we offer food (sandwiches and chips) and a raffle every month. I was lucky enough to win a tin of weightwatchers baked beans last month - that could be you next time!! Cheers

Paul

SCOT CENT WEST

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Wednesday 6th September saw a small band of only 5 meet at the Lochinch which was, by the way, open. Hopefully last month was a one-off glitch. I think numbers were hit because both Scotland and England were playing football that night (Yes we do have (at least) one Englishman who is a regular attendee!). There was only one club car that being Gregor's red Spitfire. My Herald was absent and will be for the foreseeable future having failed it MOT miserably in the middle of August. I am now in the same position as Robert - both of us need a new chassis so if anyone knows of decent chassis (is that the plural of chassis?) for Herald 1200s please get in touch.

Congratulations to David and Linda Bowers (White Vitesse) who had a baby girl in August. All are reported as doing well and at least you can fit a baby seat in a Vitesse unlike poor Tom Hatrick with his Spit (see last month's news!).

Car News : I know of a 1979 Dolomite HL 1800 automatic for sale in Hamilton it is mustard in colour and described as being in good condition although the inside is said to be in need of a mini-valet. The asking price is £700 and the contact is Willy on 01698 322887.

That's all for this month. See you at the Lochinch on **Wednesday 4th October**. Yours aye

Jim

SCOT NORTH EAST

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Hi. The classic show season in our area is now finished, Grampian Triumphs will continue to meet on the **last Thursday** of the month. The **October** meeting will be at the Shepherds Rest, Westhill, for 8pm.

I don't really have any news for this month, I hope to bring you more next month. Roll on spring.

Danny



SOUTHERN

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The last month or so has been a very busy time for Southern Area members. With so many events on the calendar Guy and I found ourselves double, and even triple booked some weekends so thanks to Alan for notes on the shows they were at that we missed.

Alan and Wendy took their Vitesse and Portafold caravan to the Portland Steam Show in July and had a great weekend. They met up with Anthony and Rachel who had their nice TR with them.

For the Lingfield Steam show at the beginning of August, Mark and Jackie took their Vitesse and Spitfire, and Alan and Wendy their Vitesse, and they camped at the show. They all joined up with the Club Triumph stand which had a good selection of our cars on a well organised stand, with other TSSC members. The traditional bonfire/BBQ made use of some old timber found around the field and made a good job of cooking up a rather large quantity of spare ribs that Mark had prepared earlier. Although a little cool it was still pleasant enough for us to sit outside at the Pub with No Name and we had a good selection of club cars there, including a TR5.

Mark and Jackie took their Vitesse and Spitfire and Alan and Wendy their Vitesse and Portafold caravan to Northchapel Steam show for the weekend. They were joined on the club stand by a nice TR8. The LL club had a good turnout of various cars. Despite a few showers there was also some glorious hot weather to wander around the various stands.

We had good weather for the Hampshire Pageant of Motoring at Broadlands and a good display of cars on both days, with representatives from Southern, Newbury and Andover areas, not to mention John Davey's 'Triumph' E-Type on the Monday. I took some photos of the stand from the top of the double decker bus cafe near us but Mark topped that by hitching a lift in the cherry picker provided for the official photographers before it left the show-ground, getting some great aerial shots of all the cars. The evenings were cool but still pleasant but Alan and Mark's brazier was much appreciated as was the tray of ribs Mark produced for a late night snack - definitely something not to be missed.

Club night at the West Meon was busy with several new faces, and some not seen for some time. Welcome to all of you and I hope you'll come back to join us again. Congratulations to Mark and Rowena on their recent marriage. Mark will be going abroad again soon for work but Rowena has promised to join us occasionally - especially if she can find out where Mark hides the Spitfire's keys!

It might seem a bit early for this but our Christmas dinner has now been booked for

SOUTHERN . . . SUFFOLK SURREY . . . SUSSEX

Tuesday 5th December, our usual club night, at the West Meon. All are welcome. As in previous years the proceeds of our raffles will put a couple of bottles of vino on the table and will also cover all soft drinks so please do put this date in your diaries now and if you'd like to join us please contact me for a copy of the menu as all meals must be pre-ordered.

The Southern Classics Autumn Show at Ricardos will be pretty much the last local show for the season. I'm afraid that Guy and I will miss it as we'll be at Stoneleigh but it would be great to have a good Club presence there so do go along if you can and 'fly the flag' for the TSSC.

1st October - Restoration Show - Stoneleigh

1st October - Southern Classics Autumn Show - Ricardo's, Shoreham

3rd October - Regular Meet at 'The West Meon Hut', A32/A272

6th - 8th October - Club Triumph Round Britain Reliability Run

21st - 22nd October - Malvern Classic Car Show

22nd October - Sunday Lunch - '7 Stars' at Stroud

Suzie

SUFFOLK

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As you may have noticed, or maybe not, there were no notes in the Courier last month. I sent them in and got an acknowledgement but seemingly the gremlins struck and they were not included. (Sorry all - Bernard) All that creative work down the drain!

Well, although August was supposed to be the month we filled the Magpie car park, we didn't, but things looked up in September. No, we didn't actually fill the car park but more cars turned up than in August - well one more actually. It was an exceptionally mild evening for September and a number of people spent virtually the whole evening in the car park.

As for last month, there was a good selection of Triumphs.

Welcome to two new people. Darren, from near Mendelsham came in a Mimosa GT6 and also has a 1500 Spitfire. He used to be a member a while back. The other person, whose name I cannot find - sorry, comes from the Colchester area and has a nice Royal Blue Mk3 Spitfire. I think that's the colour as in the car park lighting it looked black. Four of us came in convoy from Felixstowe. Whilst the evenings are light we now usually come a cross-country route rather than the boring A14. Missed a left somewhere so went slightly wrong and arrived about 15 minutes late, but still earlier than Colin! He had a good reason though as he is preparing a car for the Round Britain thingy and was still trying to find a bit of solid metal to start welding to. Mike's Vitesse passed its MOT - this was a surprise to him as it's feeling its age and currently running on five and a half cylinders. His Herald estate restoration continues progress and he has recently visited Fitchetts and spent a fortune on sills and quarter panels. He has also acquired an estate door, originally for a Vitesse for a nominal sum. That's all for this month. The next meeting dates are:

Tuesday 3rd October, Tuesday 7th

November, Tuesday 5th December.
See you at the Magpie, 8pm on **Tuesday 3rd October.**

Pete

SURREY

Sorry for the lack of news last month but I was on holiday during the time when the report for September had to be written and I didn't think about it before I went. Summer now seems a distant memory but it was a busy few months and thankfully the whether was kind to us for almost all of the shows we went to. The exception was the show at Cranleigh on 20th August when we had a few heavy showers but thanks to Liz and Con we had a gazebo to shelter in. The Cranleigh Classic Car Show as usual was a great show and we had a large number of cars from Surrey, Thames and Gatwick areas. We managed to get together some good examples of most of the types and marks of the original Triumph Sports Six cars to take into the arena. Thanks to everyone who talked about their cars.

