



International Weekend 2007

July 2007
6th to 8th

STAFFORD
County
Showground

1977 2007

DIRECTIONS

Junction 14, M6.
A518 Stafford to
Uttoxeter Road.

30
TSSC YEARS

Le Mans Classic Display



Stanford Hall - 1985

- ★ Saturday Night Party
- ★ The Top TSSC Concours Event
- ★ Massive pure Triumph Trade Parts and Autojumble Stands
- ★ Childrens Creche
- ★ Fun and Games for ALL The Family & much more!

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OR 1 DAY TICKET £8.00

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Discount**
Tel. 01858 434424

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BY**



THE COURIER
325

TRIUMPH SPORTS SIX CLUB

IT WAS 30 YEARS AGO TODAY...
... PAUL SWANSON SHOWED US
HOW TO PLAY

JULY 2007

The TSSC was formed at 10.30a.m at
Newport Pagnell Services - M1 on Sunday 31st July 1977



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.325 Vol 28. JULY 2007

Price £3.00 Free to Club Members.

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Saturdays - check Courier P.7

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Nigel Clark

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Courier Copy By 10th of Each Month

Articles/Area News Enquiries

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Courier / Area News

e-mail: courier@tssc.org.uk

We will only accept TXT files **NO** Attachments

COUNCIL MEMBERS 2007

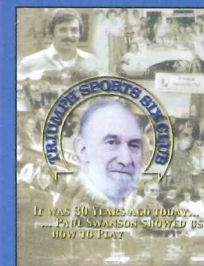
Nigel Clark, Mike Crewes, Nigel Gibbins,
Chris Gunby, Claire Hill, Derek Holman,
Garth Jupp, Trudi Prettyjohns, Simon Roberts,
Victor Thompson, Vivien Thompson

For a full list of TSSC officials see page 66.

HONORARY MEMBERS

Dennis Barbet. Martin Cox. John & Pam Griffiths.
John Macartney. Fred Nicklin. Paul Richardson.
Bill & Jo Sunderland. Paul Swanson.
Peter Williams.

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:

FOUNDER PAUL SWANSON
SURROUNDED BY SOME OF
THE PEOPLE WHO MADE IT
ALL HAPPEN 30 YEARS AGO
THIS MONTH

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T.S.S.C. Events Calendar

www.tssc.org.uk/events e-mail trudi@tssc.org.uk

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

HQ ATTENDED EVENTS 2007

July 2007

SATURDAY/SUNDAY 7/8 JULY 2007
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2007

SUNDAY 30 SEPTEMBER 2007
ALL TRIUMPH DAY AT DUXFORD
COMBINED MOPAR (AMERICAN MUSCLE)
CONTACT LES 0785 229 9492

TSSC REGIONAL EVENTS
CONTACT LOCAL AREA FOR INFORMATION

July 2007

SATURDAY/SUNDAY 21/22 JULY 2007
SOUTHERN AREA STAND
LL CLUB VINTAGE & CLASSIC
GATHERING AT HORNDEAN
CONTACT GUY & SUZIE 01672 514241

August 2007

SUNDAY 5 AUGUST 2007
SPITFIRE DAY AT DUXFORD
CONTACT LES 0785 229 9492

SATURDAY/SUNDAY 4/5 AUGUST 2007
SOUTHERN AREA STAND
WROUGHTON CLASSIC 2007
CONTACT GUY & SUZIE 01672 514241

SUNDAY 12 AUGUST 2007

SUNSHINE RALLY
BROOKSBY HALL NR MELTON
MOWBRAY LEICS - INCORPORATING
COUPÉ SUNDAY
CONTACT DAVE 07774 276564
COUPE'S CHRIS 01572 767782

SUNDAY 12 AUGUST 2007

NEWBURY AREA CLUB STAND AT THE
NEWBURY CLASSIC CAR SHOW
CONTACT MARY/DAVE 01635 868640

SUNDAY/MONDAY 26/27 AUGUST 2007

SOUTHERN AREA STAND
HAMPSHIRE PAGEANT OF MOTORING
BROADLANDS, ROMSEY
CONTACT GUY & SUZIE 01672 514241

September 2007

SATURDAY/SUNDAY 22/23 SEPTEMBER 2007
MILE OF TRIUMPHS
GT YARMOUTH NORFOLK
CONTACT JOE 01493 728764

CLASSIC CAR SHOWS (CLUB INVITED)

September 2007

SATURDAY SUNDAY 1/2 SEPTEMBER 2007
THE INTERNATIONAL SPITFIRE
WEEKEND. RECREATIEPARK,
WESTERBERGEN, OSHARRSEWEG 24
ECHTEN (DR) HOLLAND
E-MAIL isw@spitfire.nl
CONTACT FRANK +31 (0) 75 6411197

SATURDAY SUNDAY 9/10 SEPTEMBER 2007
LE TOUQUET PARIS PLAGE HISTORIQUE
LE TOUQUET CLASSIC AR WEEKEND
christophe.monti@wannadoo.fr

Race Calendar 2007

Round	Date	Circuit
5	14th July	Cadwell
6	15th September	Castle Combe
7	6th October	Snetterton
8	7th October	Snetterton

Comment

BY NIGEL CLARK E-MAIL: nigel.clark@tssc.org.uk

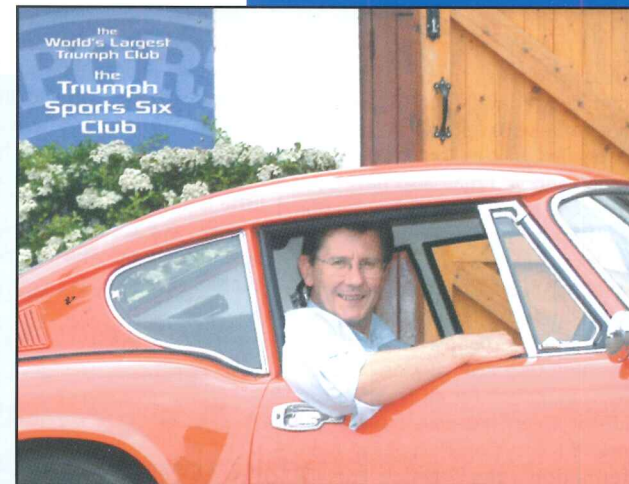
Here at last

Greetings to all members... as I write this, I have been in the "hot seat" at Sunderland Court for just over a week. There is much at TSSC HQ that is new to me, but as a member of the TSSC and long-time Triumph enthusiast there is also plenty that is reassuringly familiar.

For those of you still guessing, my name is Nigel Clark and I am the new Club Manager. I am absolutely delighted to be at the TSSC, and to be taking on the role of Club Manager at an important time for the club. It is a great privilege to play a part in shaping the future of the club. So, you may well ask, what qualifies me for the job? Professionally, I am a business manager with a background in marketing. Previously I have worked for many years in the chemical industry, managing divisions of large chemical companies and keeping a little bit of the UK's fast-shrinking manufacturing sector alive. Probably more important, is that I have been a Triumph enthusiast for over 30 years. I bought my first Spitfire in 1976 and have had a string of Triumphs over the years, as and when family commitments and finances allowed. Currently I drive my GT6 and TR6 as often as possible.

Looking to the future for the TSSC, I see two priorities. First, it will be important to ensure the club's long-term financial health. Fortunately, the TSSC is blessed with strong financial reserves and there are currently "behind the scenes" plans which will help secure our long-term future. I look forward to telling you more about this over the next few months. Suffice it to say that there is plenty to do, but I am very confident about our future – why else would I take the job!

My other priority – equally important – is to keep improving the services that the TSSC provides to you, the members. The members are the TSSC, so for all of us at HQ the aim is to give you the services you want. I am looking forward to meeting



and talking to as many members as possible over the next few months to get your views on what you would like to see from the club over the next few years. On that note, I would like to warmly welcome the 166 new members who joined the TSSC last month.

I also want to take the opportunity of my first "Comment" column to say a big thank you to all the staff at Sunderland Court, and particularly to Mike Crewes for stepping in as part-time Club Manager. Behind the scenes, the HQ staff have done a sterling job to bring the club through some challenging times recently; their hard work and dedication deserve recognition.

Finally, and by no means least, Claire Hill and the team are doing a fantastic job organising the International Weekend this year. I hope to see you at Stafford – its going to be one to remember!



TSSC NEWS REVIEW

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

TR REGISTER SECRETARIES

Would you like to be a register secretary for part of the TR range? Many of us have noticed the absence of regular articles on TR's in the Courier, and you may also have seen the recent Message Board discussion on the club website. Thanks are due to Tony Lindsey-Dean who is providing expert technical advice (especially those relating to TR5 and 6) – Tony is happy to continue answering technical queries.

The TSSC caters for all Triumph cars and it is clear that we need to have more of a focus on TR's, giving more information and service to TR owners. In order to strengthen our offering to TR owners, we are appealing for volunteers for the post of TR Register Secretary. If possible, due to the substantial differences throughout the TR model range, we need two to three secretaries to cover TR2-4, TR5-6 and TR7-8.

If you are interested in one of these posts and feel that you have the necessary knowledge and experience to be a Register Secretary, or if you just want to find out more, please contact **Nigel Clark** at Sunderland Court. Tel: 01858 434424 or E-mail nigel.clark@tssc.org.uk

INTERNATIONAL LIAISON SECRETARY

Owing to personal pressures our current International Liaison Secretary, Philip Willcocks has decided that the time has come to

stand down from his post. New house, pending marriage, Area Organiser and Le Mans Classic Organiser seem more than enough to cope with and Phil feels that something has to give. Personally I don't blame him and would like to thank him for all the hard work that he has put in over a number of years, keeping us all informed on what's happening outside our little island.

Therefore, I ask that any member interested in taking up this post from Phil, who I'm sure will give you a few pointers, contact me.

Mike Crewes
General Secretary
gensec@tssc.org.uk

FOOTMAN JAMES NEW APPOINTMENT

Club insurance partner Footman James has recruited Emma Merwood – a lifelong classic and sports car enthusiast – to work alongside existing club expert, Trevor Keefe, as another point-of-contact for the TSSC.

Emma's role will be to oversee club relations and offer support and advice to the TSSC and its members.

Paul Matthews, managing director of Footman James, said: "Trevor does a fantastic job and it is in keeping with the extra emphasis that we are placing on club relationships that we have appointed Emma. She will become a key contact for the TSSC and it's fantastic to have a real enthusiast in this role."

Emma is an active member of the TVR Car Club and the Southend and District Classic Car Club and is the proud owner of a lovingly restored 1971 TVR Vixen.

Her Vixen – which arrived in six boxes and took two years to fully restore – has won numerous awards and is regularly on show at the classic car events she attends. Emma also owns a 1992 TVR 400SE.

"I am really excited by this new opportunity with Footman James and I can't wait to work with Trevor and the Triumph Sports Six Club to develop an even stronger partnership," said Emma, who has worked in the insurance industry for six years.

Emma is an active member of the TVR Car Club and the Southend and District Classic Car Club and is the proud owner of a lovingly restored 1971 TVR Vixen.



www.tssc.org.uk



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HQ OPENING TIMES

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 28TH - 9.00 AM - 1.00 PM

**HQ WILL BE CLOSED FROM FRIDAY 6TH
UNTIL TUESDAY 10TH JULY WHILST
ATTENDING STAFFORD INTERNATIONAL**

AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**HQ WILL BE CLOSED MONDAY 27TH
FOR THE BANK HOLIDAY**

SEPTEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 1ST - 9.00 AM - 1.00 PM

The Club Shop will be attending the forthcoming show

**TSSC International Weekend
Stafford County Showground**

Sat/Sun 7th/ 8th July 2007.

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

Council of Management Meetings

**SEPTEMBER 2007 TBA
NOVEMBER 2007 TBA**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Mike Crewes**
TSSC General Secretary, 24 White Hill, Ecchinswell, Newbury RG20 4UF,
or email: gensec@tssc.org.uk



STAFFORD 2007 IT'S HERE!!

by Claire Hill

www.tssc.org.uk/international
e-mail. international@tssc.org.uk

JUST IMAGINE - YOU
ARRIVE AT THE SHOW
GROUND ON FRIDAY
EVENING TO A
FRIENDLY GREETING
FROM THE GATE CREW.

After handing over your pre-booking pass you receive your wristband, your programme, your prize draw ticket for arriving in a Triumph and start with your first choice..do you go to the left for quiet camping or to the right for the lively side, ummm??

Decision made you make your way to the fields to select a suitable site to pitch your tent. Now what to do first, put up the tent, chat to your neighbours or admire the growing gathering of the various marks arriving. Once base is settled then the serious business of what to do with your evening begins in earnest; foodwise BBQ or bar meal in the Members Pavillion; drink by the tent or in the bar catching up with old acquaintances and meeting new folk; entertainment watching others

struggle with their tents or taking part in the race night in the Members Pavillion. Not forgetting the extra hour at the bar tonight!

SATURDAY morning starts bright and early, again those choices. Cook your own breakfast or go for one of Doris' fantastic value breakfasts in the Barn kitchen? Then you can start the serious business of wandering around the show. What to do first...admire



the concours cars, chat to the competition car owners on display in Bingley Hall, visit the trade stands, speak to the other Triumph clubs in attendance, chat to the staff on the HQ stand, visit the



autojumble, look at the cars for sale.. phew!! what a dilemma.

Not forgetting the children of course, there's a free creche for those aged 2.5yrs to 9 yrs, gladiators and Sumo Wrestling outside, Football Coaching, maybe even Face Painting. (Please note that

the Gladiators/Sumo are for the big kids too!) If your driving skills are in doubt there is the Auto Driving Skills course in which you can prove that no one can beat us in the various skill tests. If you have the taste for something different there is always the archery to have a go at too.

After refuelling at either the Barn Kitchen, the BBQ or a bar meal in the Members Pavillion those



SUNDAY starts with a few bleary faces and whispered conversations (what do they put in that real ale??) A chance to vote for your favourite Triumph in the Hall, check out the area displays and find out just what that part is on the car that you would like yours to look like! Don't forget to listen out for the winner of the "Bring your Triumph" draw too. Manchester's Le Mans display is well worth several admiring visits as well.



in search of liquid refreshment and a fantastic nights entertainment can head towards the Staffordshire Life Pavilion. There a night of fun and frivolity is on the cards with Nigel providing the disco and live acts from many of your local areas (and judges like you have never seen before) the SIX Factor promises to be an unmissable event.



How do they do it every year? Don't forget the Concours results are to be announced earlier this year, at 3pm now.

Just giving you time to pack up your tent and work out how on earth you are going to fit in all those bargains.





TEL: 01487 842168

FAX: 01487 740274

Email trgbtld@btconnect.com

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Ind Est Long Drove
Somersham Hun-
tingdon PE28 3HJ

Why Buy From TRGB?

Of course if you have bought spares from TRGB you know that we are very competitive on price. However we are one of the few large parts stockists that still buy, sell, work on, and restore Triumphs on a day to day basis. We fit the parts that we sell. It would be an outright lie to say that all the parts we sell fit perfectly and easily. Some of the remanufactured parts are not as good as we would wish. Unfortunately it is a price driven market. We PROMISE to give honest and trustworthy advice about the parts that we sell and will always try to source better quality parts, irrespective of price (within reason!) We believe that is what you, the customer, want. We are British Motor Heritage Approved and work closely with them to maintain and improve the quality of their Triumph products. We are on the front line!

A Few Specials Not To Be Missed!



High Torque Starter Motors
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A Pair of Stainless Steel
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"Spitfire" **£21.00 inc Vat**



A Pair of Wipac Spot Lights
With Halogen Bulbs Only
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Spitfire Roll Bars Unpadded
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INTERNATIONAL CONCOURS ENTRY FORM 2007

ABOUT YOU

Name

Address

County

Postcode

Country

Telephone no

YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
(Cruised & Used
entrants only)

Membership No.

Advance Entries by post or email by 4th July 2007 to:

Garth Jupp
16 Hearnas Way
Sleaford
Lincolnshire
NG34 7WH
Tel: 0529 307302

International Concours 2007

CONCOURS CATEGORIES

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

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

All entries will be considered for Interior

e-mail: garth.jupp@virgin.net

Photocopies of
this form are
acceptable



TSSC CONCOURS RULES 2007

GENERAL

1 All cars entering must be road legal, taxed, MOT'd, insured and driven to the event. Documents may be checked. All entrants must be current members of the Triumph Sports Six Club.

2. The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.

3. Entries will close at 10.00 a.m. on the second day of the event. For Master Class entries, see below. Late entries may be accepted at the discretion of the Concours Organisers.

4. The Master Class will be judged at 2.00 p.m. on the first day event. Entries will be allowed up until the start of judging.

5. The judging of the remaining classes will take place from 10.00 a.m. on the second day of the event.

6. The prize giving will take place at approximately 3.00 p.m. on the second day of the event. No car must be moved until the prize giving is finished. Any car leaving before prize giving will be disqualified from the competition and any prizes forfeited.

THE CLASSES

7. The following classes will be held: **Master, Herald, Vitesse, Spitfire, GT6, Saloon, Sports, Modified, Cruised & Used, and Interior.**

8. **Master:** Eligibility for the Master Class comprises Car of Show and winners of the Original Herald, Modified Herald, Original Spitfire, Modified Spitfire, Original Vitesse, Modified Vitesse, Original GT6, Modified GT6 and Mixed Triumph Marque classes from 2004. Car of Show and winners of the Herald, Spitfire, Vitesse, GT6, Saloon and Sports from 2005. These cars must make one appearance in the Master Class to be eligible to re-enter their specific marque classes within two years of their initial class win.

9. **Herald, Vitesse, Spitfire and GT6:** Individual classes for these marques.

10. **Saloon and Sports:** Classes for Saloon and Sports cars not included under the marques of Herald, Vitesse, Spitfire and GT6.

11. **Modified:** Open to any Triumph (must be road legal) that has been substantially modified from standard specification. Cars will be judged on the degree of modification and engineering standard. Cars are not expected to be in concours condition but should be presented to their best advantage.

12. **Cruised and Used:** Cars must cover a minimum of 2,500 miles annually to be proved by MOT certificates. The class winner will not be eligible to enter the Cruised and Used Class the following year.

13. **Interior:** All cars will be considered for this award but a car may be entered specifically for this class where only that specific area will be marked.

14. **Car of Show:** This is the premier award in the TSSC Concours. The winner will be selected from all cars entered in the competition.

June 2007

International Concours 2007

Win £250 of Free Insurance with Footman James!

In celebration of 30 years of the Triumph Sports Six Club, insurance partner and International Show sponsor Footman James is offering one Club member the chance to win £250 free insurance cover.

To be entered into the free prize draw simply see the Footman James staff on their stand at the forthcoming International Weekend at Stafford, on Saturday 7 and Sunday 8 July.

The prize can be redeemed against classic or modern car, classic or modern motorcycle or home insurance.

Paul Matthews, Footman James' managing director, said: "It is always a pleasure to support the Triumph Sports Six Club and we're especially excited to be present at this year's International Weekend event to celebrate the Club's 30th anniversary.

"For more than 20 years we've pooled our expertise with the TSSC to create an insurance scheme that keeps ALL Triumph enthusiasts, regardless of their Triumph model, exactly where they belong – on the road and well ahead of the rest.

"And by offering free insurance at this year's show, we are giving Club members the chance to experience even more of Footman James' excellent products – including home and modern vehicle insurance, which is available at discounted rates to all TSSC members."

First-class service and competitive premiums are allied to essential benefits, such as UK and European Breakdown cover, accident recovery, motor legal expenses and enhanced PA 'road rage' benefit, in a standard Footman James motor policy.

All the important options of agreed value, limited mileage and multi vehicle policies are also available.

Enjoy the show and good luck with your prize draw entry.



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THE NEW DRIVING LICENCE

Mike Crewes

COP SHOP

Last month a new style Driving Licence was introduced, so anyone applying for a new Driving Licence, or making changes to an existing licence will get the new one. I have reproduced a DVLA leaflet about the new licences below, because I thought that you might find it interesting.



Your new photocard licence

A new generation of driving licence has been introduced. The general appearance of the licence is very similar to the old style plastic licence issued since 1998.