I did mention that I would try to organise a drive down to Eastbourne at some time in September but time constraints and the plethora of other events going on during the weekends in September prevented this. However I will look into organising a drive down to the south coast at some point next summer with perhaps an overnight at a campsite on the coast. It would be nice to take a few Triumphs down the leafy lanes of Surrey and Sussex in the sunshine and then perhaps a barbeque on the beach.

We had a new (to the Surrey Area) member at the August meeting, Dick Georgeson who has owned his GT6 Mk3 since new but took it off the road back in 1981 (yes, the date is correct) due to a few problems, but it has stayed in the garage ever since. He is now thinking of getting it back on the road. A long conversation ensued as to all the work that might need to be done to it prior to an MOT and where to get the parts. If most is just mechanical work and the tin worm has stayed away then perhaps we might see Dick's GT6 on the road and at a meeting soon. However I'm beginning to think that the only Mk3 GT6s in the south east are yellow as Paul's is yellow, Dominic's is yellow and so is Dicks. So if there are any GT6 owners out there that have a Mk3 that isn't yellow, perhaps you would like to come to our next meeting to prove me wrong.

That doesn't mean yellow GT6's aren't welcome of course though.

Our next meeting will be at the Well House Inn from 8pm on **Wednesday 26th October.**

Karen

SUSSEX

Hello everyone, the September meeting saw another pretty decent turn out with rearranging of tables and seats needed to get everyone around in one group.

Another Neil came along, having attended once before a couple of years ago. A head gasket failure and delayed repair/lost parts etc has kept his Spitfire off the road since then and it seems he is now interested in a six cylinder conversion. Best

advice was given by those who know and I believe Martin took him for a drive in his 2.5i six Spitfire so he was probably suitably encouraged by that experience.

Martin continued his trend of bringing along lumps of metal. This time it was an interior door handle which had broken through, causing an MOT failure. I think he said that he had a spare so it wasn't too much of a problem for him to get sorted. Once he'd wrestled with the rods and links and clips and all the other fiddly bits associated with changing one of these anyway. Somewhere along the line the topic of air boxes on cars came up. The general consensus seemed to be that SUs particularly work best with an air box fitted. I have been working on an air box for my Spitfire and have actually now finished and fitted it so I am in a position to report on the effects.

I'm pretty pleased with the air box as I fabricated it completely from sheet steel but it's not quite as elegant as I had hoped. The welding leaves a little to be desired and it kind of evolved rather than having decided upon a firm design at the beginning so it is made up of more pieces than it could have been. I was prompted to make it due to quite harsh induction noise resulting from building my new engine with a cam with significant overlap on the valve timing. You may remember me mentioning this before. I tried a standard air box which successfully stopped the induction noise but it was quite restrictive with my engine in it's tuned state, significantly richening the mixture. So I set about making a larger volume air box with a larger intake and a large cone filter on the end of the intake sited in front of the radiator to draw in colder, more dense air. Prior to fitting the new air box I had K&N filters on the carbs. The engine now feels distinctly stronger and seems to be running leaner, requiring more choke when cold than with the K&Ns, indicating that more air is passing through the carbs. A good result and definitely worth the effort.

Clive has been making progress with his Zetec engined Spitfire and from what he was saying only has a few minor bits to sort to get it running.

Ian's GT6 continues to make good progress having been painted (in the proper yellow, Mimosa, not the second-rate Inca yellow) and the body shell reunited with the chassis. Pete has been rebuilding the gearbox and overdrive for the GT6 which were apparently in pretty good condition and Ian is deciding what work to have done to the engine. Doug is also doing a GT6 gearbox rebuild or replacement, having broken the one in his during an auto test and all just prior to the Round Britain Reliability Run. Still, better just before than during.

Pete has his Herald back on the road having done a bunch of chassis and panel repairs and replacement. Pete is very particular about door fit and was very pleased with the result he had achieved after three nights of fiddling. I'd have been very pushed to persevere for three hours let alone three evenings and would probably have made do after about 30 minutes. Still, it certainly was a nice result and the door shuts beautifully. I just wish I had as much patience.

Our next meeting will be **Tuesday 3rd October**. 3rd October already! I'd better start thinking about the Christmas meal. I have an idea or two so it will be discussed

THAMES

at the meeting and we'll try to come up with a date to suit all interested in coming but at the moment I'd say **Saturday 9th December** will probably be the best bet. Til next time

Neil

THAMES

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www.tssc.org.uk/thames

Hello to all. Even as the evenings have started to draw in more quickly we are still busy driving our Triumph's to classic car shows. 4th August, while Julie and I were having fun on the Robin Hood Run, George and his mate Chris went to Lingfield Steam & Country Show. They had two days of fine weather. The show was very busy and a very strong display of Triumphs were on show, although there was no TSSC stand this year. George would like to thank all on the Club Triumph stand for their hospitality. They made George & Chris feel very welcome.

17th August Another fine evening to be heading out to the Fox & Castle. Julie and I are in the Vitesse and on the way we pick up Nina J. At the Fox & Castle we are greeted by Tony H, Andy K, Dick C, Mike H, George B, George & Rose N, Helen J (E Berks AO) & Ray G. So it was a noisy night with lots going on. Out in the car park the Triumph's were, three Spitfires 1500's, a 13/60 Herald and my Mk2 Vitesse. We started to sort out dates for the annual bowling competition between S.Buck's E.Berks and Thames (we are missing you Alan & Jan H. hope all is well). So if you fancy joining in let me know, so far the date is **30th November**. Helen was also keen on doing another Sunday Lunch time meet for both areas which we hope to hold on the **1st October**. Do come and join us.