However, the new licence, made entirely from polycarbonate, does have a number of enhanced security features not available on the older licence. One of the main differences between the two is the new version has a black and white photograph while the older version was in colour.

Fields 1, 2 & 3.

Fields 1, 2 & 3 of your photocard licence record your surname, first names, date and place of birth.

4. Date of licence issue, photo expiry, issuing authority. The date shown in 4a is the date the photograph is valid from. 4b shows the date the photograph must be renewed. The authority that issued the licence is shown in 4c.

In Great Britain that is DVLA.

5. Driver Number

A	B	C	D	E
MORGA /	657054 /	SM /	9IJ /	**

A: This is the first five letters of your surname. If your surname has fewer than five letters, the remaining spaces will be made up using the number 9. (for example, MAN99)

B: The first and last numbers are the year of birth. The second and third numbers are the month of birth. (If you are a female, '5' is added to the second number and the total used as the second digit. So if you are a woman born in October the second and third numbers would be 60.) The fourth and fifth digits show the day of your birth.

C: The first two initials of your first names. If you have only one initial then the second character will be a '9'.

D: Computer check digits randomly generated as a security measure.

E: This is the licence issue number which will increase by one with every licence issued.

6. Holder's photo

The new photocard licence has a black and white photograph. This is because the more secure printing process employed in producing the new licence uses laser technology to burn the image

onto the card and produce a black and white photograph making it a more secure card. A colour photograph will still need to be provided with your application to be stored on your driver record.

7. Holder's signature

This is a digital copy of your signature taken from the application form.

8. Holder's address

This shows your permanent address in Great Britain.

9. Entitlement Categories

The letters in capitals show the categories of entitlement covered by the European Directive. National categories are shown in smaller letters.

10. Holographic Feature

This feature is similar to a hologram but more clear as it has definite lines and brilliant colours. It contains a steering wheel that appears to turn as you tilt the card in different directions.

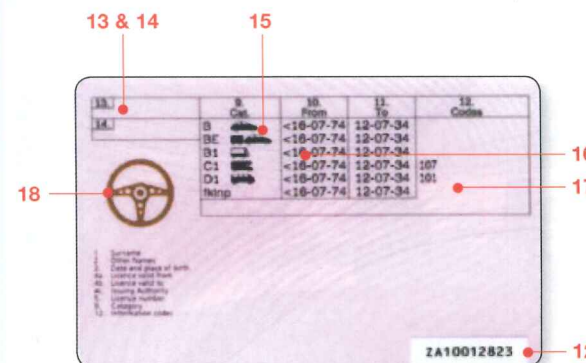
11. Changing Images

a. This security feature is an image that changes both shape and colour depending on how you tilt the licence. On full (pink) licences it is a blue road sign changing to a black triangle, on a provisional (green) it is a red road sign changing to a black triangle.

b. This security feature is personalised according to the data on the card. It contains the last five characters of the driver number changing to the month and year of the photo expiry which appear and disappear depending on how you tilt the licence.

Back of Driving Licence

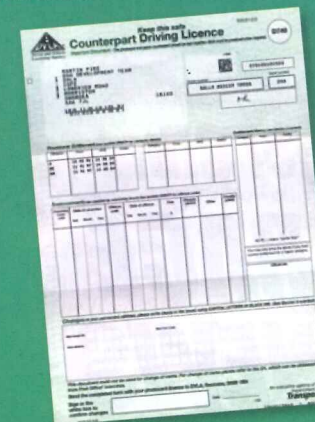
12. Unique Identifier



Cards are pre numbered by the card manufacturer. This number is laser engraved onto the card prior to delivery to DVLA and is unique on every card.

Counterpart

Your new licence is accompanied by a paper counterpart. The paper counterpart will contain your provisional driving entitlements, driving offences and other relevant information. Please see INS57P for more details.



13. & 14. Not used

15. Categories & Pictograms

The letters in capitals show the categories of vehicle you can drive according to the European Directive. The pictures show the types of vehicles in those categories shown. The smaller letters show the national categories of vehicles you can drive.

16. Category validity periods

These are the dates when your entitlement to drive each category of vehicle begins and ends.

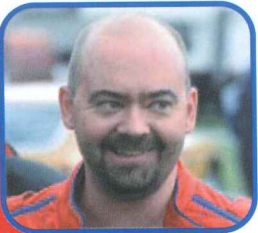
17. Information codes

The code numbers printed in this area shows any restrictions to the vehicle categories that you can drive.

18. Steering Wheel Security Feature

This is a security feature in the shape of a steering wheel. The colour of the wheel changes from green to gold depending on how you tilt the licence.

If you have a topic, or query on road traffic legislation why not contact Mike Crewes, 24 White Hill, Ecchinswell, Newbury RG20 4UF (enclosing SAE) or email copshop@tssc.org.uk. Old articles can be found at www.tssc.org.uk/copshop



OULTON PARK

19TH MAY 2007

Nigel Gibbins

RACE NEWS

www.tssc.org.uk/triumphracing
e-mail.

racing@tssc.org.uk

**AFTER A LAST MINUTE
CONFUSION AS TO
WHETHER WE WERE RACING
HERE OR NOT WE STILL
MANAGED TO GET 14 CARS
TO THE GRID**

An 8.30 practice session was to be the start of an 11 race meeting and we were all very happy to find the track dry.

Steve Crane put his class F TR7V8 on outright pole with Ian Agnew and Martyn Adams close behind. Steve Small had the advantage in class D and Nigel Gibbins claimed class C pole and overall 9th by a 13 hundredths of a second over Clive Gimson's GT6.

The race saw mixed conditions, as it was dry during assembly, spitting with rain on the green flag laps and raining over half the circuit for the first two laps before stopping completely making the circuit very difficult to read.

Ian got away well at the start and lead Steve into the first corner with Mark Humphries and Martyn Adams hot on their heels (all IN TR7V8s). Nigel kept Clive behind for half the lap but his 1300cc engine lost out to 2 litre power on the drag up to the Shell hairpin. However, not to give up too easily, Nigel snatched it back at the Hizzy Chicane leaving Clive in the clutches of Pete Kennerly's slow starting Supercharged TR4. This allowed Nigel to start building a gap, but Pete was caught out at Lodge Corner and parked it in the gravel for the day. This left Clive clear to catch Nigel who's car was beginning to smoke.

Next time around Clive again had the better of Nigel who was by now dropping back with an overheating engine. The conditions continued to catch people out as Ian and Steve overshot the chicane at Hizzy Craig Jepson had an off which damaged the front of the car.

At the front Ian was struggling to stop the car as three times he overshot the Hizzy chicane in the first 4 laps but didn't gain any significant advantages and avoided any penalties.

The conditions then claimed class C leader Clive, as he spun it into the gravel at Druids while being pressured by Simon Congdon and Andy Vowell's Spitfires on lap 4. Being stranded in the gravel and in a dangerous position, the red flag came out which halted the race with ten minutes (of the 15 minute race) being run. On count back (to lap 2) Ian was declared the outright winner, Simon took the honours for class C (as Clive



was disqualified for causing the red flag) and Steve Small carried away the maximum points for class D.

The race was followed by more confusion as a number of drivers had been put into the wrong classes (unnoticed on the qualifying sheets) and there was a trophy mix up which blighted a presentation. Never the less, we had some happy winners and some frustrated drivers

DRIVER QUOTES.

Ian Agnew (TR7V8) – 1st Class F

"I'm happy with the win, but why don't I get two trophies?" (class and outright) MGCC policy is to defer the class win if you win outright.

Peter Kennerly (TR4) – to Nigel

"It was tricky out there, you were lucky I didn't collect you when I went off."

Nigel (Spitfire 1300) – 3rd Class C

"Grabbing pole was unbelievable but in the race the car was running far too hot and I had to slow to preserve the engine. In the end it had had

enough and I stopped on the last lap but on count back I'm third so that's okay. I should have won it though – that was my chance."

Simon Congdon – (Spitfire 1500) – 1st Class C *"It was very slippery out there, I'm happy to chalk up another win."*

Andy Vowell (Spitfire 1300) – 2nd Class C *"Clive*

was going like a train, I didn't think we'd catch him. The cars still too twitchy but I'll get this new suspension worked out soon. I was leading when the (red) flags came out but lost out on countback."

After 2 rounds:

Current TSSC points		Current TRR points	
Simon Congdon	16	S Small	13
Andy Vowel	15	M Chapman	11
Jon Yarnell	10	S Crane	11
Mik Davies	8	M Adams	10
Ian Smythe	7	I Agnew	8
Nigel Gibbins	6	M Humphries	7
Clive Gimson	1	H Maund	5
		K Hadfield	3
		P Kennerly	1
		C Jepson	1

Race Calendar 2007

Round	Date	Circuit
5	14th July	Cadwell
6	15th September	Castle Combe
7	6th October	Snetterton
8	7th October	Snetterton



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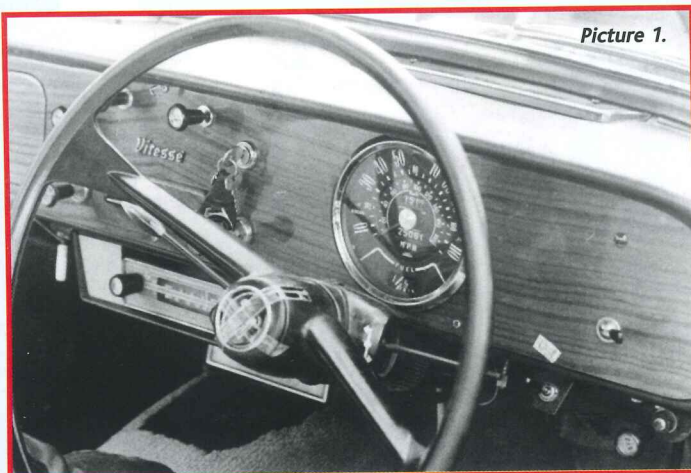
HI FOLKS, JULY IS WITH US AND THE INTERNATIONAL IS ON THE 6/7/8 JULY

I always find the International great as there is a chance to see so many Triumphs together in one place and hear the sound of those Triumph engines all weekend. It is also a chance to meet old friends and fellow Triumph nuts. If you have a roadworthy Triumph and are going to the International then bring it. Claire Hill and her team need all of our support, so make sure you come in your Triumph.

I can never work out if the 1600 Vitesse is either the forgotten Triumph or one of the best kept secrets there is. I agree the 2 Litre has the extra power, plus

THE BEST KEPT SECRET

an up-graded specification and the MkII has the Rotoflex rear suspension, plus the later styling. However, not only does the 1600 have the originality being the first of its type, it also possesses the feel of a car produced by a small volume quality car manufacturer. So what made Standard's produce such an unusual car in the first place? After all by then in the 1950's this company was more known for mass producing functional saloons and sports cars than it was for making specialist up-market family cars. I guess a bit of history would help. Back in the late 1950's when most of the UK manufacturers were producing monocoque cars, Standard had gone back to using a chassis. This was largely due to the loss of their contractor who was building the car bodies to the then rival car manufacturer BMC. Ironically in less than 10 years both car producers would form part of the British Leyland empire. So the decision not to use monocoque was not made through choice and as will be seen Standard in the end turned this to their advantage. By the late 1950's Standard's sales were dropping and to improve the situation a decision was taken to change their image to a more up-market branding. Their first move was to drop the Standard name as this had become synonymous with the term basic and in the future use the 'Triumph' brand for all its products. The Herald was the start of this process. The results of these changes can be seen in 1200 Herald and 1600 Vitesse interiors as both embodied all the



Picture 1.



Picture 2

up-market chic of the 1930's. Pictures 1 & 2. 3. The use of wood for the dash and on the Vitesse, the door cappings. A carpet covering the floor and the padded seats. I won't forget the short gear lever and the sporty driving position. Like the Herald, the Vitesse was built on a chassis. The advantages of using the traditional pre 1940's chassis construction were used as a strong selling point and was all part of the quality up-market image for both cars.



Picture 3.



Picture 4.

However, the Vitesse took it just that bit further with the use of a small 6 cylinder engine to give

a refined performance, this was very much in the 1930's vogue. All the ambience was there from the 1930's in a 1960's styled package using a modern wishbone front suspension, front disc brakes, a reliable overhead valve engine and in the Vitesse a close ratio four speed gearbox. I guess the best of both worlds. My own experience of the 1600 in the 1960's was that I was driving something quite unique and a classic in its own time. So if you are looking for a Vitesse don't dismiss the 1600 out of hand, have a very close look before rushing out and buying a 2 Litre model.

Let's face it the classic picture of a Vitesse is the 1600 with the side stripe. Just take a look at picture 4 and you will see what I mean. As for me I like all models of the Vitesse and if I had the resources would have at least one of each type!

Changing the subject if you have a story and some pictures of your Vitesse then please send them to me and I will include them in our Vitesse column, as the readers are interested in your experiences with these fine cars. That's me for this month and see you at the International.

Safe Driving & Keep Running On All Six

David.



ANSWERS, IVRs & SUPPLIERS

Derek Giles
HERALD
13/60
Register

www.tssc.org.uk/herald
e-mail:
herald1360@tssc.org.uk

**WELL DID YOU GET THE
ANSWERS TO MY
MAY QUIZ??**

I must admit there was a red herring in the mix as although Ricky Shane and his backing group 'The Shamrocks' were a genuine 1960's act, I don't know if they were ever heard of again after 4 or 5 seasons doing all the holiday venues along the south coast and some gigs in London! The others are perhaps better known as:

Dusty Springfield now sadly no longer with us (Mary O'Brien)

Engelbert Humperdinck
(Gerry Dorsey)

Alvin Stardust (Shane Fenton)

Cliff Richard (Harry Webb)

And someone best forgotten and left in gaol (Paul Gadd)
There that wasn't so bad was it,

well not if you are a member of a certain age!! Mind you, they do say if you remember the 60's you weren't there!! Back to the real world now though (if there is such a place) with a snippet that came to my ears a while ago!

Someone in government has had a brainstorm and is looking to tamper with the MOT rules. Their idea is to extend the period between tests to 2 years.

Good I suppose for drivers who already live on the edge of legality, and we all know one or two of those, but can you imagine the extra numbers of dangerous cars that will be legally on the road the 2nd year!

Not only do I believe this to be a foolish idea but rumour also has it many 'Test Only' stations will close due to lack of work. The few that do remain will inevitably have to charge a lot more just to keep in business! How does £150 to £200 per vehicle sound??

I must stress this is only someone's thinking at the moment, but it does come from a good source, so expect to at least see it aired in the future.

Those of you who went to SEM in May know I didn't make it! (No I was not put off by the weather) It was the result of a change of drugs and their side effects! (Zombie springs to mind)

So it is with thanks to Rob Newton Allen that I have some photos for my records! These 2 cars in particular (FPH 661J



and FMY 85J) stand out as although I seem to remember seeing them before I do NOT have IVR's for either of them.

As this is 13/60 IVR month I appeal to both owners and anyone else who has not done so, to fill in a form and get your cars IVR'd!!

Elsewhere in the Courier you will find my annual 13/60 IVR page, none of the relevant details have changed, but one thing I would like to emphasise if you request a reply, is the size of the envelope. Please make sure it is at least **A5** or equivalent, I do send at least 4 A4 sheets and these are **NOT** easy to fit into anything smaller!

Finally this month (after the above diversions) here's a further sprinkling of suppliers.

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Well I hope I have given you some things to ponder over whilst you are showing your car at as many shows as possible this month!! Cheers for now,
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Front lower valance 1360 O.E. . .	£115.00
Front lower valance Vitesse O.E. . .	£115.00
Herald 13/60 front lamp panel 812140 . . .	£65.00
Herald 1200 front wings . . .	£97.50
Herald 13/60 front wings . . .	£80.00
Vitesse front wings . . .	£92.50
Front wing 'D' plates 703627/8 . . .	£8.75
Windscreen drip channel . . .	£12.50 pair
Herald/Vitesse door skins 901338/9 . . .	£60.00
Complete door shell 902256/7 . . .	£215.00
Sills 803070/1 . . .	£19.50
Tread plate repair panel . . .	£7.50
Front floor mounting bracket 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 valences . . .	£21.50
Inner front wheel arch 903075/6 . . .	£42.50
Front wheel arch 802845/6 . . .	£38.50
Front/Rear wing arch repair panel . . .	£17.50
Rear wing front repair panel . . .	£12.50
All chassis outriggers/side rails/boot extn . . .	£16.50 each
White rubber bumpers (full set) . . .	£110.00
Rear overriders 703708/9 . . .	£35.00
Bonnet corner mouldings 706161/2 . . .	£24.00 pair
Wheel arch/bulkhead seal 704033 . . .	£2.75
Chrome bonnet catch 607663 . . .	£21.00
Door hinges 607824 . . .	£16.00 each
Door hinges . . .	£23.50 pair
Door to glass outer weather strip . . .	£5.75
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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
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Recon exchange caliper type 14 . . .	£40.00
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Herald new alternative distributor (exchange) . . .	£57.50
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Vitesse sealed beam inner light unit . . .	£12.50 pair
Vitesse sealed beam outer light unit . . .	£9.00 each
Boot catch 611225 . . .	£9.00

TR7

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Front lower valance WKC86 . . .	£65.00
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Doors FHC WKC5286/7 . . .	£260.00
Door skins YKC74/75 . . .	£47.50
Body shell FHC with sunroof . . .	£2,950.00
Body shell convertible . . .	£4,450.00
Late type boot lid XKC3854 . . .	£175.00
Rear deck assembly convertible WKC4255 . . .	£87.50
Window regulators XKC325/6 . . .	£22.50
Door/glass outer weather strip R/H YKC101 . . .	£6.00
New hood frame (exchange) . . .	£120.00
Radiator grille R/H convertible WKC3674 . . .	£25.00
Petrol tank retaining strap . . .	£8.00
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
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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

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Late type rear centre bumper O.E. . .	£82.50
Rear quarter bumper O.E. . .	£57.50
Seat belts with sensor wire type . . .	£85.00 pair
Prop shafts recon (exchange) . . .	£65.00
Recon exchange water pump GWP201 . . .	£29.50
Recon steering rack (exchange) . . .	£57.50
Front trunnion 142377/8 . . .	£17.50
Top ball joint GSJ131 . . .	£19.50
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Brake disc 209327 . . .	£19.50
Recon (exchange) caliper type 16P/16PB . . .	£57.50
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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

SPIRE MK IV & 1500

Bonnet stay 613045/613751 . . .	£12.50 pair
Front wings 909663/4 . . .	£39.50
Front wheel arch outer 909351/2 . . .	£35.00
Front wheel arch inner 909797/8 . . .	£34.00
Headlamp support panel assembly 818871/2 . . .	£28.50
Front quarter valance 815391/2 . . .	£55.00
Door skins . . .	£42.50
Sills non O.E. 903097/8 . . .	£28.50
Sills O.E. 903097/8 . . .	£48.50
Sill reinforcement panel 806634/5 . . .	£6.50
Inner sill 806638/9 . . .	£17.50
Front sill end plate 706422/3 . . .	£6.50
Hall 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
Oil filter GFE119/150 . . .	£4.50
Heater valve 724021 . . .	£18.00
Front wheel bearing kit GHK1021 . . .	£14.00
Front wishbone bushes 119451 (set of 8) . . .	£10.00
Front shock absorber GSA364 . . .	£20.00
Front suspension vertical link/trunnion assy . . .	£77.50
Front suspension top ball joint GSJ155 . . .	£10.00
Stub axle UKC697 . . .	£20.00
Recon steering rack (exchange) . . .	£42.00
Track rod end GSJ158 . . .	£9.50
Steering joint 142140/FAM1718 . . .	£22.50
Steering lock 216449/UKC2719 . . .	£40.00
Gearbox (exchange) . . .	£150.00
Rear wheel bearing kit GHK1029 . . .	£14.50
Early/late rear drive shaft . . .	£65.00
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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
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Gearbox tunnel retaining plate 608383 . . .	£1.20
Wheel arch to bulkhead seal 613666 . . .	£2.75
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Radiator cradle TKC 1761 . . .	£15.00

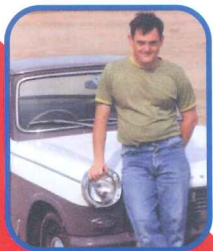
GT6

Bonnet assembly Mk II . . .	£650.00
Bonnet assembly Mk III 913766 . . .	£685.00
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Gearbox (exchange) . . .	£170.00
Clutch kit Q/H . . .	£75.00
Front suspension vertical link . . .	£67.50
Front shock absorbers . . .	£20.00
Track rod ends . . .	£9.50
Rotolux coupling 152273 . . .	£22.50
Rotolux bush kit inc tubes . . .	£15.00
Brake shoe Mk I/II/III rotolux GBS750 . . .	£17.00
Brake shoe non rotolux GBS746 . . .	£14.00
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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



SEM ROGUES GALLERY

Rob Newton-Allen

at my house. Seems like someone at HQ got a bit mixed up!! On returning from the first of the big

HERALD
948 - 1200 -
1250
Register

WITH A HEARTY THUMP A
LARGE ENVELOPE OF
HERALD IVR'S DROPPED
THROUGH THE LETTERBOX
THIS MONTH.

then had rely on Derek Giles to drop them off



shows at SEM I had a look through the Club's Herald list to cross check the Heralds that had braved the weather. Is one of the cars pictured in your garage? I know the Coupé belongs to a club official!. Should I name and shame him into passing on an IVR



form? On this occasion I hope this prompt should



be enough for all of you to send one in.