20th August Julie and I are in my Vitesse, we pull into the pub car park where we meet Martin & Cynthia in there smart 1500 Spitfire. They are waiting there for us, so off we go to find George B & Chris in Old Woking. They are also ready for the off and its Cranleigh Lions car show, here we come!!! On the way I am having some gear selection problems but we make it to the show ground. There we are greeted by members of the Surrey and Gatwick TSSC. We have Five GT6's, Three Vitesse, Three Spitfires, Three Heralds, a 2000 Estate and Saloon and a Standard 10, on display. Although the weather keeps on trying to rain we only get one downpour and some light drizzle. The cars on display are plentiful and there is lots to keep us busy. There is an auto jumble around the outside, eating and refreshment as well as the Hogs Back Brewery van. We bumped into Tony & Penny H from our area before the heavens opened up and so we did not get to chat for long. We had a very enjoyable day out though and we had a steady trip home nursing the Vitesse's gearbox.

Mike H been busy at the Egham Royal Show, Egham, Surrey, on 26th and 27th of August 2006

I always think of this as the last of the Summer shows, as once again the show took place on two mainly sunny if rather cool and breezy days. Egham has a varied set of attractions - a steam power area (traction engines, static and agricultural machinery), handicrafts and agricultural

displays, arena events and of course the all important classic cars! Triumphs were not well represented; in fact there must have been some sort of record set because there was not one Spitfire on either day.

Arriving for a not too early start on Saturday (waiting for a thundery shower to end) I saw only two other Triumphs - an immaculately presented Dolomite Sprint (more of this later) and a yellow Stag with the owner's son busily polishing away. Joined at this point by Stuart C (with his magenta TR6), our approval of such diligence was cut short when the lad revealed that the Stag was fitted with a straight six engine, at which Stuart turned a very similar colour to his TR6. Moving hastily on I met up with Dave H from Staffordshire with the afore-mentioned Dolomite - beautifully prepared in red and white and a true concours vehicle. I recall this vehicle was also at the East Berkshire show in May this year. However with my Herald there were only 4 Triumphs in total on the first day, with a very mixed albeit interesting selection of other makes.

Sunday produced more vehicles, and a few more Triumphs, even if most of them appeared to be owned by Stuart C! There were 3 Heralds, the TR6 and a nice 2000 Auto saloon. Rivalling Stuart Cs 5,800 mile Herald was a 13,600 mile Herald. As usual the Rolls and Bentley contingent put in a dignified appearance. One RR owner mentioned he was thinking of downsizing to a Triumph, however he refused a straight swap with my Herald. One of the rarest vehicles there was a Vespa 400 microcar - a diminutive 2 + 2 coupe.

All in all a pleasant weekend: the low of the Flowers IAP pump malfunction was balanced by the high of the Dave H's Dolomite winning a special award on Sunday.

Mike H.

31st August We are off to the Fox & Castle on this lovely sunny evening. Julie and I are in the Vitesse, which now has a working handbrake and hopefully the gearbox sorted out (it's MOT is due soon). Tonight we have the pleasure of Andy K, Tony H, Dick C, Chris C, George N & Mike H. Triumph's in the car park are 2 Mk3 GT6's, 2 Spitfire's a Mk3 & a 1500, a 13/60 convertible Herald and my Mk2 convertible Vitesse. Most of us are looking forward to the Triumph World Picnic at the weekend. Tony H had been on a rally driver's day and got driver of the day award (well done). George N got a new steering wheel for his GT6.

3rd September Triumph World Picnic was held at a new venue, Wellington Country Park, Julie, her daughter Alisha and I in a packed Vitesse had a trouble free journey there and found it quite easy. We parked up next to Newbury Area and said our hello's. Dave & Mary (Newbury AO's) had already marked up a patch for us and had banners up so all could find us easily. The first thing we did was to put up our new whippy flag pole and as the weather



THAMES . . . NORTH WALES SOUTH WALES . . . SOUTH WEST WALES

THAMES Cont

was still overcast we put up a gazebo. Then we had a cup of coffee and waited for the field to fill up. Most of the different Triumph Clubs were there and the show was also shared by a sister magazine American Muscle cars, so there was a lot of interesting cars to see, a small amount of auto-jumble and refreshments were available. Thames area Members at the show were, Tony & Penny H in their 1500 Spitfire, Martin & Cynthia B in their 1500 Spitfire, Andy & Gaynor in their Mk3 GT6, Chris C in his Mk3 Spitfire, Mike & Claudia in their Stag and John & Anthea in their Mk4 Spitfire. The only gripe was the toilets were at the entrance to the park a 10 minute walk away. But in all we had a very relaxed day out. The weather got better with each passing hour. The highlight of the day was when Martin & Cynthia's Spitfire 1500 was picked for one of Tony Beadle top ten best Triumphs (I well done for a lovely car). The show ended very quickly after the awards were given out and photo's were taken. I would like to thank Dave & Mary from Newbury Area for letting us join them on this enjoyable day. We had a good run home through the country side in the sunshine.

Our next meeting's at the Fox & Castle are in **October on the 12th and 26th**, and in **November on the 9th and 23rd**. Come and join us for a warm welcome. Call me for further details on 07773623807, up coming events are :-

1st October (possible)
Sunday lunch meet.

30th November Bowling competition
Best Wishes

Mickey

NORTH WALES

www.triumphwales.co.uk

It's been a busy time since last report. Start of August saw 3 events over weekend 5th/6th. Large show at Oswestry, 2 day event at RAF Woodvale, Stockport and local event at Bersham.

We had some members at each and with fine weather all were enjoyable. On 12th we had Village show at Llanarmon-yn-Ial and once again Derrick with his Silver bullet (Spitfire!) added another award to his collection with 2nd best vehicle at the show, well done Derrick, keep up the polishing!

September 2nd /3rd saw "Coventry Festival of Motoring". I attended with another member. Lots of rain on the Saturday did not deter classic owners from meeting outside Coventry Transport Museum. If you have never been to this Museum, put it on your list. A really superb collection of vehicles to pay tribute to the birthplace of the British cycle, motorcycle and motor car all housed in a striking mod-

ern building, a showpiece for Coventry. An afternoon tour of Coventry in a 1963 Double Decker Bus showed us where it all started in all parts of the city. Cycles, motorcycles and cars were built, names like Singer, Hillman, Triumph, Alvis, Jaguar, Rover, Riley and many more.