Another early car at SEM and was being offered for sale at a very reasonable price. This 948 saloon (above right) seemed to be in fairly good condition and only needing a few of the usual bits doing. I don't know if it sold or not.



The 948 Coupé is, and always has been one of my favourite cars and this particular car, is one of the



only cars left with the now very rare original pear

shaped gear knob. Amongst the plethora of IVR's that arrived was one from Mr B Millar living in Sussex. His Coupé is a very low mileage Litchfield green and white one and is another car fitted with a very rare period accessory! Cosmic chrome bumper cappings.

I will be writing to Mr Millar to get some more details as the car





is listed as a 1200 Coupé but is very near to the change over point from 948 to 1200 so probably has lots of 948 stuff fitted to a 1200 car. I will let you all know a bit more information as I get it.

Please keep the IVR's coming in and I will see you all at Stafford.

On a closing note... if any of you are surfing the web and come across something on the U tube web site or similar - that is

listed as anything to do with the security camera's at Leatherhead Travel Lodge or Travel Inn then please let me know. I am sure our 'naked editor' will be interested in it. See you @ Stafford

ROB



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GT6

Suspension

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Koni Shock Absorber GT6/SPIT	£84.60
Uprated Coil Spring GT6 MK1-3	£16.45
Trunnion GT6/SPIT	£16.45
Hub Seal GT6/SPIT	£2.65
ARB Link GT6/SPIT	£7.65
ARB Clamp Bracket GT6	£1.75
Wheel Bearing Kit GT6	£11.75
Grease Cap GT6	£3.75

Rear

Shock Absorber GT6/SPIT	£11.75
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 MK4-1500/GT6 MK1-3	£64.65
Spring Rotoflex GT6 MK2-3	£82.25
Vertical Link GT6	£56.10

Cooling

Spitfire

Water Pump MK1-3	£27.00
Thermostat 74c	£2.95
Temperature Transmitter	£5.75
Fan Belt MK1-3	£2.95
Full Length Rad	£111.65
Overflow Bottle Cap	£2.00
Top Hose MK1-1500	£3.50
Hose Kit MK2-4	£19.95
Kenlowe Fan Kit	£89.95

GT6

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Fan Belt	£4.50
Fan Belt MK3	£4.50
Thermostat 82 Std	£2.95
Thermostat 88 Winter	£2.95
Fan Blades	£21.15
Top Hose	£3.50
Bottom Hose	£5.82

Braking

Spitfire

Brake Drum MK1-1500	£16.45
Brake Disc	£8.22
Brake Shoes MK1-1500	£11.75
H/Brake Lever	£7.05
H/Brake Cable MK3	£5.50
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Greenstuff Pad Set MK3-1500	£25.20
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GT6

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Brake Disc	£11.75
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H/Brake Cable	£5.88
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Greenstuff Pad Set	£29.40
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OH THE SHAME OH THE IGNOMINY!

John Macartney

BIG SIX
2000-2500-2.5pi
Register

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A ring at the front door bell disturbed my

cup of freshly brewed morning coffee and interrupted an interesting discussion on the radio.

I tramped to the door, opened it and found a man facing me wearing a dayglo yellow jacket. Just over his shoulder, was the too familiar outline of my PI - firmly lashed down on the bed of a low-loader. "Where d'you want me to pu' it?" he enquired, "street's a bit narrer 'ere."

"I don't want it here at all," I replied. "The instructions were quite clear and the agreement was for the car to be delivered to a specified garage."

"S'not wot paperwork says," he retorted, shoving a clipboard towards me and pointing to my home address with a very grubby thumb. "So, look smart, I'm blocking the road and it don't look like there's anywhere to park."

"You're correct on both counts," I replied "and I re-iterate, this is not the place where it was to be delivered." "AA said it 'as to come 'ere." "Well, the AA is wrong!"

There were mutterings, grumbles and comments about everything being 'most ir'reglar' but I didn't relent. Telling him to wait on the doorstep, I went upstairs for the correct delivery address which I gave to him with a flourish and which he accepted with great reluctance. Moments later, as the big Isuzu lumbered off down the street with CG rocking gently as she went, I went back indoors and closed the door.

The coffee had lost it's savour, the radio interview was over - and that was when the shame and ignominy crept over me like a hot flush. To imagine, the TSSC's Tech. Sec. for Triumph Big Sixes has his car returned courtesy of the AA - and to the wrong place!

It had all started on the Saturday with a departure



When it's just too embarrassing for words!

just after lunch for the Leatherhead South of England meet. I was to call briefly on friends at Great Missenden where I had to deposit an easy chair. The PI and I left Evesham in a howl of

bellowing exhaust with some impressive 'nose up' and soon dealt with the climb up on to the Cotswolds via Fish Hill at Broadway. On through Stow on the Wold and turning left at the bottom of Stow hill for Burford, Oxford and the M40.

Things were going just great and we quickly dealt with a few meandering Audis, a Land Rover with an A40 on its trailer - and sent a few (still living) rabbits scampering back to their hedgerow burrows. The first I noticed that something might be amiss was changing down to third gear on the entry to Burford. Despite the slow but gentle push from fourth into third, the gear engaged with a crunch and the clutch pedal felt softer than usual. Should I turn round at this instant and head for home to use the daily driver instead?

Nah!!! Keep on truckin'!

By the time I reached Oxford, it was clutch pedal full to the floor and a very obstructive set of gears. The M40 passed without incident - but

High Wycombe was another matter. Cursing for not going home when I'd reached Burford, I resolved that somehow I wasn't going to be stone-walled by Wycombe. Easier said than done when you're stuck in second

with a completely inop clutch and have to negotiate several mini-roundabouts at the hill bottom - and in heavy traffic to find your way out.

Eventually, I reached the house where the chair was to be left but on opening the car door, someone tipped the contents of Lake Superior on my head. That's how things remained until one Matt, a most friendly fellow from the AA turned up to confirm my own diagnosis of a duff master cylinder. The air bubble trapped in the transparent hose from clutch master cylinder to slave, steadfastly refused to budge. Despite substantial pumping and bleeding, nothing could be done and a full recovery was arranged for the evening of the following day.

I continued towards Leatherhead later in the day, courtesy of a Suzuki where I spent the night with friends.

It was important for me to be at the South of England Meet as Suzie and Guy Singleton had asked me to do some informal judging on the Sunday and this was an excellent opportunity to meet my old 'partner in crime' from my Berkeley Square days in the person of Peter Cole. Before moving to 'the Square' Peter



Salesmen!! Would YOU trust these two?

had done a long stint at the Western Avenue Service Department, so he knew a lot more than me on the weaknesses of our cars.

I'd hoped the event might have been a threesome with Paul Richardson coming too - but Paul had a prior engagement.

Never mind, the day had a further surprise in store when no less a car than Her Bloody Highness - HBH 989 N turned up!

HBH was my former face-lifted 2000 saloon that went out of my life about two years ago when I'd moved to Evesham and had nowhere to keep her. Her Mallard paintwork has been carefully repaired, she has new bri-nylon seat covers and some vital metalwork around her rear quarters and lower front valance has been replaced. I was delighted to be briefly re-united with her and equally pleased to meet her new owner who proudly told me all the things he'd done since she left my custodianship.

Suzie Singleton asked Peter and I to judge the Vitesse collection and of these, there was an impressive array. I'm delighted the 1965 Cactus and Conifer saloon won its class and then went on to win the Car of the Day (or was it this year's First Prize?) when judging took place under a very overcrowded gazebo because of another deluge from Lake Superior.

Too soon, the event was effectively over, my digestive system was fighting a substantial hamburger (with double onions) and I had to return to Great Missenden for a rendez-vous with the recovery truck.

This turned up on the dot of the appointed time and CG was quickly loaded while curtains and nets in the windows of nearby houses twitched as householders studied the proceedings. Then with a lurch, the truck reversed out of the road and set off for Bromsgrove where CG would spend the night as the recovery truck driver was almost 'out of hours' on his tacho. I too, clambered into the Suzuki and set off for home.

As I write, CG is now where she should have been this morning - but wasn't, at least to begin with, and I'm drawing up a mini-list of work to be done to her while she's at Worcester Classics.



Raining Cats and Dogs - Sadie takes cover.

Might as well get that weep on the O/S front disc calliper done at the same time and hopefully everything will be ready in time for me to visit the various Triumph 'National Days' as the summer progresses.

And in conclusion, as we're in the land of hydraulics, it seems opportune to bring to your attention, one of these ludicrous and futile changes that have come about from the 'political correctness' camp. A good friend of mine who lives in California, the other day wrote to tell me that under Californian State Law, even car parts catalogues now need editing to comply with California PCness.

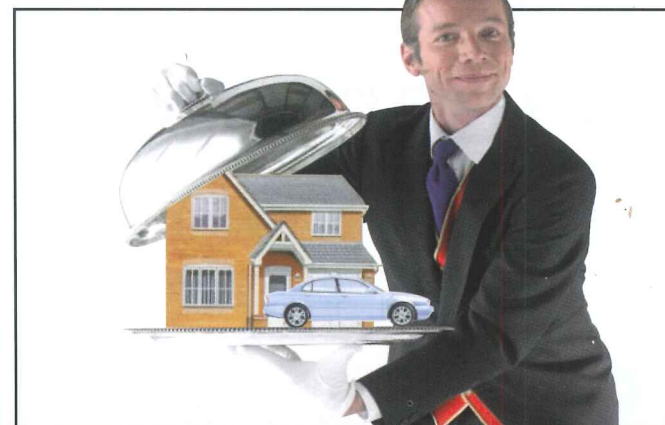
It seems you can't now use the term 'Master' or 'Slave' when discussing or writing about hydraulics. Primary and Secondary are now the only acceptable terms.

Not in my book they're not! I can't think of a better identification for such components and anyway, what would you find yourself calling a 'slave' battery or 'slave' tyres to convey the obvious purpose?



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I HAD A DILEMMA THIS MONTH - A HAPPY ONE

I had to decide whether to bring you my report from SEM or Part 2 of Peter Bainbridge-Clayton's Hurricane re-build / build story. After I read Peter's second instalment there was no more doubt in my mind. I can give you my SEM report next month. Hang on though; what if I've got Peter's Part 3 by then? Oh, the worry, the worry. Here's Peter:

After Trevor rightly named and shamed me as a malingerer in last month's Courier, here is the promised part 2!

The good thing about kit cars is that you can do pretty much anything you want with them, within reason. The bad thing about partially completed ones is that somebody else has already made some of those decisions, and chances are they aren't what you would have done. I suspect Harriet was originally expected to be a racer, because the floor has two large sheets of aluminium bolted onto it, presumably to provide addi-

tional stiffness, and part of the rear coaming has been cut away for a roll cage.

You'll be unsurprised to discover that I don't want any of that. Harriet is destined for the road and country hotels, not the racetrack. However, after undoing the 20-odd bolts attaching the aluminium to the floor, I discovered that it had been stuck down with resin anyhow, and removing it would risk damage to the floor - so it stays, adding needless weight. The coaming will be repaired.

So what did I manage to do in the last month? Well, I had three main aims - to cut out the front and side vents ready for the grilles, to fit and edge the doors, and to fill the front and rear light holes ready for the new lights. You won't believe it but I actually managed to do most of this, not all of it of course - that would be just too unexpected. I even managed to do some extra!

It was when I decided to start on the doors that it started to go a tad pear shaped. I didn't have any hinges. Well I'm fibbing a little - I had two halves of opposite hinges, but that's of limited value. However, an email to the wonderfully helpful David Hitchings at Caburn Engineering (the current manufacturers of the Hurricane) and I soon had a new set of hinges, nuts and bolts on the way. In the meantime I sorted out those vents, which mostly involved a powerfile and sander, and getting totally and utterly covered in glassfibre dust. Wear a mask and gloves!

It is worth mentioning at this point that the Hurricane kit has been made by various manufacturers through the years, and I don't know who made mine. This means that everything I tell you cannot be taken to be a true reflection of what you will find if you buy a kit from Caburn now. In fact, I am certain that a lot of what I describe below will have been done for you already. You lucky devils.

Christmas time! Door hinges have arrived. These are a wonderfully simple mechanism, comprising of a plate that bolts through the body and the metal frame where the lower A-posts would be on a steel bodied car. These brackets have a large threaded rod welded in, and the door has two simple right angle

Pic 1



brackets that sit onto this rod and



Pic 2



Pic 3

bolt into the door. A couple of

the rear edge and bottom that I realised my mistake. The doors,

as on the Spitfire, are bounded by the body tub and the bonnet trailing edge... and I hadn't finalised the bonnet position.

The bonnet is mounted totally differently from the Spitfire's. There is a long plate with two small plates at a right angle which mounts under the very front of the chassis arms behind the front cross-member, and which is held in place by a bolt on each side right through the chassis arms (Pic 2). Underneath this are two square section pieces with slots cut in, bolts pass through these slots into the long plate, and this mechanism provides the front to back adjustment (Pic 3).

The bonnet itself has a frame bonded into the front of it, part of which are two arms with internal threads. Large threaded rods with eyes screw into these and bolt into the slotted square section pieces mentioned above (Pic 4). This

arrangement provides both vertical and front-back movement,

nuts finish the whole lot off - simple and very effective (Pic 1). The trick, of course, is to get all the holes in all the right places, a task which turned out to be far more difficult than it sounds. Perseverance paid off, though and I managed to get both doors in near enough the right place to be able to determine the edge gaps, and get to work with the sander. It was after I'd attacked

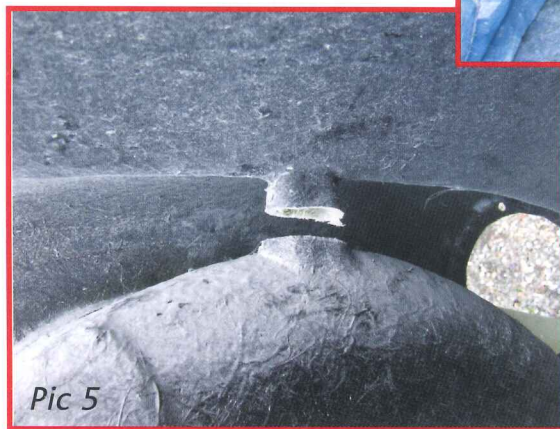


Pic 4

but not individually, which complicates things just a little! The build manual suggests taking a day over getting the bonnet position correct, and that is very sound advice. Indeed, if you haven't taken a day over it you probably won't have it right.

So after spending a day fettling, loosening, tightening, nudging and cursing, I was convinced I had the bonnet in the correct position. I was wrong. The gap along the top was small and consistent, the gap down the edges was small and consistent, and the bonnet was the same height along its width. Unfortunately the sides to the rear of the wheel arches did not meet the body tub - essentially it flared out too much, projecting approximately 5mm on one side and 20mm on the other.

The bonnet is a single piece of glassfibre with wheel arches bonded onto the side, and a tube from the top of the wheel arch up to the underside of the bonnet. The degree of flare is essentially determined by the length of this tube, which pulls or pushes the wheel arch in or out, so these needed to be shortened. This involved cutting out the majority of the foam filled tube (Pic 5), slapping a load of glassfibre



Pic 5

based bridging body filler onto the top part, drilling through the wheel arch and putting a self tapping screw up into the filler. This allowed me to get very fine control over the flare, and a very easy method of adjustment. Once I was happy,



Pic 6

a load more bridging filler was put on the complete the structure, and the screw removed to avoid potential



Pic 7

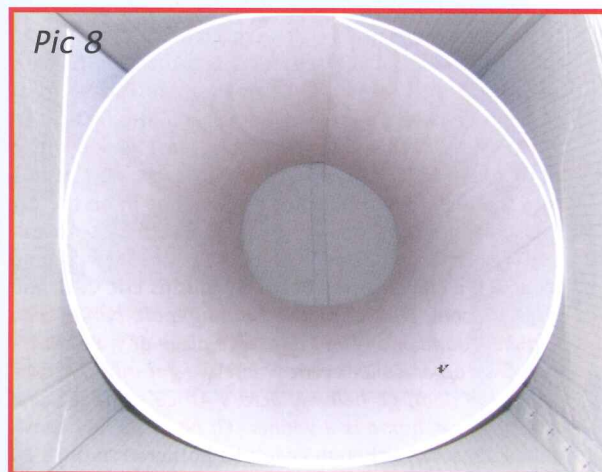
tyre damage.

The pictures show the before and after of one side - you can see how the over-flare has been removed (Pics 6 and 7).

Unfortunately this meant that I haven't finished edging the doors yet, but it shouldn't be long, honest. In the meantime I have opened out the front and side vents, and partially repaired the front light holes - I opened them out and bonded a glassfibre plate behind them, using that bridging body filler again. All I need to do now is to fill around the front with smooth filler, sand the whole lot down and drill the holes for the smaller lights. I have got similar filler plates for the rear light holes, but as the result has to be flush with the rest of the bodywork the process will be more involved. Note the use of future tense, as I haven't done it yet. I have taken the old lights out though, so that was five

minutes well spent!

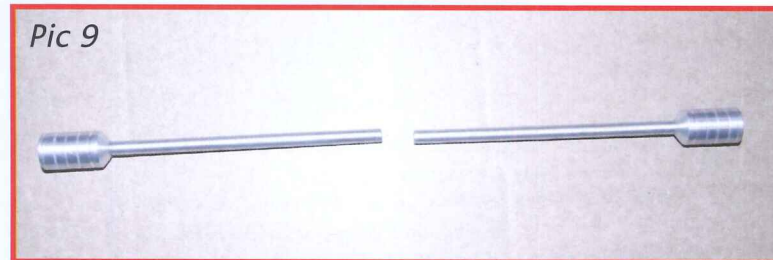
Last month I promised a nugget or two on the interior and electronics I am planning. Firstly a quiz; look at Pic 8 and tell me what it is. The answer: it is quite possibly the coolest stuff I have ever come across - flexible plywood! Formed by gluing the individual layers so they have the same grain direction instead of alternating at right angles as with normal plywood, it is very flexible in one plane and very stiff in the other. The picture is



Pic 8

the end of a rolled up sheet of 3mm thick plywood - the idea is that the dash is formed from the stiff plane, and the central pillar, tunnel and armrest sweep downwards from the dash along a smooth curve formed by this stuff. Cover the bulk of it with walnut veneer and leather trim along the sides and there you have it! I have to confess that the idea came from Jaguar, but that's no bad thing in my book.

The control switches will be chrome toggles mounted on stainless steel plates, one in the centre of the dash and one on the tunnel in front of the armrest. The



Pic 9

steering column stalks I have had made from aluminium rod lathed into shape and screwed onto aluminium tubing (Pic 9). They are incredibly light, and I think they will look fantastic sat behind the Mountney

steering wheel.