It's all gone now and when Peugeot closes next year only one vehicle firm will be left in Coventry, a sad farewell to motoring history but the Museum will still be there and the festival. Our day one finished with a superb meal at the Museum and a wonderful talk by Tom Wheatcroft still full of life at 85!

On the Sunday we had the Classic Car Run, over 60 miles in Warwickshire Countryside, a great run with over 400 vehicles taking part. We all finished back at the War memorial Park in Coventry. Interesting to see at prizegiving 3 Triumph vehicles getting awards. A Courier van from near to Inverness gained furthest travelled prize and an Atlas pickup and Stag took other prizes. Looking forward to next years Event. Limited entry so book early if you want to join in. I have attended most years since 1996 and the Sun always shines giving a superb day of classic motoring.

Our next meeting is on the **3rd of October**, hope you can attend.
Safe motoring.

Michael

SOUTH WALES

Apologies for no report last month, must have been down to an e-mail problem as it was written. Very witty and entertaining it was too, just a pity you lot won't get to see it but we saw it and trust us it was brilliant.

So on to this month, another busy one. Derek attended Groll Park in Neath with the Skewen Motor Club and despite not having booked Derek was able to drive in with no late entry fee and allowed to park anywhere he liked. Lessons can be learnt from this type of show, inside the show program was a letter from the treasurer of Skewen Motor Club informing readers that the sum of £4,300 was raised in 2005 for local charities, most of these monies were raised through two car shows neither of which charged an entry fee for exhibitors or spectators alike so why I ask are some organisers asking for such ridiculous entry fees? And even more ridiculous late entry fees for exhibitors? I'm sure we are not alone in our thinking in that no cars no car show.

Moving on, Derek and I, Haydn and Glen enjoyed a very wet day out on the Wydean Beach, Mountains and BBQ run. The weather did not dampen spirits on some of the wildest roads we've ever come across. It was a pleasure to spend the day with such enthusiasts and very much look forward to joining them again next year. Thanks to Clive and the others for having us.

Derek took Alex and the Spitfire to Gloucester for the first Springfield Centre Car Show this centre cares for disabled children and is a very worthy cause now I know some people don't like sitting in a field all day but these kind of shows are what creates tomorrow's classic car enthusiasts and if we wish to grow as a club then we need to support these shows, this lack

of interest is what will one day kill this club. The following day on Bank Holiday Monday it was the turn of Huw and Ros to organise a run out, disappointing turn out yet again, Derek and myself, Keith and Elaine and Huw and Ros. Spectacular drive along roads that I'm sure I'll never be able to find again, well planned route, nice lunch stop in Llandovery and finishing up in Abergavenny where we all went our separate ways. Apologies once again for not using club car, but Derek's fat bum broke his seat and we didn't have time to get the Herald, so yes, yes alright our Triumph Charisma was called into use.

Meeting that evening was attended by seven members (is it something we said subject of the evening was a change of meeting place yet again, what are your views on this? do you have any suggestions? do you want to move? or are we happy with where we are? I know that some feel that not being able to park our club cars together on club night is bad but surely it is better to get our cars out on the roads and into shows where people can see them and enjoy them and not just park at the back of a club car park (or heaven forbid in a golf course car park).

Remember this is your club and decisions are up to you. Attend these meetings and have your say.

Sarah and Derek

STH WEST WALES

southwestwales@tssc.org.uk

The day of the annual BBQ dawned overcast and windy but as is usual the sun shone on the righteous by the time everybody has arrived. Thanks to Dave's map and explicit instructions on how to reach them we did not have to send out a search party for anybody. Dave and Vera had rearranged their house and garden to accommodate us all. It didn't take long for the girls to get organised food wise and men to organise the liquid refreshment with all lady drivers on the day! The chef for the day was Dave who was soon churning out burgers and sausages galore.

As is the custom everybody donated a raffle prize, with Molly and Becky as our enthusiastic ticket sellers. They then drew the winning tickets ensuring they kept in the family with Barbara and Vera the respective grannies being lucky winners! A bottle of whiskey was donated by Vera's mother and this was auctioned off with Jeff being the generous buyer.

Christine brought a cake in order that we could give best wishes to Jeff and Celia who are about to leave us. Also to give best wishes to members who celebrate their birthday during August and September.

Club Night at The Conservative Club Pontardulais brought Mark and Alison, Jeff, Jim and Elizabeth, Bryan, Steve, Marryl and Ken, and Dave. Keith and Joy, Barbara, Celia and Vera were unable to attend due to other commitments.

Subsequent to our goodbyes and good wishes to Jeff and Celia, Jeff advised us that their purchase had fallen through and for the foreseeable future they are still one of us. Everyone wished Elizabeth a speedy recovery from a recent eye operation.

Tredegar Show was discussed and for those who want to make a weekend of it meet at 11.30am at Junction 34 M4 Bosch car park. We have booked into a B&B for

WIRRAL . . . WORCESTER NORTH YORKS

the Saturday night and have also booked an evening meal. See you at the show.
Ken won the raffle.

Events Diary

October
Tues 3rd Club Night - The Conservative Club, Pontardulais at 8 pm
Sun 8th SHVR Commemorative Run to Tenby, Contact Mike Evans, 01792 206686
Sun 15th Sunday meet - contact Joy 01792 882266

November
Tues 7th Club Night - The Conservative Club, Pontardulais at 8 pm
Sun 19th Sunday meet - to be arranged

December
Tues 5th Club Night - The Conservative Club, Pontardulais at 8 pm
Sat 16th Christmas Dinner at Loughor Boating Club - 7 pm Contact Marryl - 01269 594578

That's all for this month, see you next month. If you require details of any of the above events contact Ken. 01269 594578

Ken

WIRRAL

Hi Everyone. Only a couple of shows to report on this month, August ended up as a bit of a washout, the Tatton Park show was only attended by Ray on the Sunday, I think everyone else, myself included, had watched the rain fall for the previous couple of days and decided that it would be a mud bath. However, Ray informs me that it was not half as bad as was expected. The club stand was not deserted however, as Manchester Area still had a good turnout of cars.