At the beginning of this article I said the good thing about kit cars is that you can do pretty much what you want with them, and the electronics will be rife in Harriet. I know some people will think that it will be against the whole Spitfire minimalist ethos, but I intend to put in remote central locking, touch sensitive inner and outer door handles, electric windows, electric windbreak, electric hood, and there will be no wiring loom. Instead of a loom, there will be a module behind the dashboard to which all the switches are connected. This will send messages down a single pair of wires that pass through satellite modules at each corner of the car that will in turn operate the lights, horn, windows, etc.

The exterior door handles will be 3mm thick stainless steel with the word Hurricane laser cut out in a script font. These will lay flat on the door skin until touched - then a sensor will detect the touch, the handle will smoothly flip outwards and the latch will be opened by a solenoid. Once the handle is released it will move back down flush with the skin. The interior handle will operate in the same way, maximising the space available in the cockpit. The electronics for all this has been designed, and the program written... yep, they will be computer controlled. A tiny little computer admittedly, but be warned - the days of having to reboot your doors are upon us!

Well, I think I have droned on enough for this month, so I thank you for your patience, and invite you to sample Part 3 next time.

Thanks Peter, some great detail here; detail that will be a

great reference for future special builders. And some mouth watering hints of what is to come. One thing I do know: wait to see the finished car I definitely cannot.



Colin Lindsay

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I'VE JUST HAD ONE OF
THOSE MORNINGS IN
THE GARAGE

My lovely set of hand-made leatherette door trims are too big for the doors, my Aldon electronic ignition appears to have given up, my front Spax shock absorber has split in two and the wonderful hi-torque starter motor has seized again. If I leave it for more than a week (or usually a day after draining the block through the tap just above the motor) it seizes solid and requires dismantling, cleaning and rebuilding. Being as they are, based on Japanese technology, I presume the Japanese never get rain or else spend a lot of time indeed repairing their starter motors.

Consequently there have been a lot of things flying about the garage this

EAST AFRICAN SAFARI RALLY

morning and not just harsh words. It's nice therefore to be able to sit over a coffee and reflect that I'm still a lot better off than some enthusiasts - at least in terms of available spare parts - so here's an introduction to Quentin Mitchell and his Mk2, or at least what's left of it after the local Kenyans stripped it and a nest of rats ate the rest! Quentin has been filling me in on the car plus his intention to rally it in the 2007 East African Safari later in the year. The history of this safari can be found in a conversation between cousins Eric Cecil and Neil Vincent: *"I can imagine nothing more boring than driving round and round the same piece of track. But if you will organise an event where we get into our cars, slam the door, go halfway across Africa and back, and the first car home is a winner, I'll be in it."* My sentiments exactly, although I can't be bothered to drive 30



GT6 MKII as found

miles to Belfast these days.

The race began in 1953 taking in Kenya, Uganda and Tanganyika, and later Tanzania. African politics being what they are, the route has changed and countries have come and gone, but the spirit of the rally is largely unchanged. Entry is limited this year to 50 cars, all pre 1974, which are allowed two hours servicing after each days gruelling rally. To quote the brochure: *"The spirit*

of the 2007 East African Safari rally is one of adventure and camaraderie, but also embracing the essence of competi-

competition between man and woman for an electric juicer in the mornings and it's vicious. Try driving approximately 3000 miles across Africa in a GT6?



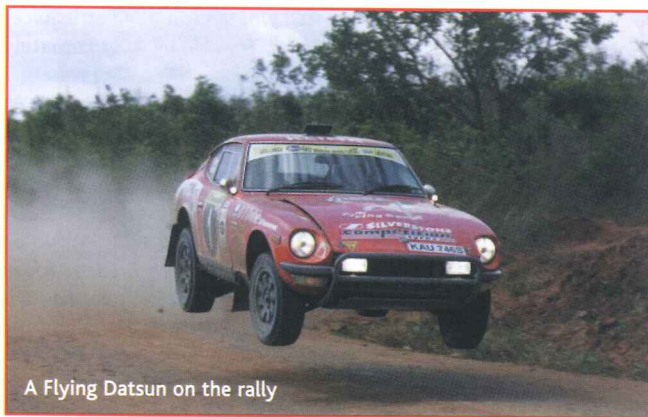
The interior or what's left of it

tion between man, woman, their machine and the toughest elements East Africa has to offer..." I've seen the

Quentin informs me: *"As you can probably imagine, there is a lot to do to the car to prepare it for the event. I don't know if you know much about the event, but it is a 5000km, 10 day event being run on gravel roads through 2 East African countries, Kenya and Tanzania. It is run on open roads, and possibly the worst roads you have ever seen. (We have to drive on these everyday). My navigator, Russell Savage and myself are the youngest team to ever enter the event with a combined age of 43 years. It was*

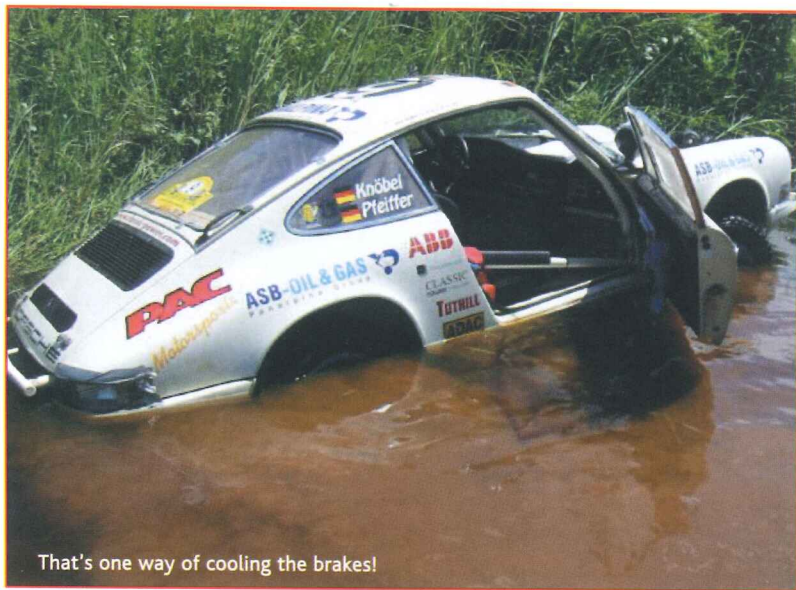


Primed Bodyshell



A Flying Datsun on the rally

our age that made us decide to raise money for youngsters in Kenya. We have changed the format of the charity recently, so the team is now called the Triumph 4 Charity Rally Team. We are going to be raising money to buy artificial limbs and wheel chairs for disabled children. We have chosen two small organisations to work with. We are also going to give half of the money to the Nairobi Hospital Gender Violence Recovery Unit as they are starting to work with abused children, a problem that is on the increase in



That's one way of cooling the brakes!

this country, and something we feel that we need to help with and make people aware of to try and stop it.

The car is a Mk2, chassis number: 55259 KC, engine number: KC 55301HE with the registration number KMS 380. I found it lying on the side of the road in the industrial area of Nairobi where it had sat for 8 years. I managed to

get the original parts catalogue, and the Moss Motors Tune-Up book thrown into the price of the car for 50,000 Kenyan Shillings.

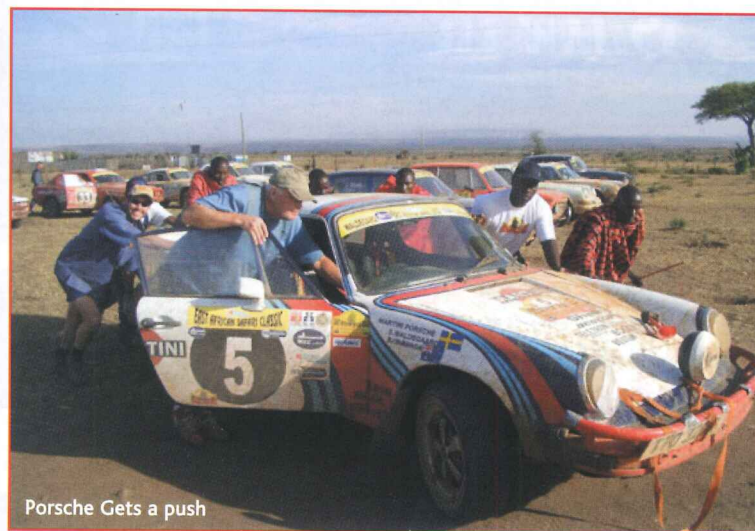
It is currently at a local panel beaters having the new floor pans and sills put in and all the rust cut out. We would have liked to do it all ourselves, but obviously our main priority is to get the suspension right. We are double shocking the entire car. We will be running Bilstein shock absorbers (which I think we may have to cool due to the rough

nature and length of the competitive sections). We will be double plating all the turrets and areas of stress with 3mm steel, and we will be reinforcing the suspension arms using chrome molley tubing welded in to the C channels. We will use rose joints throughout the entire car instead of conventional bushes.

Obviously, we are having to do substantial strengthening of the car as GT6s are quite clearly not meant for this sort of challenge. In fact, it's so unusual that Minilite Wheels and one of their directors have sponsored us 12" rims for the car, stating that we deserve a prize for undertaking the event in this car. To which I reply: "I am a person that enjoys a challenge, and this may be

one of the biggest I will undertake." To be honest, the car came along at the right time, and I fell in love with the looks, the simplicity, and the idea of using an old British sports car.

They don't get used very often.



Porsche Gets a push

Thanks to Rimmer Bros, the building of the car has been made possible as they have sponsored us a large number of parts. I have also entered the car in the Schweppes Concours D'Elegance to be held on September 30th in

wait, but it's usually the stuff that won't fit anyone else's car. The meek shall inherit the earth and all the parts that no-one wants to bring home after the show. The early bird catches the worm, which serves the worm right for being up so early in the first place. See you there!!

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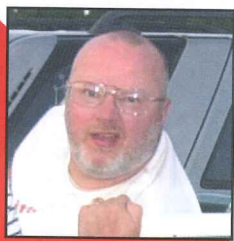
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I HAVE BEEN STRUGGLING OVER THE PAST COUPLE OF MONTHS TO RECTIFY A SPEEDOMETER DRIVE ISSUE THAT AROSE AFTER MYSELF AND JOHN CHANGED THE GEARBOX FOR THE SILVERSTONE RACE WAY BACK WHEN

I know a couple of months to sort out such a straightforward problem seems a little extravagant but real life keeps demanding time.

Anyway the problem was the speedo just stopped working. I was able to demonstrate that while the angle drive for the overdrive equipped big saloon gearbox worked correctly (a known Achilles heel – I have modified the internals to remove the flexi drive cable and replaced it with a solid drive pin that has a wobble-joint with the skew gear). Still, as the car was being driven I could hold the speedo head end of the cable between thumb and forefinger and feel a notchiness in the drive and I could stop the cable from turning if I squeezed a little harder.

I had a fear that the skew gears on the overdrive output shaft had stripped, necessitating the gearbox to come out again. I have a couple of these gearboxes in my heap of used parts and close inspection of the speedo drive hollow shafts in the gearboxes revealed the square drives come in two different sizes. Further close inspection also revealed the cables also come in two different sized sections – 2.5mm square and 3mm square. Furthermore the speedo and tacho meter-heads come in different sizes.

When we replaced the gearbox the speedo drive quill was

a 3mm square, the angle drive pin was 2.5mm. The angle drive to cable hole is 2.5mm, but the hole in the back of the speedo takes a 3mm square.

It was rather easier to swap to a 2.5mm speedo drive quill in the gearbox tail shaft housing than removing the gearbox as I originally expected to have to do and produced a reliable and unstoppable drive at that end, the 2.5mm cable fitted into the angle drive well and also was unstoppable. I still couldn't get the speedo to work though. 2.5 mm square cable, hmm try a spare 3mm square cable in the meter head... I needed a speedo cable with different sized ends. How to "grow" the 2.5mm square by half a mil? I certainly wasn't going to try to buy a cable – I would have struggled to describe exactly what I needed and besides which it was Sunday and I didn't want to spend any money.

Solution? Thoroughly clean the greasy horrible last half inch of the speedo cable, clean then with plumbers paste flux and a hot soldering iron and tin with plumbers solder. Then take a 18 inch length of a single strand of copper wire that turned out to be about 1/4 of a millimetre in diameter and carefully whip-wind the cable with the copper wire. When fully wound seal the copper wire onto the steel cable with the application of a hot iron loaded with more soft solder. Clean up with fine files and, Phew! The annoying meter finally works.

Heaven knows why it chose the moment of changing the gearbox to pack up at the speedo end but there were several confusing lines of investi-

gation before I was able to work out what had stopped working and why.

See? It's the details as often as the big things which prove to be the show stoppers.

ON UNIVERSAL JOINTS, CONSTANT VELOCITY JOINTS AND ROTOFLEX REAR SUSPENSION.

Much has been written in the past of the whys and wherefores of the Rotoflex rear suspension as fitted to Mk2 Vitesse and GT6's. I will try to avoid adding anything extra about the geometry, handling or production details but I do want to begin a series here looking at what alternatives there are for "Modifyists" to begin thinking about.

In my humble opinion there is only one thing wrong with the rotoflex suspension, it's weight and the joints – er, there are only TWO things wrong with the rotoflex suspension, it's weight and the rotoflex joints. It's a pretty heavy combination of cast steel parts to have as sprung or unsprung weight on a car and fortunately that can now be addressed with use of various aluminium components from the Trade.

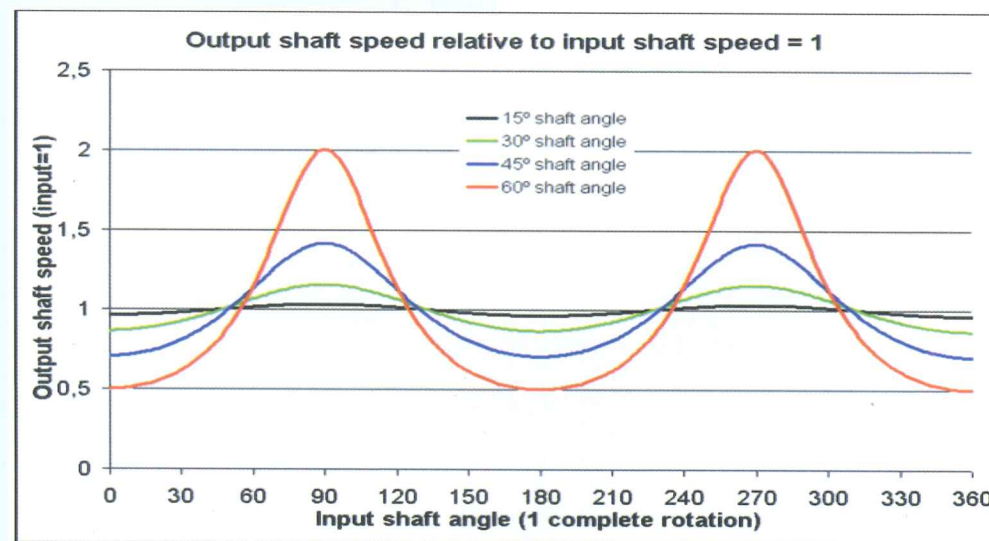
The big issue with me is that in order to replace the rubber doughnut Rotoflex joint you have to disassemble the entire hub (I have been told it is possible to remove the compression band as supplied on new joints, stretch the rubber joint over the drive legs of the outer shaft, then recompress the joint with a

of a possible rotoflex to CV joint conversion. Before I get that far however I think I ought to back track a little and describe some of the vices and virtues of the Universal (Hooke or Hardy-Spicer) joint.

The humble UJ has some important virtues and a unhelpful vice when it comes to our interest. It is cheap, reliable in service provided they are not horribly overloaded and easy to service. It's vice is that at any angulation of the shafts the rate of rotation through one complete revolution of the joint is not constant. By designing three-part shafts with the two joints arranged in the right relationship to each other, it is possible to have the first joints' change of rotational speed through 360 degrees cancelled out by the second joint, provided the input shaft and the output shaft are parallel, hence the need on triumphs to have the gearbox shaft axis parallel to the diff shaft axis.

That Ford used two UJ propshafts on cars with live rear axles with little apparent problem seems to suggest how small this "out of parallel" problem actually is in real life.

In order to demonstrate this phenomenon of UJs I have lifted the following graph from Wikipedia.

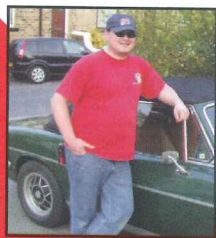


series of jubilee clips to allow the mounting bolts to be passed through the joint and done up on the halfshaft pairs, but I haven't yet had the need or the opportunity to see if this method actually works).

So, for the time being I am investigating the details

I will go into some of the details about how Constant velocity joints work and how some people have pursued this line of conversion next time

JONATHAN



SUNSHINE BRAKES & HOODS

Richard Briscoe

STAG Register

www.tssc.org.uk/stag

e-mail. stag@tssc.org.uk

IT'S THAT TIME OF YEAR WHERE IT
SEEMS AS THOUGH EVERY WEEKEND HAS
A CAR SHOW ATTACHED.

The Dales Run was very enjoyable, Alan booked the weather- sorry if I didn't get to speak to you if you were there. I did try to get round everyone but there were so many of you! Before you ask, yes my GT6 did keep breaking down! New fuel system on order and I need to get the wires re-attached to the fuse box after Alans spectacular entrance and exit - see the forthcoming write up for more info! It was nice to see that 3 Stags attended and hopefully more will come next year.

Stafford is the next big show and I will be helping out again this year with the outside events. Please feel free to come and see me over the weekend - hopefully I will be the sun-stroke suffering official near the main arena - otherwise look for the soaked one!

I need to correct the article on tyre speeds that was in last months article. Lorne Campbell and Mike Crewes both sent me an e-mail pointing out an error in the article concerning the R on the side of the tyre. The R in 185 R 14 is NOT the speed rating - it denotes that the tyre is of radial construction. The speed ratings on the tyre wall appear after the 185 R 14 part and are usually smaller letters and follow some numbers. i.e. 185 R 14 91 H. The H being a speed rating. A Triumph Stag with a top speed of 116 MPH should be OK with T rated tyres (118 MPH) but U (124 MPH) or H (130 MPH) would also be acceptable.

I have had a couple of calls recently about trouble with bleeding the clutch and or brakes on Stags and 2000s. The easiest way of bleeding the brakes appears to be with an easi-bleed. (You will need an old master cylinder cap to do this.) Follow the easi-bleeds instructions, but I have found that the master cylinder can hold a little air unless the pedal is gently depressed whilst the brake bleeding process is being undertaken. Hopefully you should then have a great pedal. Clutches can be as bad to bleed, bear in mind with the clutch that there are 3 positions that the clutch arm can be set at. The lowest one gives the clutch a very light feel and the top one a hard feel when pressing down on the pedal. The clutch can be difficult to bleed on the bottom setting.

Have you ever had trouble starting your Stag after carrying out work on the engine? Victor and Vivien's Stag just wouldn't start after undergoing a gearbox change, the problem was that on re-attaching the distributor, the rotor arm was just not quite in the correct position. On further investigation, the inlet manifold was full of fuel and had to be drained. Slight re-positioning of the rotor arm and the car started. Big smiles all round.

I have also had a number of calls regarding Stag heaters that either won't warm up or alternatively won't cool down. The usual cause of this is the little heater valve under the drivers side dash. It is fitted to the bottom heater pipe. If you can't make it out on the photo, try gently moving the temperature control with your left hand, whilst looking at the heater box under the dashboard. You will see

a little round valve which frequently sticks when the heater isn't used very often.

A little penetrating oil and unscrewing the Philips screw holding the linkage to the valve should allow you access to get a pair of stilsons on the valve.

I have been approached recently by a number of new Stag owners who are having trouble with their hoods. Whilst the Stags hood is quite a good design, it is very similar to the hood on any Mercedes from the 60's to the modern SL, it can be

The Heater



the hood in the semi- retracted position

Picture 2



a bit unwieldy. A little routine maintenance helps. Arrange

shown here in **picture 2**.