The first weekend in September had the usual clash of events, these being Cholmondeley Castle and the 25th North Yorkshire Camping weekend. Cholmondeley Castle was attended by Ray & Bettine, Steve & Barbara and Dave & Heather. It was a good show by all accounts and the weather wasn't too bad either.

Friday 2nd of September saw several cars heading up north from the Wirral to North Yorkshire, these being Pete & Carole, Steve and his son Tom, Andy & Debbie, Myself and Alison, Stuart & Sharon & Liam & Kyle, Geoff & Barbara, Pete, and Ron & Lorna who travelled down from Scotland. We all managed to get tents and caravans sorted while it was still dry. Saturday was the day of the run and visit to the Wensleydale Creamery, the rain started just as we were getting instructions for the run. As the run progressed the rain got heavier and heavier, by the time we arrived at the creamery it was lashing down. We had a tour of the creamery museum, a demonstration of how to make Wensleydale cheese, and lunch.

The second half of the run ended up being cancelled as it was over the moors. We made our way back to the campsite just in time for the weather to clear up, then the wind picked up and very nearly blew away the marquee, this ended up being taken down, so the evenings quiz ended up being held in one of the function rooms of the pub. Sunday saw the usual informal concours, with all the cars parked next to the duck pond for judging, Steve won best Vitesse (he had borrowed Pete's Vitesse for the weekend), Pete won best Sports Car with his TR6 and I won best GT6. The

results were also announced for the handbag competition from the previous night, with Liam winning a special prize for his bag which he made during the quiz, as Liam is still only five, it will be a few years before he is in the quiz team and drinking beer with the rest of us. Luckily the weather was dry again as we packed up and eventually headed home.

On behalf of the Wirral Area I would like to thank Judy & Scot and the rest of the organising team for an excellent weekend, we all enjoyed it very much. I know it's only October, but the Christmas Dinner has been booked for **Saturday 16th December**, I will let you know more details about deposits etc when I have them. That's about it for this month.
Take Care.

Andy

WORCESTER

www.tssc.org.uk/worcester

A good turnout yet again with 14 club cars and some 30 plus members turned out for a lovely summer's evening. So a lot of good conversation was had before Mike was eventually able to start the business.

A welcome to Phil who hopes to have his Vitesse on the road next summer, also John Cox in his newly restored GT6 looking lovely after 2+ years in the restoration process and to Sheila and Rick from South Africa, sadly not in his Spitfire this time. A warm welcome also to the members having another drive out from the West Midlands group and of course the ever regular Gloucester members always swelling our numbers.

Mention was made of the various events which have taken place over the last month including Evesham Steam Rally, which was a good event with a lot to see as was Bredon Cricket Club.

Forthcoming events were mentioned also including Malvern - **21st and 22nd October** and our prime event, WAC on 16th and 17th Sept, with a lot of participants. Keeping it short this month, hoping and praying for good weather for the WAC. See you all there.

Other dates for your diary:

2nd Oct - Monthly meeting, Berkeley Arms, 7.30 ish

8th Oct - Wythall Green, 11am - 3 pm ish

29th Oct - Restoration Show, Stoneleigh
6th Nov - Monthly meeting & AGM, Berkeley Arms, 7.30ish

Stef

NORTH YORKS

Despite the rain on Saturday, the 25th Anniversary North Yorks Area weekend was still a resounding success.

Read on for more.

At our club meeting on Wednesday we had 18 people turn up, many in Triumphs. In fact I'm sure some people must have only just made it back to the York area after the weekend away. Actually I'm certain that's what happened to the old bag lady and Richard,and of course Dawn, as funnily enough they all turned up to one of our meetings. Sorry Dawn only having a bit of a laugh and getting my own back. I must say you did look very fetching in those biker trousers! Look if you are con-



fused reading this don't worry, I'll explain but it would make it easier if you all came along to the meetings and had been at the weekend do. Anyway here goes.

Just before we started the run, Zoe, Keith (the dog) and Tim turned up in an open top Spitfire. Yes it was pouring with rain. I thought that because they hadn't been out in their Triumph all year, that this must be some sort masochistic act, trying to get so wet they would feel like they'd made up for all the missed trips. When we eventually got to the Wensleydale cheese factory, our first stop off, I found out the real reason. The car didn't have a hood!!

Unfortunately because the cloud base was so low the volume of rainfall was causing streams of water to gush down both sides of some roads it was decided to stop the 2nd part of the convoy and let everyone do their own thing.

True to the weather forecaster's word the rain started easing and finally stopped about 4 pm. However, things were not going to be made any easier that night! We had 3 marquees set up for the BBQ and the evenings entertainment, but little did we know we would be having a tug of war competition with the wind, whilst trying to hold the marquees onto the ground. After much valiant lashing down of the marquee with additional guy ropes tied to trees, grave stones and the odd dog, we agreed enough was enough and started dismantling. Of course all this activity did take ones mind off food for a while, but fortunately by the time we had taken the marquee down the BBQ was ready for cooking on. After the food we de-camped to a vacant room in the pub for the best handbag competition, music quiz, 'dingbats', much drinking, cake eating and talking.

On behalf of everyone who came and made the weekend a superb success, many thanks to Mike, Scott and Jude along with all the other helpers. Also a personal thank you to Christine and Grace for my second breakfast on Saturday morning. Thanks to Gill for helping me with the table top treasurer hunt.

By the way the reference to the old bag lady... well Dawn and Richard's entry for the handbag competition, was an 'old bag' and guess what they won again. That's 3 in a row, is there no stopping them?

One more thing to mention before I forget, Alan the West Yorkshire AO is organising a trip to the Coventry Transport Museum during the first weekend in **December**. If you would like any further information or to book a place get in touch with Mike or Alan.

Well the weekend of our 25th Anniversary was wet but the weekend after that was sunshine all the way and we made the most of it. Mike, Dave Marshall, Richard Briscoe, Victor & Vivian Thompson and I took part in the line of classic cars at the BAE Systems family day at Brough. The weather was excellent, with plenty to see and do and the Red Arrows gave a magnificent display as ever. Until next month, all the best,

Nigel



SOUTH YORKS . . . WEST YORKS

more social evenings in the pipeline Christmas is a long way off yet! Once again, to remind everyone of the friendly atmosphere of the South Yorkshire Area and meetings that awaits the members out there. Come along and see what we have to offer. Our local web site should give you a glimpse of what we get up to.

Mike

● SOUTH YORKS www.southyorks-tssc.org.uk

As the summer light begins to fade, reflection is made on the season so far. It has gone so quickly up to now that it is hard to try and remember all the great things we as an area have been involved with. What with two camping events, a trip to Le Mans and various other attendances it has been a fun packed year.

However do not get too glum as it is not over yet, not until the fat lady sings. Seeing as we are now all on diets after many barbeques and events, that is a long way off! Talking of which, the barbeque for members was held at The Rectory, the second home of Douglas Bader, and next door to the social organisers, Victor and Vivien.

Trevor Miller the owner allowed the event to happen in the gardens alongside other invitees of the Ford Club, who brought along a fine collection of Pop's and Prefects. Our club cars were low on attendance due to breakdowns, repairs and holidays. Trevor also has a fine collection of classics and his garages look like mini museums. The second camping event was another success in our club's eyes with Ron and Sue organising the event with as much vigour as Tony / Wendy / Catherine did at Pickering in May.

The write up is due as an article in the Courier so I will not repeat myself too much to say what we and other areas enjoyed over that weekend.

Thanks to all who attended, including Notts, Staffs, West Yorks, Derwent, Norfolk and a one day visit from Edinburgh by Stuart and Carol. After three days of fun and entertainment it was a sad time when it was all over.

Prizes were awarded for all categories from best in show to 'Booby'. Sunday the 3rd, the club was invited to the Christening of Sophie, the youngest member, accompanied by Ron and Sue. A collection for her future was made by the club and was handed over at the well presented buffet. Now we have a noggin and natter night on the **third Tuesday** of each month as well as the regular meeting, discussions are under way to take the club on a 'Triumph Road Show' to visit other parts of South Yorkshire to advertise our existence. This idea being a thought to take the club to other towns where there maybe TSSC club members who cannot attend at our regular watering hole.

The Duxford 70th Anniversary of the first Spitfire flight was attended by Victor and Vivien, the sole members to do so because of so many on holiday. There was representation from all Yorkshire areas with about 50 Spits in total. The article is printed in our area mag The Tribune.

Just a reminder about the Christmas meal, that deposits are now being taken. Please see Vivien at our meetings. Finally, just to repeat, the year is not over yet. With a couple more open events to go to and

● WEST YORKS www.tssc.org.uk/westyorks

Message from Alan Heaton (AO).

Those members who attended the August meeting will know that I have agreed to take over the AO's job from Bob. Regular members will remember that Bob only agreed to put his name forward as AO this year to try and keep the West Yorks Area meetings going as there were no volunteers for the job. I think we owe Bob a big vote of thanks for his efforts this year.

We also must thank Colin and Andy for their efforts to keep the Area meetings ticking over. I suppose I had better introduce myself.

My name is Alan Heaton and I have been a regular attendee at West York's meetings for over 4 years. I have a Herald 1200 that I use all the year round and I am in the process of buying a Vitesse. I also belong to a number of other classic car clubs in the West Yorks area. I also attend many summer classic car shows and help with marshalling at some. I also helped organise this years West Yorks Dales Run.

I hope to get more ordinary members involved in the club and I hope to arrange a number of club outings in the forthcoming year as well as continuing to assist with the organisation and running of our Dales Run.

Six club cars attended the North Yorkshire Camping weekend at Akebar camp last weekend. We had a good weekend. Martin Appleby got the 'Best in Show' trophy; Charles Henderson came away with the 'Used and Abused' trophy. Alan Heaton came away with 'Best Saloon' (The Merc!). Finally Dawn and Richard Wellman won the handbag competition for the third year in a row.

Future events. I am hoping to run a trip to the Coventry museum of Transport on the **3rd December** and I hope as many members as possible will participate. We are looking at using a coach and North and South Yorkshire members have been invited. Anyone wishing to attend the Xmas bash at the Black Bull (date to be agreed) please add your name to the list. A full calendar of events is being organised for 2007. We would like to see members who have not attended meetings for the last few months; we are still here and have a new AO. Keep those wheels turning.

Alan

Here's something from Bob.

Bank Holiday Sunday saw the Hawnbry run take place - with just a brace of GT6 convertibles unfortunately: Stuart and Quentin in one, Jill and yours truly in the other. Quentin told us that Georgie was busy fixing some problem with the MX5 so couldn't give his Vitesse its planned outing (or maybe he didn't like the sound of the weather forecast!) Nevertheless we had an enjoyable trip through some obscure back roads from Wetherby via quaint villages and a toll bridge to

Easingwold where we encountered a slight navigational hiccup and stopped for a conference.

Plan A had been to take the lanes up past the White Horse at Kilburn and stop off at the gliding club where Sonia does the catering on Sundays. Quentin had other ideas though - an irresistible urge to thrash up Sutton Bank, so we agreed to give that a go. Traffic was heavy on the approach, so I held back to create a 1/4 mile gap so that we could "go for it" when we reached the hill. Whilst doodling along we had a fine view of some gliders doing really low passes over the hilltop. All would have been fine had the Hyundai in front not slowed to an inexplicable crawl as soon as he was out of our sight - so we arrived at the bottom of the hill only to find our run blocked by a solitary mobile chicane. Fortunately he woke up and got a move on but the ascent was a lot less exciting than intended. Arriving at Hawnbry we found Darren and Frazer (now aged 4 believe it or not) but Sonia and assistant Connor (9) were busy earning a crust so we didn't get to see them unfortunately. We had expected one or two more cars to make their way there independently but no-one else showed up. The teashop cuisine was well up to scratch with massive plates of bangers chips and beans at just £2.75 and home-made chocolate cake to follow, all washed down with gallons of tea. Afterwards we decided to try out what a motoring magazine claimed was one of the best scenic runs in the land: Hutton-le-Hole to Castleton. Quentin made it plain that he wanted to give the 2.5 a bit of a blast across the moors so we followed a little more sedately, giving our less vibrated eyeballs a chance to actually see the scenery. We agreed afterwards that it was a superb stretch of road so we turned round and did it the other way as well. The weather incidentally was fine all day despite the odd threatening cloud, so you all missed a good day out! If you fancy trying that scenic road, you can continue on from Castleton to Whitby.