Picture 3

bolts have not broken. I have seen hoods with broken bolts that must have been there years before being replaced. A broken /missing bolt can cause the frame to twist to one side whilst being moved which can cause the frame to catch the hood material. With some thin oil like '3 in 1' put a couple of drops on each of the hood frame bolts. There are quite a lot and you



Picture 4

Some hoods move more easily than others so assistance may be required. This gives the best access to inspect the frame and be able to move it. Check that the header rail which goes above the windscreen has not become detached from the two side rails. It is a common weak point as the stress on the frame whilst being erected is the strongest at this point. Next check each and every part of the hood is not bent and that the



Picture 5



Picture 6

need to be careful not to spill any on the lining of the hood as it may mark it. The best way to do it is to use the diagram in the factory manual as you can trace each and every one!

As it is the putting the hood down bit that seems to get everyone stuck I will now try and lead you through the best way I have found.

It is a bit longer than the version on the back of the sun visor though!

First pull the hood release catch on the passenger side cubby box to release the rear of the hood. Carefully fold the rear of the hood up toward the T-bar. It is important to ensure that the rear window folds smoothly and does not crease. It is almost impossible, but on a Mk1 hood try to keep the plastic quarter windows away from the hood frame. The two safety catches should now lock onto the pins on the hood frame. **See picture 3 for the open catch and 4 for the closed catch.** Sometimes it is necessary to move the catch manually to fully engage it. Next lift the tonneau cover to expose the hood stowage compartment. Disengage both levers on the top of the screen frame and carefully lift the front edge of the hood away from the screen. Care is needed here to

ensure that the rear part of the hood does not catch the tonneau cover as it is put in the hood well.

As the front part of the hood is folded lift the edges to separate the Velcro strips and lift the two flaps of material upwards. This small thing will make it easier to fold the hood over the back seat and will reduce the height of the folded hood in the hood well. **See photos 5 and 6.**

The final bit to say on hoods is that when putting the hood up always do the front catches first and don't be scared of slamming the rear of the hood down to locate the peg!

Time to sign off this month and make a request for articles to publish. The cars are starting to get used more often now the summer is here. (Yes I know some of you use them all year round!) Please send me some photos / stories or tips you may have on the running of your car. I don't mind writing the register, but it is nice to have some input from the readers every so often to keep things fresh. (and stop me covering the restoration of other cars!)

Keep running on eight

RICHARD



Suzie Singleton

SPITFIRE Mk I - II - III Register

www.tssc.org.uk/spitfire
e-mail.

spitfires.tssc@virgin.net

I'M STARTING THIS MONTH IN A
NAUTICAL VEIN

Guy and I are just about to head off on the canals again and I now have a follow-up to my January article which featured the crest for HMS Triumph. At a recent Andover Meet Geoff Snow brought a book for me to see, 'British Warships since

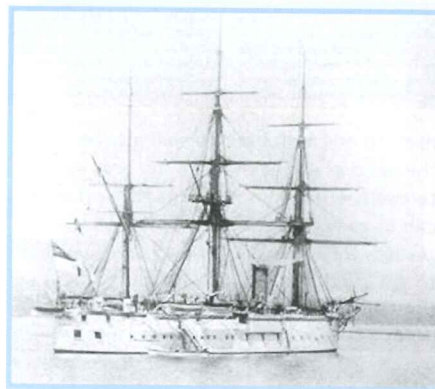


It's A TRIUMPH!

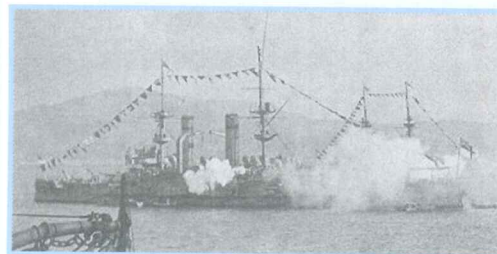
1945' including a photo and some details of the ship. This led me to do a little more research and I discovered that the British Royal Navy has had several ships of the line named HMS Triumph as follows:

A 42 gun ship launched in 1923 at Deptford, which later carried 60 guns, sold in 1688.

A 74 gun ship launched in 1764, the ship on which the 13 year old Horatio Nelson, later to become Vice Admiral, worked as a Captain's servant. This HMS Triumph participated in the American Revolution and was eventually broken up in the early 1800s.



A Swiftsure-class ironclad battleship launched in 1870, served in the Mediterranean and the Pacific. In 1903 she became a training ship at Chatham and was finally sold in 1921. A pre-Dreadnought bat-



tieship launched in 1903 served in WWI but was sunk by U-21 in 1915 off the Dardanelles with the loss of 73 men from a crew of over 700.

A T-Class submarine launched in 1938 and lost off Greece in 1942, with the loss of all 59 crew. A Light Fleet Aircraft Carrier launched in 1944,



she was involved in the Korean war, oddly enough, carrying a contingent of Seafire



aircraft, the naval variant of the Spitfire. After the Korean war she was used as a training and trials ship in the far east then converted into a Heavy Repair Ship. In 1975 she was in reserve at Chatham and eventually scrapped in 1981 in Spain.

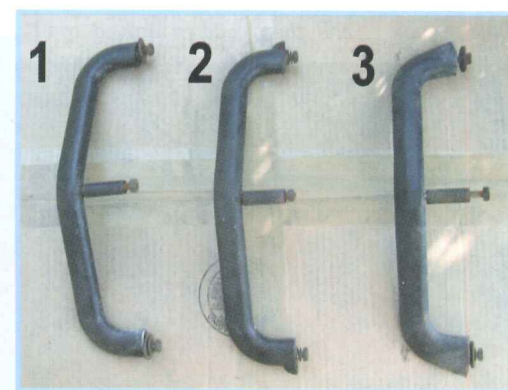
And the current HMS Triumph is a Trafalgar Class submarine, launched in 1991. Her claim to fame is travelling 41,000 miles submerged without support to Australia in 1993, the longest solo deployment by a nuclear submarine. Her claim to infamy being an accident in 2001 when she was grounded off the Scottish coast while under the command of trainee officers. It seems to me that parallels with both of these incidents could be found by

many drivers of the automobile class Triumphs!

As we progress with putting the Sybil jigsaw puzzle I'm sure I'll keep coming across more differences and irregularities. Unfortunately we haven't had any response yet to our pleas for help with the heater box so that part of the rebuild is still on hold until we can figure out what to do there.

In the meantime we've found another item which may be of interest to some of you. This time it's the slight differences in the passenger grab handles, of which I currently have 3, as you can see in the photo. 1. This is Sybil's original handle as used on the very early Spitfire4. 2. Shortly afterward the design was amended giving a little 'flare' to the base of each end of the handle. 3. for the Mk2 and Mk3 the design was changed again to this more

gradual widening to the foot of the handle. Well, that's the three variants I'm aware of, unless anyone



knows of any others.

I've recently had a request from Stewart Sloan who's looking for some advice on exactly where to fit an Overdrive badge to his Spitfire4. If anyone has this combination of badges on their car and can help him out with some photos, measurements or a template please let me know and I'll put you in touch with him. I had an email last month from Bill Allen regarding his Spitfires.

'I was checking my Spitfire records today and noticed that the IVR in your letter to me back in 2003 records the registration number as PVC 348G - it should be PVC 648G - perhaps you could correct your records?' [Suzie note: This has been done.]

Also reading your article in the Magazine this month I notice you refer to the earliest Mk3 on record. We

had a Spitfire from the early batches of Mk3s - MNN 824E. Purchased up in Nottingham to replace our Herald. Quite a funny story here - we were going on holiday to France that summer - 1967 - and intended picking up the new car after the holiday. But a trip to London blew the head gasket + cracked cylinder head on the Herald. Hardly in any shape for the arduous of French roads at that time! So the garage kindly advanced delivery of the Spit. Brand new - running in remember that - immaculately white - we had a great holiday in Paris and Brittany - but very slowly due to the running in restrictions! A great pain for our friends in a Vitesse who followed slowly behind us until frustration kicked in when they would disappear down the road and we would eventually catch up with them downing a beer in a cafe in some sleepy village.

Happy memories - it would be nice to know if that Spit has survived - rust was attacking it from memory when we sold it for a Mercedes 190SL Coupe ... and then children arrived to



Just before I finish this month with the latest instalment of Safety First tips I have some more oddities from the SHVPS Show at the Queen Elizabeth Country Park. Guy found the BMW Triumph again which I mentioned last month and took some more photos of the badging.

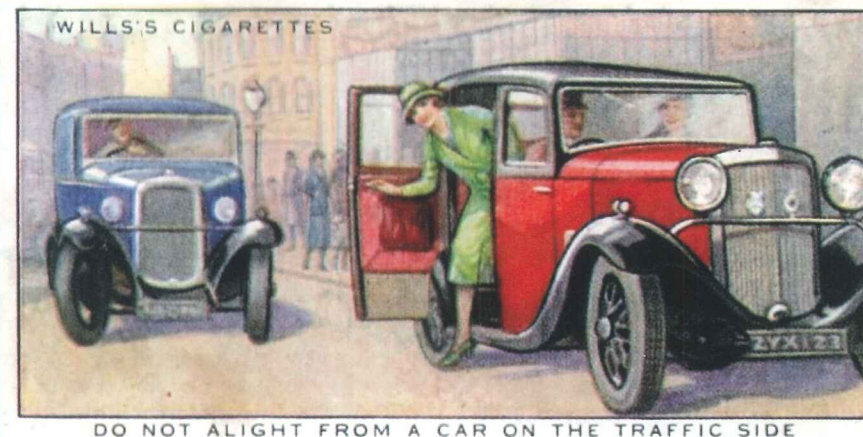
And I also found something else for my 'trailer' collection, not too easy to see behind this stall but a Reliant

change our transportation for ever. At least until I bought PVC 648G in 1996!

Having checked the register I found that MNN 824E is not on it, but oddly enough its near cousin, MNN 824E is, this car being registered in May 1967 in Nottinghamshire. Does anyone recognise Bills old car?



van and trailer are obviously ideal for taking stock to a classic car show!



31. Do not alight from a car on the traffic side of a car.

It is always inadvisable to alight from the traffic side, and the lady in the picture is running grave risks. Should, however, circumstances be such that it is necessary to do so make sure that the road is clear before opening the door.

Cases have been reported where cyclists have been knocked off their machines by motor-car doors carelessly opened. Instances where persons alighting from the traffic side of a car have been run over and injured are not infrequent.

After alighting always slam the door, and test it to see that it cannot fly open when the car moves off.

32. Carry an efficient fire extinguisher readily accessible.

An efficient chemical fire extinguisher is an essential accessory. Light, compact and easily operated, they are procurable from any up-to-date garage for a few shillings. The device used should be of the type recommended for automobiles and charged with a fluid compounded to deal with petrol fires. To be effective the extinguisher must be fitted in such a position that it can be easily reached in the event of a fire, therefore it should not be fixed under the bonnet, near the petrol tank or under the seat. The running-board, or near one of the doors. are the best locations for it.





SEM, BELGIAN BOND & A P3

Guy Singleton

BOND EQUIPE Register

www.tssc.org.uk/bondequipe

e-mail.

bond.equipe@virgin.net

ONCE AGAIN - WHERE DO I START?

I think with a very wet South of England Meet and Bond Camping Weekend at Leatherhead. Thank you all for your efforts in supporting the event, especially in



light of the poor forecast and general dampness (not to mention the occasional downpour!) At least the atmos-

phere was good, as always.

The numbers of cars and jumblerers were down on normal, but hopefully this was down to the weather and we look forward to a bumper show next year.

This year's Best Bond trophy went to Dave Abbitt's lovely 2 litre convertible,



RGL 450H, and the runner-up was Bob



Buckby's 2 litre convertible, CBF 646H.



'How many Bond Owners does it take to change a boot lock?'

I have had an email from Nicolas Haarselhorst from Belgium who has just got his 2 litre coupe back on the road. He writes:

'At last some good news from Belgium! I finally



found time to register the 2 litre so it is on the road after gathering dust for almost 18 months (shame on me!). Of course I had to overcome the usual couple of problems. One of them being that the car would not start, although it was running when stored. I inspected the usual suspects but to no avail. Just before spending lots of money on spare parts, I experienced the same phenomenon with my Spitfire. After about 5 months of winter storage, the engine was completely dead, not even a cough. At this time I luckily found an article in a magazine, telling the story of someone who changed every bit

attached to his engine, even having it overhauled, to no avail. He then realised that the only thing that he did not change was the petrol in his tank. So I decided to remove all the petrol and flush the system with some fresh brew, and hey presto, it fired! I will remember this for the



rest of my life!

Now that I drove the car a few times, I realised that when tilting the seats forward, they leaned outside the car as you can see on the attached photo. As the seats look identical, I



had a look at the frames. When comparing with the pictures from the owner's handbook, I saw that the former owner had inverted them left/right, the two protruding fixing point for the seat being on the inside of the car and the lever on the outside. I swapped the frames. The seats still tend to lean to the outside when tilted, but now they rub against the door or B-post, depending on how far you slide them. Have you any idea what is wrong?'

I have checked on my convertible and the seats do much the same. I have also had similar trouble with old fuel - in my case, even when I put new fuel in

and got the car going after a while it would not start again. It appeared that something from the old fuel was coating the plugs! Once these were replaced it was fine. I went through several sets of plugs on that car before it settled down.

Finally, Suzie and I have had a mad moment or two this weekend. The second I will tell you about next month but the first started when Suzie opened the Bond Owners Club magazine and saw that Stan Cornock was selling a Bond Scooter. He had partially restored about 12 years ago and then got sidetracked onto other things. The short



version of this story is that we (I'm not taking all the responsibility for this myself!) are now the proud (???) owners of a Bond P3 Scooter! As it was still on the trailer from bringing it home on Friday night we took it to a local show on Saturday where it received a lot of attention. The next challenge is to get it running and to have a seat made for it.

We are thinking of going to the Belgian Triumph Club's meet in September - are there any other Bonders interested in coming?

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DEL'S V8 VITESSE CHAPTER FOUR

by Del Holman

**FIRST OF ALL LET ME SAY A HUGE THANK
YOU TO MY FAN CLUB MEMBER, WHO
PRODDED ME INTO THIS CHAPTER 4**

I'm grateful to Paul Hutchings from the Gloucester area, whom I met at Prescott. SEM clashed with a family visit to Evesham, and this year I lost. So while the girls intended visiting houses, gardens and other therapy, the boys went off to Cheltenham Rotary Club's Classic Car Show and Drive Up Prescott's Hill Climb Route. There I met Vince Royle with his Spit. With Lenham bonnet and boot lid (as in Courier, April 2002, no. 262, and Triumph World, December 2006,



Vince Royle's Lenham Spitfire- before

no 71), See pics before and after. How about an up to date piece for the Courier, Vince?. I was also able to have a good look over a Dove TR4 - the GTR4 with the hardtop / fastback.

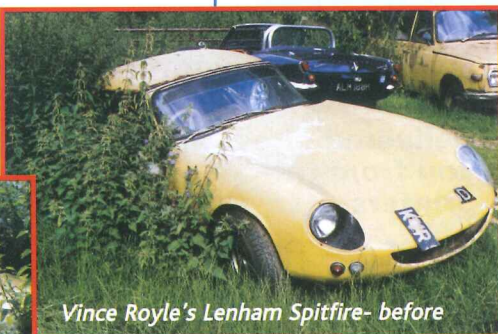
Very nice.

Added to that, my daughter's Spring wedding intervened - and do they intervene or what?

Dove TR4



But it was Paul who said he was also contemplating something similar to my V8, and complained, nay - advised that after chapters 1, 2 and 3, I had stopped. He told me that he, my fan, was eagerly awaiting chapter 4, so here goes!!!



Lenham Spitfire - after

Why the delay? That bonnet! In chapter 2, I'd cut a hole in the old bonnet to clear the V8's Strombergs. But the hole got bigger to clear the air filter connections until eventually 'ping'



That 'Naff' Bonnet

and the whole of the top panel suddenly distorted to the extent that it was quite unusable. No amount of straightening and 'strengthening' with an aircscoop (Above) would pull it back into an unwrinkled shape. It took until May 2007 to find an acceptable metal replacement (on eBay). But since the problem with the carb height would still exist, I bit the bullet and bought myself a Weber 500 carb



New Manifold, Carb and filter

and an Offenhauser manifold. This combination sits so low that there is room for a 2 inch pancake air filter on top and still 1.5 inches clearance to the bonnet. Problem solved.

Take a look at the websites of RPI Engineering in Norwich, and in particular their site:

www.v8engines.com/old-pages/Test/faq-carb.htm - it's very helpful and full of technical info.

Then came the body attachment, which went on fairly easily. As always the biggest problem is the alignment of the quarter light and the windscreen pillar. For those new to this, here is my routine.

1. Fully assemble the doors and get everything to work properly before anything else. Ensure the quarter light frame and the rubber and felt seals all look right, and the glass channels are parallel so that the glass slides freely. (But it'll be a bit tight with new felts).

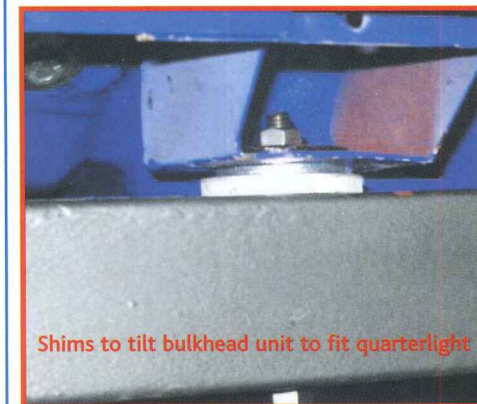
2. Assemble the bulkhead unit onto the chassis and screw down by just the two front screws in the wheel arch space. These two screws are datum points that are not adjustable fore and aft.

3. Attach the rear body tub loosely by the two screws above the rear spring. The rear tub fits on top of the bulkhead at the joint under the front seats.

4. Ease the front of the rear body tub's attachments down onto the chassis and fix down lightly.

5. Pull the rear tub as far back as the slop in the screw holes will allow.

6. Only now should you attach a door to the bulkhead, and gently close the door. Watch how the quarter-light fits the windscreen frame. If there is any conflict, the bulkhead has to be tilted using shims under its chassis side-rail mountings.



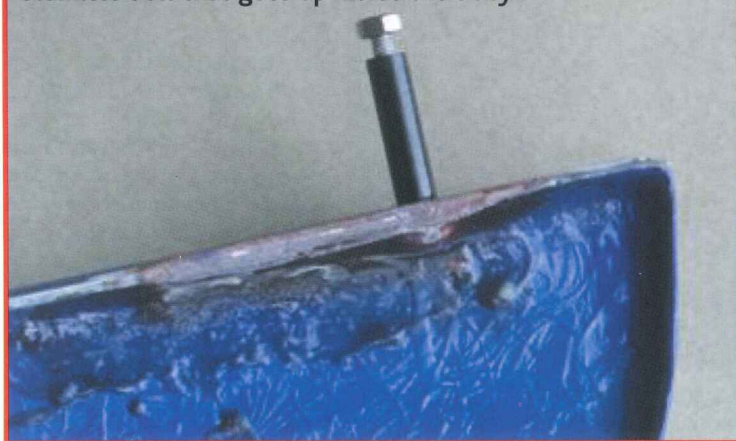
Shims to tilt bulkhead unit to fit quarterlight

Big mudguard washers (40mm diameter or more, 1mm thick, with 10mm hole) are ideal. Adjustment is then easy, by adding shims as needed to ensure that the quarter-light and windscreen frame are parallel and clear each other as the door is opened. You can shim the front attachment if necessary, but it is usually the attachment under the A-post that needs adjustment. If you've done any work on the outriggers

or siderail, don't be surprised if you need several shim washers.

ensure that nothing has moved! You can leave the under-boot outriggers until all else is done.

Stainless bolt that goes up inside the body



Don't ever think that this is a quick and easy job. It isn't, and you've got it all to do again for the other door. It took me a whole day to do one side! Just imagine what this alignment lark must have been like with a 4-door Herald with prototype bits.