Bob

Well what can I say WOW, there's some reading, Thank you to the AO and Ex AO for the contribution to this months news letter, don't think I will better that lot. Let's try and keep this going with something from the rest of you. There are still some lapel and grill badges for sale if you want some, see Colin.

Can I just say sorry for the no show for September club mag for West Yorks area but there was a problem with me and the Editor, his Mac did not speak PC this month and by the time I found out, it had already gone to press. But this month?, well as long as they talk each others lingo we might run out of space with this lot.

Yet again another sorry for the web site but time just seems to disappear where I'm concerned and I am not getting time to spend on it and the news letter as I would like. I will of course try my best and carry on until another volunteer comes along but you might have to put up with the gaps and sometimes no news.

September meet was well attended with a lot of new faces so hopefully will see more of them. It was also a warm night, so many sat outside and admired the cars. Club Nights - **10th Oct 2006.**

7th Nov 2006.

Andrew

STAFFORD 2007 by Claire Hill

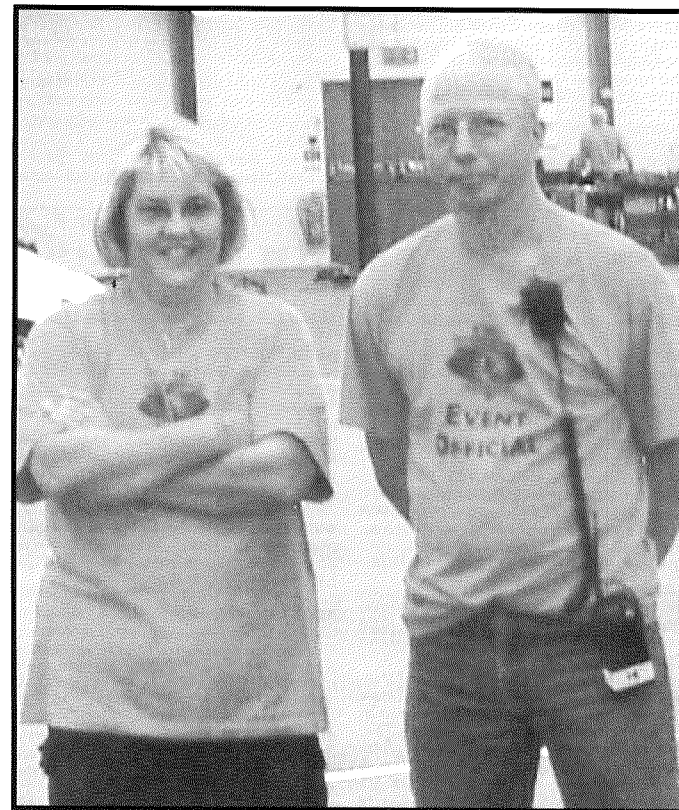


WHAT CAN YOU DO
WHEN YOU HAVE
AGREED TO TAKE ON
THE BIGGEST EVENT
THAT THE CLUB HAS
TO OFFER?

Run and hide?...check out your sanity with the nearest psychiatrist?...start bulk ordering in alcohol? Well, so far it's all of these and many more.

Chris Mills and his team have done such a brilliant job of organising this event over the past umpteen years and things are really orchestrated very smoothly in the background. Such a lot of work goes into the International Weekend from a huge number of people to ensure that the members who attend have the best time possible but all good things come to an end. Chris has decided to hang up his orange "Official" T-shirt and pass over the reigns. At a time when people are asking for change at the event we have the task of trying to find out what you want and provide as much of it as possible.

We are currently visiting as many shows as possible to see how they are run, what is there to attract people, what traders etc attend. We are looking to bring as many of them to Stafford next year as possible but we need your help to get them there. The more people who attend the event will give us the chance to tell the traders they will have a good market to sell to and they will be more willing to come. We have already lined up several new events and displays for next year and each month I will update you in the Courier as to what has been confirmed but if you see us out and about feel free to come up and have a chat and give us your ideas and feedback.



Claire Hill & Chris Mills

Alternatively, my contact details are in the AO's section at the back of your mag (under Notts Area).

We have listened to you, the members, regarding what you want to see in 2007, it would be great to see you all there supporting the Club in its 30th year.

CLASSIFIED

HERALD

1200 EST. Unfinished restoration, rolling chassis finished to very high standard, 63 car all new suspension, too many new parts fitted and into list, front bulkhead shot blasted and etch primed, chassis shot blasted etch primed finished in dark green, rear tub and roof excellent, lots of history, will need trailer and transit van for spares inc bonnet, tail-gates, doors engine blocks, gearbox and everything triumph from my garage. All mot certs except one from new, can e-mail with pictures. Car is 95% complete thousands spent on this car already with all the grotty jobs completed, too many other commit-

ments to finish car, great winter project. £750.00. Darren (South West Norfolk) 01366 377043 or 07773 333632

13/60 SALOON 1968. Grey. Red interior. Mileage 58156. MOT May 07. One previous owner. Good runner. Body work needs a little attention. £1,500. Ian (Reading) 0118 9471409.

13/60 CONVERTIBLE. 1970. Signal Red. MOT Aug 07. Stainless Exhaust. 4 Synchro Gearbox. Body Off Rebuild 2000. Reliable Runner. Needs New Hood. Good Summer

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Fun Car. £1500. Ian (Derbyshire) 01629 6409591

13/60 CONVERTIBLE 1970. Blue. New MOT. Very Good condition. Present owner 27 years. Little use. Original wheels available. £4,000 O.N.O. Bennett. (Bournemouth) 01202 426201.

1200 CONVERTIBLE. 1967 Blue. Tax exempt, tested July 07, 26,700 miles genuine miles, reliable, good condition. Two owners, much loved so reluctant sale. £1,650 George (N.Yorks) 01947 605127

SPITFIRE

MKII Signal Red. Originally built by Triumph 'Works' Mechanic. Fitted with ultra rare 'Works' aluminium 4 Pod Rally Bonnet. As Featured in Courier Magazine 313 July 2006. Condition A1+. History. Rare opportunity. Ring for details. £6,000 O.N.O. M. McDowell (Leics) 0116 2386100.