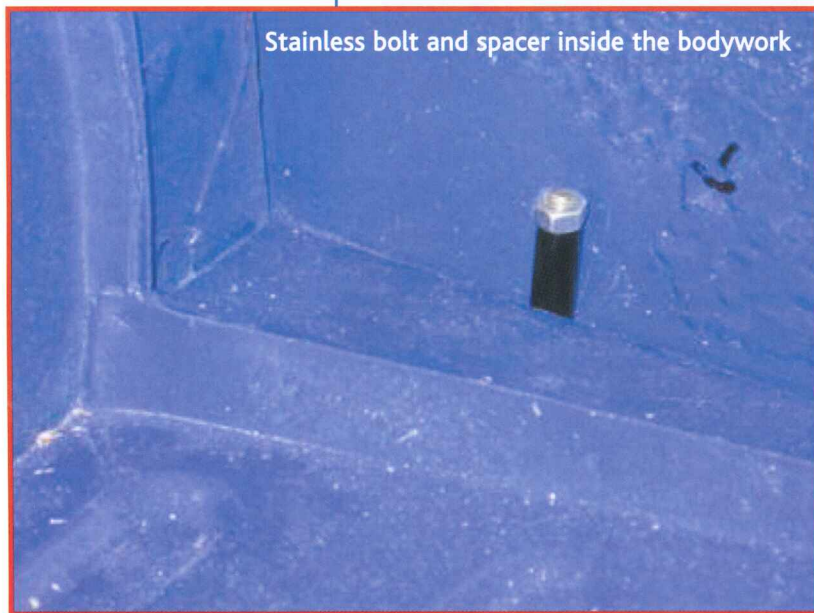
Just to add to my own self-induced complications, I've lifted the body a further 8mm off the chassis (to create more carb and propshaft clearance) by using the

At the same time that you are doing the above, you have to ensure that the bottom edge of the closed door remains parallel to the chassis side rail, the hinge attachments to the bulkhead are adjusted for optimum quarterlight / windscreen pillar clearance, the door doesn't drop when opened, the rear body tub can be adjusted so that the door latch operates, the lock plate on the rear edge of the door doesn't foul your nice new paint job on the B-post, the two pieces of the edge of the door step are also straight and parallel to the chassis, and finally that you get a parallel gap of about 5-8mm at the rear of the door.

thick alloy spacer/washers available at some shows. I've also fitted telescopic dampers to the rear, which need a top mounting plate to be attached by the bolts between the body and the chassis just above the rear spring.

I chose to use fibreglass sills simply because I find

Stainless bolt and spacer inside the bodywork



We'll bother about the bonnet gaps later!!

When you are satisfied, bolt down all the rest of that side of the body, with suitable shims, and

it easier to do preparatory work on them. The upstand that goes behind the doorstep edge was made deeper and thicker, and stainless attach-

ments to go onto the chassis bolts were glassed in. I have my own version of that stupid Triumph screw attachment for the rear of the sill. As far as possible I avoid screw threads being exposed under the car. Most of mine are inside, including this one for the sill. Weld or resin a 2 inch stainless bolt to the sill so that the thread goes up inside the body. **See pic opposite**

Obtain a piece of tube about 1.5 inches long and drop it over the thread inside the body, so that the nut is in a workable position. Bolting up is easy.

(Pic opposite, below)

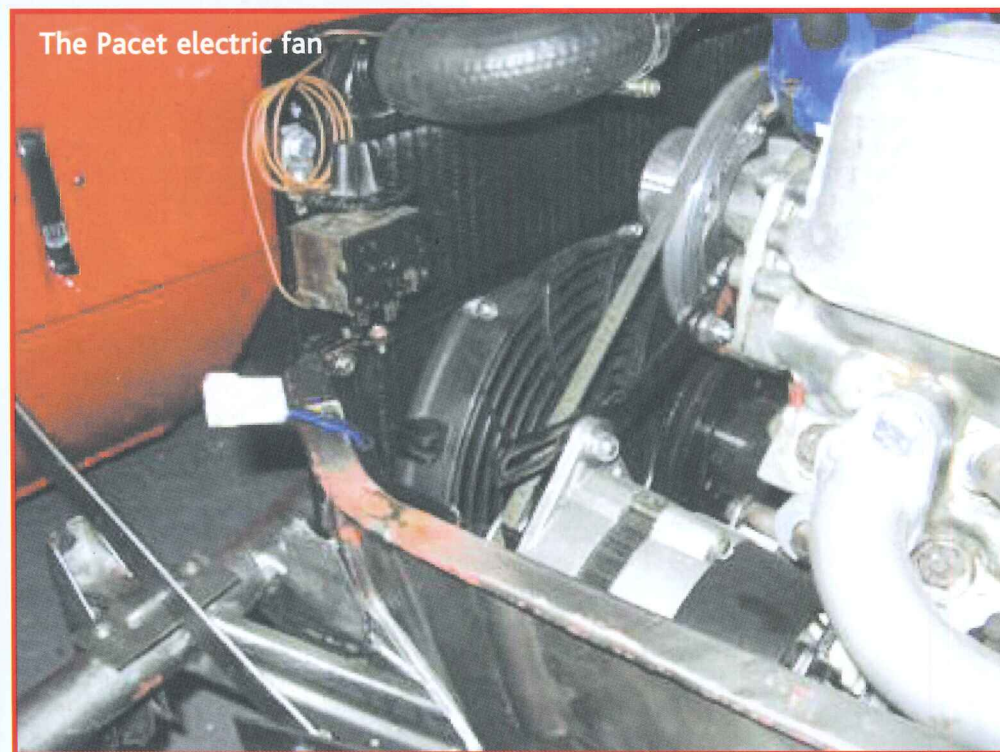
Incidentally, I have used Screwfix to obtain stainless M8 threaded rod, nuts and washers very

Q L-section mounted across the entire width at side valence height. Because the five rows of rad, tubes are staggered, there is no space to put attachment bolts through the rad, I don't think that's good practice anyway.

Pacet fans are good, because the blades and the motor direction are reversible.

Soon to be completed will be:- the battery cradle in the boot, and organising its main cable run, inside the car, to a terminal on the starter solenoid; - the cleaned and painted fuel tank, and yes - that new bonnet. Externally the top, sides and wheel arches are all good metal and need no work. It's a 2 litre Mark 1 bonnet with TRIUMPH across the

The Pacet electric fan



cheaply for use in non visible or non mechanical places, and B & Q is a good source for small pieces of brass and steel tube and L section.

I've used a Pacet electric fan to suck from behind the rad. **Last Pic** It's very thin at just 30mm thick where it matters and 55mm at the centre of its motor. At 12 inches diameter, it's got more blow than hurricane Katrina I just hope I don't need more than that!. It fits below the boss of the waterpump and is supported by some of the B &

bows. The inside has been sprayed with some dreadful anti-rust, anti-drum gunge that I'll have to think about, - see what my paint man says, but the front needs a bit of a tidy up.

Maybe there's some use for bits from my distorted bonnet after all.

Soon, when the battery is done, I'll be filling her up with all of the fluids and firing her up.

Fingers crossed.

Might even make Stafford, but no promises.

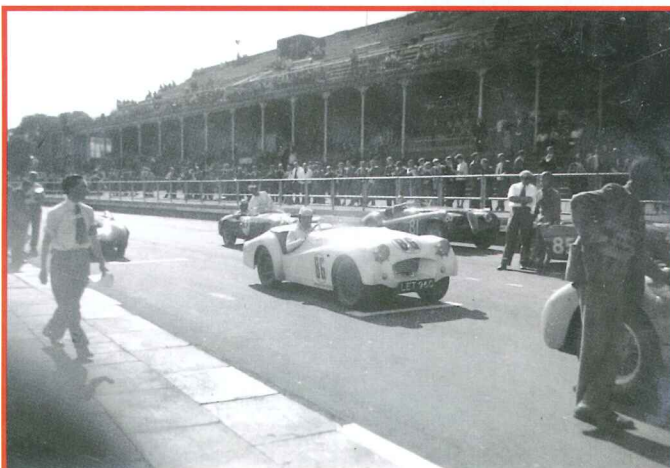


TREVOR TAYLOR'S TR "RACING TACTICS"

by Paul Richardson ©

performance he decided to practice racing starts on a

I love the humorous side of things and Lotus grand prix driver Trevor Taylor, who's been a close mate for over forty five years, has related a wealth of good humour to me from the classic motor racing era when grand prix drivers drove a saloon car race, a sports car race - and a grand prix on the same day. Trev started his racing career in a TR2 with some 'horny, racing tactics'.



Trev on the Start Line - Aintree 1955



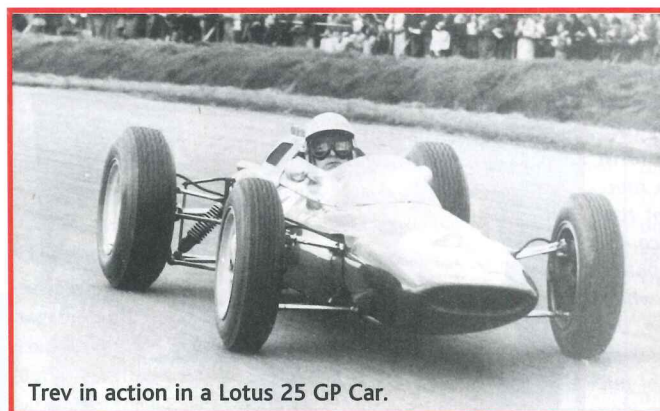
Trev pictured at the start of his Grand Prix career

Trev's first event in his brand new TR was the Yorkshire Rally in 1955. Driving with his brother Mike as navigator Trev related. *"When we got back from the rally there was hardly a straight panel on the TR, I'd run off the road at night and clipped bridges and God knows what else. After that rally I decided I didn't like rallying and turned to my first love - circuit racing. I drove in a few sprints and after finishing second up north somewhere I entered my first race at Aintree."*

After official practice, Trev, as a complete novice, finished up back on the 8th row and somewhat disappointed by this

service road inside the circuit in the hope that perfecting his starts in his TR would help him gain some ground when the flag fell at the start of the race. His practice paid dividends - but when he decided to mix it with new found 'racing tactics' things went a little sideways. Trev related.

"When the flag dropped at the start, I shot through the field overtaking about six cars until I came up behind some other novices blocking the track in front of me. I was gaining ground so fast I decided to switch the lights on and hit the horn. This



Trev in action in a Lotus 25 GP Car.

upset the concentration of some of the other novices in front because, wondering what was up, they moved aside and let me through. I kept my hand on the horn all the way down the straight and by the time I arrived at the first right hand bend, I'd moved up to fourth place. I was so pleased with my progress that I lost concentration and missed my braking point. The resulting spin was monumental. I don't know how many times I gyrated, but when I collected myself I felt like I'd just come off a big dipper. This put me right at the back of the field again and that was that. I finished in tenth place. The race was won I remember by Mike Hawthorn followed by Archie Scott Brown and Ron Flockhart. When I got to the bar after the race, some of the other novice drivers complained about my horn and headlight tactics, which they said was taking unfair advantage. Anyway, I bought everyone a pint and we all ended up pals and had a good laugh about it."

Trev said of his TR. *"My TR was a superb little sports car we bought it because TR's were winning all over the place in the hands of private owners and your dad's works team was cleaning up in*

Aintree so I phoned the factory about it, and my brother Mike and I went down to Coventry to see Ken. This was the first time I met your dad and we became great pals. I think the problem with our crank was a manufacturing fault because the oil feed holes in the crank main and big end bearings had sharp edges. Ken gave us a new crank with a radius on the oil outlets and some other mod I can't remember which cured the problem. He also gave us a special head, rockers, pushrods and cam followers and took us on a tour of the factory."

I asked Trev how long he raced his TR. "Well it was only about a year and a half or so because I'd always had this burning ambition to drive single seaters and the TR was a stepping stone, an inval-



Trev Demonstrating a GP Lotus 25 at British Grand Prix circa 1994.

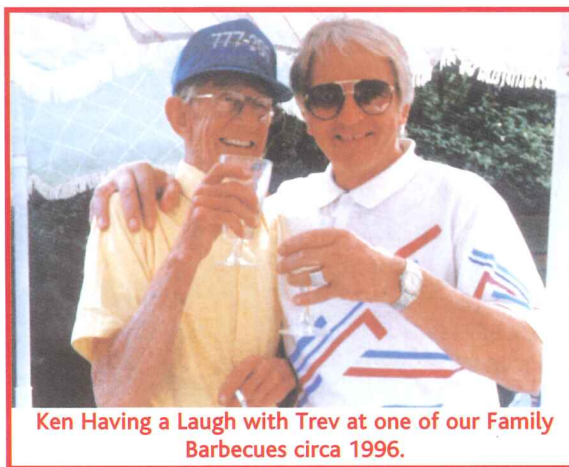
able one. I moved to formula three in 1956 and managed to win the F3 championship in 1958 driving my Cooper Norton."

I'm sure Bern the editor will allow me a little elasticity from matters TR by allowing me to relate another of my favourite "Taylor" stories on racing tactics.-

"Tactics were all important in formula three because we were all

so closely matched. The formula 3 boys were a great fun loving crowd, and they knew every trick in the book to gain an advantage and played several on me. At the Snetterton race in 1958 I got my own back. After official practice, I was forth fastest and in those days we ran a four-three-four grid so I was on the front row for the race. Anyway, after practice we were all talking about breaking points including the one for the first bend, which was a white stone on the side of the circuit, and it was right on the braking limit for the bend. I think Jim Russel put that stone there because he was the king of that circuit in formula 3 and he lived nearby. Anyway, I'd had a pint with the other drivers in the village pub that night and on my way back to the circuit I sussed out a solution. Under the cover of darkness, I stole out on the circuit with a tyre lever and re-planted that white stone about twenty yards further back from the corner. I woke up in our transporter the next morning full of confidence but mindful of the fact that I had to make a good start off the grid. When the flag fell all of us on the front row made a cracking start and shot off towards the first bend. When we arrived at the white stone everyone hit their brakes-except me off course. I shot into the lead knowing I could go twenty yards deeper before breaking. I won the race and afterwards, in the bar, all the other drivers, including Don Parker, Stuart Lewis Evans, Jim Russell and David Boshier Jones wondered how the hell I'd worked out a deeper braking point on the first bend of the first lap - I said "Tactics lads Tactics." You know I never ever let on to any of those formula three lads about moving that stone at Snetterton, and I've often chuckled to myself about it over the years. In fact you're the only one I've ever told that story, but now the story's out all those great pals in formula 3, including those who are no longer with us, will be having a good laugh about it and kicking themselves for not thinking of it first."

It has to be said that all sorts of "racing tactics" were used by drivers in the good old days but Trevor Taylor was known for his true sportsmanship. The finest example of this, and in my opinion one of the finest in motor racing, concerned the first year of the Formula Junior series in 1960. By the last race of the season at Silverstone Trev and Jimmy Clark, driving for Lotus, were tying for first place in the championship, but Jimmy couldn't take part in this race due to another racing commitment. Trev finished fourth in the race (after suffering locking rear brakes throughout a wet race) and technically won the championship. Trev thought this was an unfair result because Jimmy Clark had not been able to take part and suggested to the organisers that he and Clark should share the championship. The organisers would have none of this initially insisting that Trev had won the championship. Eventually, due to Trev's insistence, a calculation was made on the number of race wins etc. of each driver throughout the season. Trev and Jimmy had the same number of wins, second and third places - and



Ken Having a Laugh with Trev at one of our Family Barbecues circa 1996.

fastest laps. The championship, by dint of Taylor sportsmanship, was shared by both drivers that year - and the following year Trev won the championship outright and went on to drive formula 1.

As a footnote, there's another story of Taylor racing tactics when, having won 100 bottles of champagne for fastest lap at Reims in first practice, he was trying to win a second hundred in final practice for a faster time. Try as he may, Trev could only equal his first time and couldn't better it - until a very famous British racing driver offered to tell him how to do it due to a circuit peculiarity at Reims (with the proviso that Trev gave him 25 bottles of champers for the info). Trev won the second hundred bottles of champers and started on pole having broken the F J lap record by some 5 seconds.

Perhaps I should bring Trev to the next Sports Six Club gathering to tell the story?

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

13/60 INTERNATIONAL VEHICLE REGISTER

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

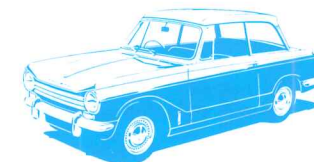
The aim of the IVR scheme is to establish a permanent record of as many of our cars, that still exist in one form or another. It relies heavily on **YOUR SUPPORT** so please send in your completed form.

Also if you request help in tracing your cars history (**2 first class stamps and an A5 or equivalent size envelope**) you could be embarking on a wide-ranging search for something that might not exist!

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

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

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



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

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

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

Happy IVR'ing,

DEREK

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

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£40.00 UK £42.00 EUROPE £46.00 OVERSEAS

RENEWALS

£38.00 UK £42.00 EUROPE £46.00 OVERSEAS

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

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Market Harborough, Leics. LE16 9TF
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e-mail: info@tssc.org.uk
http: [//www.tssc.org.uk](http://www.tssc.org.uk)

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

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

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JULY 2007

Plus

CLASSIFIED CARS & PARTS CONTENTS

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



Race Night

Friday Night At
Stafford International

Featuring:

- ☆ Footman James Gold Cup
- ☆ Moss International Stakes
- ☆ MW Restoration Derby
- ☆ TSSC Grand National
- ☆ Jigsaw Specialist Handicap
- ☆ TR Enterprises Sports Chase

Races Commence
8pm

Onward in
Members Pavillion Bar

Can You Pick
a Winner?



AREA DIRECTORY

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

IF AREA DIRECTORY ENTRY IS IN GREY THEN PLEASE REGISTER OFFICIALLY AS WE & HQ WILL NOT KNOW WHO TO CONTACT. PHONE OR EMAIL VIVIAN & VICTOR THOMPSON

DIRECTORY CHANGES TO AREA LIAISON OFFICERS VIVIAN & VICTOR THOMPSON TEL: 01302 850740 E-MAIL: vthompson@ivycolts17.freemove.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Various see report in Area news Pub Run See Area News for details	See reports 1st Wed. Eves. Last Thurs. Eves. 2nd Thursday

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. Eves.
CUMBRIA	Anthony Holliday: 01946 830663	Advertised in News monthly	1st Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pippa Flegel: 01524 791607	Rope & Anchor Paddock Lane DUNHAM MASSEY	1st Tues. Eves.
NORTH EAST	Mark Astley: 0771 840 8159 Andrew Dunning: 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. Eves. 8.30pm.
LANCASHIRE	Kevin Ollerton: 01772 469354	Canberra Club BAE Systems - 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	Sue Hare: 01909 501714 Vivien Thompson: 01302 850740	The Coach & Horses, Barnbrough - DONCASTER	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCOLNSHIRE	Garth & Ellie Jupp: 01529 307302	The Woodcocks - BURTON MARINA, SAXILBY	1st Wed. Eves.
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 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD	2nd Mon. 8pm.
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. 8pm.
WORCESTER	Mike Carter: 01386 751058	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDULAIS CONSERVATIVE CLUB	1st Tues. 8pm 3rd Sunday Run
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	Last Mon. 7.30pm

EASTERN AREAS

ESSEX	Russell Timms: 07906 100783	The Eagle - KELVIDON HATCH A128 Onger Rd	3rd Sun. Lunch
NORFOLK	Joe Craske: 01493 728764	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 8pm.
SUFFOLK	Colin Wake: 01206 250360	The Magpie - LITTLE STONHAM	1st Tues. Eves.

NORTHERN IRELAND

NORTHERN IRELAND	Douglas Hogg: 028 2564 2770	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.
HERTS & BEDS	Les Read: 01582 862176	The Three Moorhens - HITCHIN	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 Windmill - WEALD, SEVENOAKS	1st Tues. Eves.
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The George & Falcon - WARNFORD, A32	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	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
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	Adam Fiander: 01722 421427 Nick Vass: 01722 790173	The Greyhound Inn - Wilton SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Bridge Inn - YATTON	2nd Mon 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 01531 650035 or 0782 850517	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
		The Greyhound - Popeshill LITTLEDEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS Contacts

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TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.



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

AREA LIAISON OFFICERS REPORT

The lucky winners of this month's areas draw are **Notts**, so please contact HQ for your vouchers.

This is likely to be our last report. Hopefully by the time August's is due there will be someone new in the Area Liaison Officer role. We hope our perceived sudden departure from the role did not put anyone off nominating themselves for the role. It was certainly not a sudden decision on our part, we had been considering resigning from the role for some time. I have undertaken this role for a number of years now, initially jointly with Annis Green, then jointly with Victor and the time has come for some fresh ideas and a new perspective to it.

We would like to express our thanks to all AOs who over the years have been supportive and have made the seminars interesting and informative and we hope you will continue to offer the same support to whoever takes over. We are remaining on the Council of Management and will still be active in the Club attending events and so will still see you around.

Violen and Victor

ANDOVER

e-mail: guy.singleton@virgin.net

The May meeting was attended by Burbage Bob, Graham, Geoff, Peter and ourselves. Peter is now making progress with his GT6, he has moved it to the other side of the garage so that he can work on the other side of the car - Le Mans and other momentous events beckon if he can get it finished in time!

The SHVPS show at Queen Elizabeth Country Park was well attended with 8 cars on our informal stand as well as Mike's Vitesse on the SHVPS stand. We had a good day at the autojumble although I gather from the jumblers' point of view that business may have been slow despite the good weather.

Yesterday, as I write this, we attended the Wiltshire Agricultural Preservation Group show at Rainscombe Park, Oare, a stunning venue. Again we had a good day. Anthony and Rachel were there in the TR6. In fact, coming from Warminster they arrived before us even though we only had a few miles to travel. Our latest toy was much admired - and caused much head-scratching (See Guy's article). I understand that Mark from Southern Area planned to attend today but we took a brief departure from all things Triumph by taking our 1937 BSA B21 to the BSA show at Billing.

Next months meeting will be at the

Clatford Arms, Goodworth Clatford on **12th July**. Don't forget the TSSC International at Stafford on **7th & 8th July**, the LL Club show at Horndean show on **21st & 22nd July** and our annual BBQ here at Bondhenge on **Saturday 28th July**. Hope to see you all at one or all of these events.

AVON

May was a fairly quiet month with a good turnout for the meeting. There were some interesting tales of a club official and his stay in a travel lodge for the SEM meet, something to do with being locked out of his room. (*DOOPS Ed.*)

The June meeting was our first outside in the car park with several Triumphs and TVR's turning up. It was great to see Tyler in the Spitfire, even though he had a few problems getting home. Hope the car is now sorted out and we look forward to seeing you at future meetings/events. We also saw apparent proof that the restoration project of Chris and Ange does exist. Still happy to provide the police escort into the car park when it is done. "Disco Ian" arrived in his TVR with an interesting James Bond style braking system (the bootlid comes up when he stops!)

June is a busier month with Castle come action day and brean camping weekend which you can catch up with in next months report.

Events coming up:-

- JULY**
- 1ST ATWELL WILSON MUSEUM ANNUAL SHOW**
- 1ST CLASSICS AT THE HALL KINGSOTE (TR REGISTER)**
- 7 - 8 STAFFORD**
- 7-8 HEDDINGTON AND STOCKLEY 14-15 I.A.T., RAF FAIRFORD AUGUST**
- 4-5 BISHOPS LYDEARD STEAM FAYRE (SOMERSET AREA)**
- 10-12 HAY ON WYE CAMPING WEEK-END AND RALLY**
- SEPTEMBER**
- 23 CLASSIC CAR RALLY, WESTON-SUPER-MARE (RNLI)**
- 23 CLASSIC CAR RALLY, WESTON-SUPER-MARE (RNLI)**

EAST BERKS

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David E with his family in his Herald 13/60 and myself and dad in my Herald 1200 (Francesca) made the very wet journey to Leatherhead on Sunday 13th May for SEM. The turn out was good considering the weather! However the day was wrapped up early with the awards being given out at lunchtime. Trevor in his Herald 13/60 won a best Herald award. Congratulations Trevor! My Herald ran very well and I now have had a valuation done for insurance purposes. It will be great to start enjoying the car, having owned it for 11 years and it being off the road for 24 years!!!

On the 20th May Duncan and I took George the Warwick to Aston Clinton Show at Aylesbury Rugby Club. The

weather was kind to us this year and the day was very well supported with numerous cars, lorries and traction engines. It was good to meet up with South Bucks & Thames Group and to see Trevor (Herald 13/60 saloon), Peter & Kate Game (Spitfire) and David E & family (Herald 13/60 Convertible). It is always a lovely family show with crafts and childrens entertainment too.

My Herald had a trip out on the 3rd June to take Triumph TS2 (prototype TR2) to Madejski Stadium in Reading on its next tour of England passing between the TR Register Groups (from Windsor Forest TRs to . There was a small convoy of TRs to take TS2 to the hand over. My Herald led the way and we stopped at the Green Man pub in Hurst on the way home to enjoy a refreshing drink and pub lunch!

The international meeting at Stafford is the next big event happening on the **6 to 8 July**. I shall be unable to attend, but do enjoy the show if you go!

On the 21st June will be travelling over to Thames Group to join them for their evening of mid-summer madness. We shall plan another trip to Thames later in the year if you were unable to attend!

East Berks next meeting will be on the **10th July** at the Shire Horse pub from 20.00hrs. With kind regards

Helen

SOUTH BUCKS

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

Just for this month, the trees are under threat again! Hello to you if you have been one of my avid readers from the past, or welcome if you have not read my ambling stories of what the good people of South Bucks have been upto! As many members headed for the Isle of Wight, it was just myself that represented the South Bucks area at the Beaconsfield Classic car show on May 6th. I did see a Spitfire with a TSSC badge in the display. If you are local, please do come along to one of our monthly meets! Mine was the only Stag there, which was a surprise, as Stags seem to be very common at other shows!

It was a good show, with money raised for local charities.

Tuesday 8th May was the Ace Café Classic night. As usual, good collection of classics large and small in attendance. Well worth the visit if you are in the West London area. We generally do go every month, so if you fancy a visit sometime, contact Dan, and we can organise to meet along the way.

Wednesday May 16th saw the Monthly meet at the Squirrel at Penn Street. Not very busy this month, but several members did brave the weather. Charles, Phil, Marcus & Tracey and I did exchange stories and news, and we set up times of meeting for the Aston Clinton show.

Sunday 20th May, 9.30 am on a bright morning at the Tesco's car park in Amersham (note for Charles, Amersham!) saw Mickey from Thames area in his superb Vitesse, Julie (Thames) in her prize winning Acclaim, and Trevor (Thames) in his award winning Herald and myself with two of my sons in my 'fruity' coloured Stag go round the car park at least three times,

CANTERBURY . . . CHESHIRE

as I kept missing the exit! Once under way, we had a small convoy travelling along some great roads in rural Buckinghamshire. Just to keep Julie on her toes while following me, I took a different route, and used my wipers as indicators on at least two occasions! As usual at the show, they have a huge amount of exhibitors and visitors, and they do seem to run out of marshals very quickly, so the parking can be a little challenging. Dan has organised a TSSC stand, so eventually we had our area. With the obviously experienced camping team from Thames, the gazebo was up, kettle was on, banners displayed and seats sat in ready to go took just a few minutes. My sons and I took a little longer to put the South Bucks banner and flags up, but the whole effect looked quite professional. As we turned up, there were two 2000's (is this 4000?!) who I asked if they wanted to be on the stand, so before too long we had six Triumphs on display. A prospective new member turned up in a very clean M4 Spit, so he joined in. Charles from South Bucks then arrived after a minor detour of other Tesco sites (!) in his very clean M4 Spit. A member from North Herts (I believe) with his GT6, added to the display. A friend of his then joined in another Spit. The Elliot family from the East Berks area arrived in their very clean convertible Herald, so our display looked very impressive. Marcus and Tracey arrived with the superb condition Spitfire, and Marcus's immaculate Vitesse convertible. So we had an impressive range of Triumphs on the stand.

It was good to see so many members who have been to the South Bucks monthly meet in the past. Hello to you again, and hope to see you at another show sometime soon. The weather was fine all day, and with over 1000 vehicles, many, many stalls and auto jumble, craft stores and activities for all the family, I believe everyone had an enjoyable day, and I for one will look forward to next years show.

Just to mention that there were 21 Stags at this show!

Depending when you read this, the shows that we know of and may well be attending, are The Wigington Classic car show near Tring on Saturday 23rd June, All Rover show at Oxford on Sunday 24th June (if you are not going to Goodwood for the weekend!) The big event of the year at Stafford **7th/8th July**. **Tuesday 10th July** Ace Café night. The Uxbridge car show gets bigger every year, and is on the **15th July**. The club night at The Squirrel, Penn Street on **18th July**. Classics on the Green at Harpenden is ticket only on the **25th July**. A very good show is the Classics on the Green at Croxley, near Rickmansworth, on **Wednesday 1st August**. Anyway, that's enough for now! If you need any details, let Dan know, (details in the back of The Courier) so hope to see you at an event soon. Take care,

Carl

CANTERBURY

As I said last month, the weather for the SEM looked doubtful to say the least. And so it proved and it was mainly thanks to Big Tony's "sod it we're going" attitude

that we went, although it wasn't raining at the time. And this was the case until we got to Leatherhead, where Tony Roberts decision to open his Vitesse webasto sun-roof was called into question. The numbers were down on previous years and the outlook didn't look too bright. I eventually bit the bullet and emptied the 2000s boot onto the grass. I'm glad I did as the lack of jumblers had made those after parts very keen and I sold everything in an hour. Coupled with the 2000 coming runner up in the saloon class (never look over a car when wet) and meeting the cars previous owner, John McCartney the 2000 register sec it turned out to be a good day for me if a little soggy for everyone else. The only problem was that the 2000 didn't seem at its best on the way home, this was to manifest itself later on. Dennis also had similar weather at the Isle of Wight but seemed to make the best of it as usual, he too won a trophy so the paint job his kids got him for his birthday (what do you buy the man who has everything) paid dividends.

Talking of birthdays, I was contacted by a young lady about helping to acquire a GT6 for her Husband for his imminent foray into old age. Up and down the country we went, but none were to spec, eventually it was decided that buying a classic as a present was too stressful so the plot was disclosed. I now spend all my time in dark glasses in case the old man finds out. This wasn't part of an AO's job! I have just heard that he has bought one off eBay so maybe I can come out of hiding.

I don't think anyone did the bucket and spade run itself instead choosing to turn up at the finish. After much badgering Tony took his Herald 13/60 convertible and stuck a for sale sign on it (h's been talking about doing it for a year) and sold it within the hour, so the Glenn fleet is down to two, the 2.5's engine now running and awaiting an mot. Cliff brought along his newly painted Spit 1500 and is currently working on my missus trying to convince her that this is what she needs for work. I can see the penalty points mounting up now. Shouldn't take long for her to reach twelve. No chance.

At the last meet it was nice to see Marc from Sheppey who has a Spit 1500 he is working on. He also owns a Jensen and MGB, two out of three ain't bad. Obviously a brave man as he bought the Spit on a whim when he was meant to be saving up to move house, bet that pleased his other half. Not! While most of us were together we discussed our camp and bowls event. After finding out the final price to camp decided that it was beyond reason and therefore the camping will not take place. Instead we will do a bowls event followed by a lunch, similar to last time in **September** and do the treasure hunt followed by a lunch in **October**. I will confirm next month. Also one of the organisers from the Neptune car club invited us down some time for a visit. They meet at the Neptune Pub near Dymchurch on the same day as us and so suggested a meet in August before it gets too dark in the evening. I will let you know as soon as I get details.

I would like to thank Julian and Sue Orme for all the work they put into the Sandwich classic. The way the weather performed on



the Friday with storms and flooding with more to come over the weekend looked to put the dampeners on it. A bit of coaxing from Sue and the clouds disappearance saw myself, Ed, Phil and Cliff put our best foots forward and go. A good move, the weekend was glorious, one of the busiest and best so far. Well done to them. Good breakfasts too. If you want a chilled weekend with entertainment, road run and the odd beer, finishing with a car show, this is the one. The only downers was on the way there the "funny running" on the 2000 turned into only 5 cylinders and Mike Thompson's Burlington snapped its rear spring in a pothole in Sandwich causing the tyre to rub on the wheel arch creating plumes of smoke and shredding itself in the process. At least I got home under my own steam, poor old Mike had the humiliation of being given a lift on the back of a truck. Hope it doesn't take too long to fix. The weekend raised £1600 for the Air ambulance which shows the amount of work put in by the organisers. Graham bought along his newly acquired Mk2 GT6 and kept giving me knowing looks. Can't imagine why. Nice car though.

Steve, Ray and Tracy went to Hamstreet instead, unfortunately due to the Sandwich moving date because of the Bucket and Spade it now clashes with this. Again the weather came up trumps and I heard Ray was interested in the lawnmower racing. A V8 in a Qualcast perhaps or a Briggs and Stratton in the Dolly? All the best

Dell

CHESHIRE

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One of the best things about driving around in a Triumph is that people are really nice to you. Driving to Sainsbury's today a man in a Golf called 'beaut' as I passed (he was going the other way) and then another man in an E-type gave me a cheery wave (I gave a cheery wave too). This went some way to making up for flying to Oman on Sunday, having the project go pear shaped on Monday, and flying back on Monday night/Tuesday morning. Sleeping on an A330 is not my idea of the good life!

There was also Cyclone Gonu which hit Oman the day after I left, so I think all things considered I escaped lightly.

It also looked like the Tatton show folks had a nice weekend after the weather in the week had not been very promising. Maybe I'll get a report at the June meeting (I spoke briefly to Dave who enjoyed the excellent weather)

I've also visited Adrian and the Red GT6 is making progress, but is hampered by the cost of the missing bits (a set of tyres, a set of carpets and a servo do not come cheap-



CHESHIRE Cont

ly). The engine seems to be suffering from the problems brought about by my favourite (not) carburettors, namely Strombergs. Some of the regulars are quite enthusiastic about these devices, but I am not, especially the choke mechanism, which appears to have been invented by a W Disney Esq. in Hollywood, California. We shall see. Paul's GT6 has come back from the painters, so both are looking close to completion.

And so to our run out on Thursday. Mike had prepared a shorter run than some previous, to allow us to get to the destination pub with a reasonable amount of daylight left. This time round there were eleven cars, which I think is a record. Three Viteses, five Spitfires, one Stag, and two honourary Triumphs. And the honourary Triumph belonging to Rob and Alison was very nice indeed. We travelled through Pott Shrigley and Kettlethulme, past Lamalod and came to the Church House in Langley, where the odd gill or two was (were?) consumed. I managed a fair number of photos, and I have (yet again, I know) an action to sort the web site out. Anyway, next month is another run out so the arrangements are once again 7:30 for 8 at the Cock and Medoofor, with 30 miles of petrol in the tank. Be prepared for the wonderful scenery of Cheshire, good company, and the experience of a new hotelier. That's on **Thursday the 5th of July**. Your Organiser may be there to join you, but predictions of my whereabouts are becoming rather inaccurate these days. Whatever happens, enjoy the Triumphs!

Henry

COVENTRY

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The fine weather attracted at least 18 cars to last month's meeting at The Bull and Butcher, including a visit from our local TR group. It was good to see a few new faces, and few 'old' ones who we have not seen for a while. Virtually all the Triumph models were on display, with a few exceptions. The meadow grass needed a bit of a cut, but it was a pleasant evening as the sun set over Corley Moor. Nigel and Steve told me I almost set the field alight in my Stag when I arrived. Paul Cheshire's car was the fly in the ointment that evening, a bright yellow VW Beetle, parked at the end of the front row! Karl Dandridge was in his 1959 Herald Coupe, recently recovered after being stolen - 16 years ago! The Wykes family were there in James's Spitfire, and Tim is still waiting for his flight in a WW2 Spitfire. You know the weather is good

CHESHIRE . . . COVENTRY DERWENT VALLEY . . . DEVON

when Graham Allen turns up in his very tidy 13/60 convertible.

It's the Birdingbury Festival Saturday and **Sunday 14-15th July**, so why not make the most of this local event? We can discuss this one at next meeting. If you are planning to attend any other events this summer, let us know, as others may also be interested.

Hope to see you all at the next meeting at The Bull & Butcher, **Tuesday 3rd July**. It's my wife's birthday, so we may get there early for a change and have a meal. Regards,

Kevin

DERWENT VALLEY

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In one month DV attended four classic car shows and two mini runs with a visit to a oil museum, not bad at all for the start if the summer season. The 7th of May was Thoresby Hall Classic car show; good turn out by Notts Group, Nigel and Claire who won best club stand last year. The 13th of May Stuart and I attended Newark Classic car show in not very good weather, it rained most of the day, but never mind it didn't stop us having a good look round, drinking lots of tea and indulging in ostrich burgers. The 27th of May raining again...surprise, surprise, a bank holiday weekend, but it didn't stop five cars turning up for a mini run and a visit to Dukeries Oil Museum, the route taking a steady plod around clumber park, and finishing off picnicking inside the museum because of the weather. We will have to do the nature trail walk another day. A film show gave us a fantastic insight into Churchill greatest secret of the second world war. Not many people know that the Dukeries Wood oil field produced million of barrels high grade oil fuelling the aircraft etc. thereby helping to win the second world war.

June the 3rd a red-hot day at Wollaton Park Austin Seven autokarna. The sun always shines for the Austin Seven clubs. All manor of Triumph cars were lined up on our club stand, two were for sale but no takers. Under the shade of two Gazebos we chatted away put the world to rights only to stop to eat and walk around. Thanks to all those who came.

Instead of the usual meetings at Smalley Common working men's club, we had a lovely drive round Derbyshire and finishing off at the Plough Inn. Over a dozen cars attended and one of those cars containing a very small new member of 7 weeks old William who had more attention than those cars. William promised to buy every-one a drink in 18 years time.

Barabra won and lost the quiz carryout on route which was a figment of her imagination.

Dates for your Diary.

3rd July ~ We are going on one of John Eade's famous TREASURE HUNTS. Meet at the Ex-servicemen's club at 7 for 7:30 start.

6th, 7th and 8th July ~ TSSC International Weekend at Stafford County Showground. Discounted entry for TSSC members if you pre-book.

8th July ~ Warsop Carnival and classic vehicle show. ~ Details from Mike

Costigan 01623 843587. Entries by **30th June 07**.

15th July ~ Mid Lincs Rover Club.

21st July ~ Horsley

Woodhouse Carnival.

21st and 22nd July ~

Ackworth Steam Show.

3rd, 4th and 5th August ~ Notts Area's Robin Hood 2007. Visit their website <http://www.notts-tssc.org.uk> for more details.

4th and 5th August ~

Cromford Steam Fair.

7th August ~ We are currently

planning a Fish and Chip run.

Check out next months Courier for details See you all there

Roger

DEVON

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After six rain-free weeks in Devon, 13th May was the day it tipped - about 40ml in the morning - not the right day for the planned picnic on the beach at Dawlish Warren, and for the first time we had to cancel our planned outing. Sorry folks, we were looking forward to it too!

Club Night at the Star again saw a good attendance, about 20 people, including newcomers Martin (Vitesse MkII last MOT'd in 1991) and John & Ann (with a Special). Martin was looking to source a replacement chassis and there was plenty of advice on hand as usual. In all we counted 8 in the car park, 2 Stags, 2 GT6, 2 Spitfires, Vitesse and Andy's 2000. Dave & Jacky came along from Exmouth, and Shaun from Plymouth, so the Star is proving to be a good accessible venue.

We met several TSSC members on the SOC Moor to Moor Run in aid of Devon Air Ambulance. In addition to the 85 Stags (including ours and Shaun's) on the drive were Lindsay's Spitfire, and Peter's Herald. We all made it to the finish and it was a great day.