MKIV 1972. Total re-build. Finished 2001. A1+ condition. TSSC Valuation £5,000. Will accept £3,995. Needs Hardtop to complete. J. Fairbourn (Sheffield) 0114 2874050.

1500 1978. Tax & MOT. New diff, overdrive, full sports exhaust with k&n, sprint alloys, seats recovered, new carbs, Good little runner, needs some tlc. £900 ono. John (Norfolk) 01953 602699

1500 1979 registration so tax exempt. New MOT. Full service history. Been stored in garage for past 5 years. Mileage 74k. Beautiful car in lovely condition. Lipscombe (Bristol) 07760 430558

1300 Reluctant sale, [health] purchased JY Classics October 2005. New floors, sills, rear wing, etc... Many extras, inc wood dash, wheel, instruments, SS exhaust. Receipts for £8,000 +, valuation £6,500, offers on £5,000. Charles (Worcester) 01905 420619

1500 1979. One owner last twenty years. Many extras. Good condition. Tax and MOT. £3,300 O.N.O. Cottingham (Norfolk) 01263 732590

MKIV 1973. Blue. 1300. Body good, interior fair. Hood excellent. MOT July 07. Tax exempt. Goes well. Sale due to backache. £1500. Peter (Dorset) 01202 861498.

MK1 1964. For restoration. Many new parts including brand new chassis. £700. Please phone for details. M. Adwick (Devon) 01297 552746.

1500 1975. Red. 44,000 miles. A1 condition, potential concours. Recent restoration. Extensive photo history. Overdrive gearbox. Spares. MOT June 2007. Reluctant sale. £3995. Jonathan (Surrey) 01428 641032 (evenings)

1500. 1978. All New Floor, Sills, very solid no rust. Engine and cosmetics need work. Solid winter project. £650 ono. Joel (shropshire). 07752 275321 or 01743 289990

MKIII 1969. 1300ccs Abandoned Project. Partly restored. Full dismantle to chassis. Full body rebuild, new sills & floors. Metallic green respray (looks fantastic). Hard & soft tops. ONO £2000 Brian (Kent) 01843 863734

TR6

TR6 1974. Taxed. 10 months MOT. Electronic ignition. New Clutch, Injectors, Fuel pump, Tyres. Dry use only. Very reliable. £7,650. Cameron (North London) 020 8363 2271.

2000

2000 MKII 1973. Light Blue Saloon. Manual Overdrive. Family car for renovation. 63350 miles. Engine turns on starter, does not run. £300. Wisson (Bedford) 01234 306833.

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MKIII 1970. Full documented body/chassis restoration, modified 1300cc engine, uprated suspension, kenlowe fan, MOT Aug 07, tax exempt, excellent condition. £3500 ono Richardson (Hertfordshire) 07809 151981

MKIV 1971. Restoration completed September 1997 approx 500 miles since spends most time garaged between MOTs also has Soft Top Rollbar spare engine and other parts. A Hibling (W.Sussex) 01444

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GT6

MKIII 1971. MOT July 07. Tax exempt. Good condition. Current owner since 1985. Lots of service history. £3500. Stewart (Staffs) 07834 490711 (Mobile).

MKIII 1971. Red. Rebuilt engine. New exhaust, clutch, fast road cam, extractor manifold, brakes, electronic ignition, radiator, kenlowe fan, Wolftrace, Stunner, Years MOT and Tax. £4250 Laurie. (MIDDX) 07941 279638

MKII (1970) White. S/S Exhaust, Sunroof, New Radiator and Unleaded Cylinder head, MOT July 07. No Over-Drive. No rot on chassis. More Pictures available on request Price - £2750. Mat (Kent) - 07841 394 207

MKIII. 1971 Red. Two Pack. Total re-build. Galvanised Chassis, Unleaded engine, Stainless steel exhaust, Overdrive Gearbox, Kenlowe fan, Electronic ignition. Full MOT. New wings. £3,995 O.N.O. Rob (Stoke on

Trent) 07711 317680.

MKIII 1972, unfinished project, blue, rotalex, body sound and painted, back seat, all parts to complete, garaged in Hampshire, £1000.00 ono. Nigel (Mallorca) 00 34 606941576

MKIII 1971. Registered, 82,000 miles, owned for 10 years. Restoration completed in 2005. History of work completed. Price around £5,000, phone for a chat. Matt (Shropshire) 01584 890990

MKI - 1967 Tax Exempt - Current MOT, £4500 recently spent on Body work and Engine Reconditioning, Garaged, little used £4750 ovno David (Lancs) - 01772 815416

MKIII 1973. Non o/d, non roto, extensive rebuild, many new panels, new interior and headlining, wedgewood blue, waxoyled throughout, MOT May '07 £2995 ono Marcus (Cumbria) 01539738086

VITESSE

MK1 2 L. SALOON (G Reg). Mechanically reconditioned but Body needs some attention. Many new components inc. S/S exhausts, Kenlowe, Alternator, good tyres. Ideal Body recondition prospect. Recently expired MOT. Chris (Farnham, Surrey) 01252 710487.

MKII CONVERTIBLE. 'G' Reg 1969. Good restoration project. Body reasonable. Seats/Hood good. Reasonable offers. Also 4 wire wheels. Aucutt. (Kent) 01580 752984.

MKII CONVERTIBLE. 1970. Red. Classic original car MOT til 08/2007. Good condition, major service just done. 78K MILES from new. 3 owners. £4300 ono. Alex (Aberdeen) 07710 366 311

MKII CONVERTIBLE. 1968. Excellent con-

dition. Overdrive. Always garaged and dry use only. Total restoration early 90's and very little use since. New hood fitted July. £4150 ovno. Andy (Telford) 01952 412287 or 0784343 9615

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MK1 2 LITRE SALOON Valencia Blue. 1968 Tax exempt. Owned since 1985. Last MOT 1995, barn stored ever since. Must go, best offer secures. Dave (Yeovil) 01460 73609

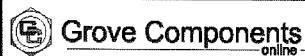
MKII 2L SALOON. Well loved, must sell due to family matters. 1969 valencia blue/Tan interior. No MOT. Original condition, electronic ignition, ss exhaust. Lots of history - £750.00. Denning (Radstock) 07817 162132

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