July will be a very busy month for us all. **Sunday 1st** - meet at Pear Tree Cross, Ashburton at 10am for a fun day, a treasure hunt, and bring a picnic (yes we are going to try it again!). Names please to us on receipt of the Courier. The weekend of **7/8** is of course Powderham. We have a good entry for the Club stand, and if you did not get around to entering your car, come along and see us anyway. We are planning to celebrate the Club's 30th birthday. Powderham always clashes with Stafford unfortunately, but it is the biggest show in the Devon area and is always well supported. We know the Axminster three, Paul, Adrian and Richard, will be going up to Stafford to represent us.

Our cars will be out in force over the coming weeks, and we will have a Club stand at the Riviera Classic show at Paignton Green on the **22nd** and at Branscombe Car and Air Show on the **29th** - we won Best Club Stand there last year! For Branscombe, as we have to be on site by 10am, we will LEAVE Exeter Services at 9am sharp. We look forward to welcoming Manchester Area to Devon - they are coming down on the **23rd** for a week's camp-

ESSEX . . . GLOUCESTER HANTS & BERKS

ing at Ugborough near Ivybridge.

Because of their visit and so that we can invite them to join us for an evening, a reminder that we have **CHANGED CLUB NIGHT** this month - instead of the 3rd Wednesday, we are planning a drive out on **WEDNESDAY 25TH**. We will be starting at around 6.30pm from Hillhead Farm, Ugborough near Ivybridge, and finishing at The Passage House Inn, at Kingsteignton near Newton Abbot to get there by around 8pm. We'd like to know if you are coming along, so email or give us a ring please when we will give you more definite details as to route etc - do join us and show Manchester what we can do! Moving on to **August** - on **Sunday 5th**, we will meet at Exeter Services at 11am for a drive to Wimbleball Lake on Exmoor - plan to bring a picnic but more details next month. Get those cars out and enjoy yourselves!

July 1st 10 am Pear Tree X Ashburton - Treasure Hunt

7/8th - Powderham Show - Club Stand

22nd - Club Stand TOWC Show Paignton Green

25th - Evening Drive to Passage House Inn, Kingsteignton

29th - Club Stand Branscombe - leave 9am Exeter Services

5 August - Exmoor Drive

Sue & John

ESSEX

www.tssc.org.uk/essex

Hello all. Was it me or was May a wet one? I will start with the SEM, on the Saturday we all met up at lake side service station, five cars came for the ride to the SEM, me in the Vit, John and Donna in their Herald, Keith and Caroline in the Spitfire, Paul Carter in his Yellow fast road Spitfire and a nice Yellow Spitfire from North London. With our hoods up we left for Leatherhead. When we got there we found it hard to find a camping spot, there was loads of room but no one wanted us by them and we didn't know there was a place you could reserve a camp site (must be the top banana's only camp site) we made camp in the wind, parked cars on the field and had a beer. Saturday was the best for the weather. We all went out for a meal in the evening at a pub in town and we had a giggle, didn't we Donna? our sides almost burst. Don't know why? Then we went back to camp and to the sports centre for the live band who I must say were much better than last year, seems they have got their act together at last. Lots of fun and a few beers were downed. Then back to the camp for a sleep.

Sunday, wet, wet, wet, we were joined on Sunday by Allen, Janet & Joe. We all went to a cafe for brecky, on the way back we bumped it to Tim. We parked our wet car on the wet field and had a look around to see what others had come down in to show. Then as if by magic Dave turned up in his Herald. Now that was a surprise, as John and I were having bet on him not turning up. I won't say who won. The show ended at about 2 pm just after John Hill picked up another trophy for his Herald 1360. Well done to him.

The drive home was bad with the rain lashing down and leaking into our cars, we all split up as it would have been dangerous to try to stick together.

Club meeting. The sun was out and so were the cars, we had around twelve turn up. A new Green Spitfire to our area, sorry forgot your name but you know who you are. It was a good meeting, lots of members there without cars as well. Paul Carter showed up in his very nice, very fast and smokey Spitfire. First time it has been to a meeting in about two years. Seems he had a problem with it. Nice to see Pam back from her holiday as well. Simon Forsdyke was there with his 1360 and Mrs Forsdyke, he is one of the newer members to come and join the fun.

Some of us parked in the beer garden again to give us more room in the car park. If you haven't been to a meeting come and join the fun, we don't bite and love to see other cars and new face's.

Keep an eye on the Website to see what we are up to.

By the time you read this I will be living in Kent! Yes a West Kent member. I will still be running the Essex area from there. Does any one have a nice TR6 for sale as I'm after one, or a TR4?

Have fun with your cars

☆

Russell

GLOUCESTER

www.tssc.org.uk/glooucester

Here we go with this months activities, first was Prescott and all week we were hoping that the weather would be kind to us, it wasn't the rain got progressively worse as the day went on, regardless of this we still had a good line up of Triumphs. It was nice to see Ali take the Herald up and Rob managed to avoid the barriers this year (sorry Rob) and in the wet too. Gareth's mum did manage a run into the gravel on pardon corner but no harm done other than a bruised ego. The high-powered cars were more at a loss and of Pauls usual fleet outing the 1500 Spitfire proved to be the most fun. Eventually the organisers called it a day and closed the hill early but we had been able to get quite a few runs in anyway.

The area meeting was enjoyed outdoors and I'd like to thank everyone for my birthday card and Paul and Clare for the cake. Several collections of video and pictures were floating around thanks to Mark and Vince and as usual most of us are eagerly awaiting our copies. Thanks guys.

The Laon historique was next and what a fantastic weekend we all had. The suspense of waiting to see what Paul and I were going in got too much for Gareth and he turned up at Paul's house on Thursday morning, the only reason Paul let him leave alive was under an oath of silence and he went to get milk for the tea. Everyone else got to see the car at Dover on Friday morning as Caracitus Potts and the muffin tops pulled up in the Ferrero Rocher the start of a great weekend had begun.

The French weather was kind during the days and once in the bar in the evening the rain closed in. The weekend although thor-



oughly enjoyed didn't go without its hiccups. Some we were able to cure but unfortunately others were more terminal resulting in a couple of tow trucks returning cars home. The champagne moment of the weekend was just that, Vince having blown the Spitty's head gasket managed to source a complete head set on Sunday returned to the hotel, with two hours to go until our group dinner booking a debate ensued as to whether the job should be done or left until morning as two hours was limited time. Forty-five minutes later and several glasses of champagne (thanks Rob) it was decided that is must be fitted and so a push across the road into a covered area saw some fancy champagne fuelled spanner spinning and with only a twenty-minute dinner delay the job was done. Well done to all who helped and contributed the camaraderie was superb. Definitely a weekend not to be missed.

A trip to the Worcester meeting had us recounting the weekend all over again with a superb dvd from Vince and Dave which captured the weekends atmosphere superbly, that's definitely one I'll be watching for a long time to come. Lastly this month another opportunity to upset Paul and test the TR's rubber saw us at the Castle Coombe classic sports car and action day. The sun scorched down and there were plenty of thrills and spills, a couple of boy racers took to cutting the grass but the highlight for me was a MK2 Jag being pushed hard around the circuit a fun day out. Keep your eyes on the events list and we hope to see you soon. Andy

Monday July 2nd Worcester area meeting. Pop along for a welcome night out.

Friday-Sunday 6th-8th July The TSSC International at Stafford

Wednesday 11th July Area Pub run to The Tunnel House Inn at Coates Nr Cirencester.

Monday 16th July Area Meeting at the Kings Head, Norton.

Friday-Sunday 20th-22nd July The TR International weekend at the Three counties showground, Malvern.

HANTS & BERKS

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

It was all GT6s and Spitfires at the June meeting, Andy Cook's newly re-trimmed GT6 looking better than ever. To be fair it wasn't that bad before, I spent a happy 48 hours in it on last year's Round Britain Run. The replacement seats looked good with newer foams and covers. Colin, Mark and Tony brought their GT6s. Paul and Carlos had the their Spits out. Alan Fullbrook had



● HANTS & BERKS Cont.

a permanent smile as he'd got his Spitfire engine back together after a fair few months rebuilding it, taking his time as funds and know how allowed - it certainly sounded nice. Due to an all too familiar MOT dates mess up, Carl was in the Scooby and not the Spit - I've been there before too Carl!

I took Claudia Sixfire out as I'd just spent the weekend in the Vitesse doing nearly 1400 miles of the Scottish La Carerra Caledonia event. This is a Club Triumph co promoted event but I did see a few TSSC people there too. The car suffered a little with poor running but we found a blocked fuel return pipe on the Lucas injection and when that was sorted the system was able to function properly again. The car flew and Dave Pearson of Canley Classics and I had a great time enjoying the deserted highland roads. Full details and pictures on my Blog at <http://chinn.blogspot.com> Carl and Becky had been to a classic event in France "Circuit Historique de Laon et de L'aisne" and thoroughly enjoyed themselves, the French roads and the hospitality in their Spit.

Talk at the meeting was of fuel starvation and rough running issues - isn't it great the way we all have our own tales of problems overcome and faith restored - seems like a never ending cycle! There was also a little chat about the changes at HQ with the loss of the Area Liaison officers, Victor and Vivien Thompson - no takers for the post amongst our number. I'm still trying to understand why our Area is still showing as unregistered as I filled the paperwork in the day I got it and returned it immediately after the meeting. Our Area News articles get published yet we're still shown as an unregistered area. Never mind, we'll keep meeting and keep talking Triumphs. (rectified now guys - Ed.)

Events coming up that some of us will be attending are the Club Triumph national day **1st July** which is up in Burford, Oxfordshire - I hope to be there. Of course Stafford, unfortunately I won't be there but I think Carl and Andy will be. Then there was some chat about the next long distance event, **Septembers** Ten Countries Run - both Carl and I are signed up for this, Carl's currently without a co-driver and my co-driver has moved away from the area, I haven't seen him in 3 months! One event that I may go to just to watch is a track day at Castle Combe on the **9th July**, these are often organised with the MG Car Club, you see all sorts of cars out on the track including racers and wannabes. The day is very low key and relaxed, take a helmet and you may get a passenger ride. I know there will be several Triumphs there as I think Club Triumph are co-promoting it.

HANTS & BERKS HERTS & BEDS . . . WEST KENT . . . LANCASHIRE

Last time I went, TSSC racer Andy Vowel was there putting in some fast laps, great to watch.

Fazon

● HERTS & BEDS

After last month I've got the job from Les again, 20th May saw Pete's Vit 6, Barry's Stag, Peter's Vit II and Stuart's Bond mixed amongst some 25 classics at The Walsworth festival on Sunny Sunday, together with owls, ferret racing, parrots, dog handling and loads of tombola. It was a Ford 100e popular that won the best car award. (really)

Since we decided to e mail regular local members the circulation list now stands at 26 and grows each month that's a good sign its doubled since January we use this to communicate any local events or issues that may appeal to regulars.

Both Sam & Ashley Families attended the IOW camping weekend which as usual was a great well organised event. We would like to thank the organisers as well as the people that attended for making this such a great event. Ashley and family attended the SEM and although some what down on numbers was still a very enjoyable event. On a very wet bank holiday at the The Three Moorhens Area Meeting, some 18 Triumphers turned up (some in their cars) although I didn't brave the weather to peer through the rain to see who came in what, we had a new member Dave Lovatt and a visit from Tim Hunt (Club Triumph Vice chairman) came along to compliment the gathering, many of our group are CT members and we are looking at the possibility of joint TSSC/CT meetings at our venue which would encourage more Triumphs to get together and fly the flag(s).

On that note we have acquired 2 flag poles and tyre pad stands with a view of displaying our Herts & Beds Area flag, we don't have the flag yet but its underway.

Events that Local members will be attending and Area TOOLS available to help out are being listed on the area Web site. Our next local meeting will be JUNE 25th 8pm at The Three Moorhens PH Hitchin, come on down. All are welcome.

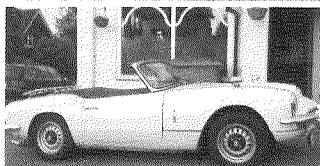
Get out the polish and tyre black as the JULY area meet will be for the Publican to choose the Best Area Car for 2007 this is due at our next meeting **4th Monday** of each month so that's **23rd July** 8pm everyone gets a chance (even we won it last year) it doesn't need to be concours, cute and cuddly, or just used and abused, it's what ever he likes on the night, for better or worse we will be attempting to complete IVR forms on the night so bring your V5 with you.

Please look at the H&B web site we are trying to keep it up dated so it won't become a bore, we don't always get articles on in time and being a geriatric typist often the date order may be scrambled but the idea is to bring H & B up the heap hopefully with some news reviews and events, well that's the idea, we shall list the links to events where possible to help your preferred events. some of these ideas will have passed by print time, must type faster.

Tesco sell 99 octane unleaded fuel for those who want to get the ignition timing back towards the hey days of super 5 star fuels of the 70's without the problems of finding 4 star leaded which is still available from Chalk Hill garage A5 north Dunstable. That's it folks

Deter

● WEST KENT WestKent@tssc.org.uk



Well we are half way through the year already and summer is upon us a fact reinforced by the number of Triumphs at the June meet. The impressive array was largely made up of Spitfires but also included a GT6, Vitesse and Ann's Hurricane. The meeting commenced on the grass and it wasn't long before bonnets were raised on Laurence & Steve's Spits and Garry's GT6. Steve has made a very nice MX5 seat conversion that certainly felt comfortable. A rather large brutish looking dog soon had us seeking sanctuary within the pub.

Sue & Julian's Classic Sandwich took place recently, I don't have any feedback just now but I'm sure a good time was had by all.

Preparations are in place for the TSSC stands at The Bromley Pageant and The Hop Farm Motoring Pageant.

See you next month

Harry

● LANCASHIRE kollerton@hotmail.co.uk

I have just got back from the 17th Yorkshire Dales run at Dent organised by the West, North and South Yorkshire areas, and what a fantastic weekend it has been. The weather has been brilliant and the run out on Saturday was truly amazing covering over 100miles around the area, through some areas of outstanding beauty in a convoy of 28 Triumph's a fantastic sight.

Sunday was a shorter run with a concours event in the afternoon, with Brian's TR6 winning a plaque for villager's choice. Another prize winner was Hannah Dennis's daughter, she took joint 1st place in the under 16's hat competition with a hat creation that took mere minutes to create,

LEICESTER & RUTLAND LINCOLNSHIRE

well done Hannah. There is so much I would like to say regarding the weekend, so many tales from our drunken chats outside the tents such as who is the phantom flasher after a bottle of wine?, who cleans his car with a toothbrush? who raised the bar on being an idiot, by leading and getting the convoy lost a mere 20 yards outside the camp site only to find out it was a short cut?, who had the campsite looking for his keys only to find them in his leg pocket a couple of hours later? my lips are sealed, you had to be there.

I would like to thank Alan and his team of organisers on behalf of our members there, for making us feel so welcome and for the time and effort they obviously put into the event that made it run so well, I hope to attend again next year.

Our last meeting at the Canberra was very well attended with 30 members present, and 12 Triumphs on the car park. As always the evening was full of mirth and banter with a car card being passed around, the winner being Stuart, 10 quid better off, not bad for just putting your name on a piece of card. Orders were taken for Club T-shirts which you should have by now if you attended the June meeting in time for Stafford, 27 in all (won't we all look smart). By now the plans for our visit to Stafford and camping arrangements, will have been finalised. I will email you all with results of our plans so that if you did not make the meeting you will be kept informed.

We are hoping to make the **August** meeting a treasure hunt setting off from the Canberra, Glenn has spent a great deal of time organising this and we will finalise details of this at the **July** meeting, again I will email you all with details if you cannot make it to the meeting. Finally I would like to mention two acts of generosity which I feel sum up the spirit of the club, firstly we all got soaked at Cholmondeley Castle, and I just happened to mention that we could do with a club gazebo, and at the last meeting Sid senior presented the club with one he had bought for us, thank you Sid, and secondly I had attempted to change my brake pads and as usual being as inept as I am, I messed it up, and had to put out a plea for help, the response I received back was astounding, from many members, the result being that Mark Coward and his son Matt came around and mopped up the mess I had created, meaning I could go to Dent in my Herald. Thank you to Mark and Matt and to all that responded, it was very much appreciated.

Kevin

● LEICESTER & RUTLAND

I have been certified, but more on that later. The fine weather is certainly bringing out the cars and members, old and new. At our June meeting at the Brant we had 33 members with 16 club cars and the place almost to ourselves. Sheila declined bringing her lovely Spitfire to the meeting to allow Stan to show off his new toy. The Astra 1.8 Twin Top. We had many demonstrations of its unique folding roof, which can be operated from inside the car or by your remote key from distance. Still you

cannot beat the smooth operation of a Spitfire soft top in the pouring rain!! The brewery had spent very little money on the premises in recent years and it was looking rather shabby, and I was about to discuss at the meeting, a change of venue that I had researched. However, new carpets and redecoration has taken place, and even the beer has improved, so until further notice we remain at the Brant. It is easy to get to, has a large car park, and we can always find a spare room for our meetings. At the recent long alley skittles evening John Edwards was top gent and Jan Muschialli top lady.

Brookby Hall in the sun. We attended as a group for their college open day on Sunday 3rd June and with the sun shining all day, the car parks were packed. Please can we have more of the same for our Sunshine Rally on the 12th August. We put on a display of 16 club cars and this year we were parked at the front of the entrance to the garden centre, opposite the tractor display. Last year we were behind the barns and unseen. Twice during the day we drove the cars down to the main display area and parked. We had a great response from the large crowds and quite a bit of interest for our own Sunshine Rally in August. As a display we were thanked by the College, asked to come back next year and each member who brought a club car received a Certificate of Appreciation.

Sunday 10th June will see us attending the Evesham "Hot Air Balloon" and Classic car show and quite a few members will be making their own way to the show. If they happen to catch up with other members on their way to the show, it's nothing to do with me!! Report next month.

The weekend of 16/17th June will see us at Stapleford Park steam rally. We attended last year and the organisers were pleased with our display and asked us to turn up this year. We should have quite a few cars on display, some for the weekend and others for the day only. On Saturday evening I have organised a cooking competition for the men who have to cook in teams of three, a meal for the ladies. St John's Ambulance are on standby. Terry and Graham (ex scouters) seemed very confident and were last seen pouring over a scout camp handbook. Hope the ladies like twists and dampers for dinner. Andy and his team looked shocked at the prospect of cooking a three course meal on only a barbeque and a two gas burner. Report and autopsy results next month.

Our own Sunshine Rally and Coupe Sunday is progressing well, and local shows will now be blitzed for the next two months to drum up support for the show.

Dave

● MANCHESTER www.tssc.org.uk/manchester

I'm really glad that we are in the middle of Triumph season again I get withdrawal symptoms in the winter, mind you I manage to stay sober a lot more as well, I mean you do get a lot more dehydrated in the summer, don't you?

This years Tatton Park was no exception what a fantastic weekend with wall to wall

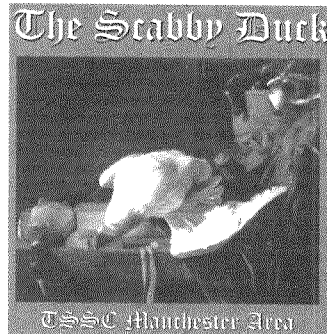


sunshine (forecasters predicted a washout all weekend) We managed to recruit 3 new members and won 3rd Best Stand out of 87.

We had 2 show prize winners Les won Best Vitesse with Rosie and Dave a new member to the Manchester Area won Best Herald with a beautiful 1959 Herald Coupe Congratulations to both of you, your Triumphs are a credit to you both!!

The "Ian Hartley Trophy" in memory of one of our members who sadly passed away was held on Sunday. 1st place went to Steve & Nic in Milley Spit 1500. 2nd place to Martin B in his beautiful TR6 3rd place to Kerry in OB1 a lovely Vitesse. Congratulations!!!!

Who is Kerry? You may ask. Kerry is Paul's partner Kerry is responsible for composing our brilliant Odes, Kerry does not do camping and you will never get her driving a Vitesse. Kerry only has eyes for the more modern car heated seats, power steering electric windows something that will park itself. But due to unforeseen circumstances Kerry ended up driving the Vitesse to Tatton Park and she loved it so much, so OB1 is now Kerry's Vitesse. What else did we do over such a fantastic weekend besides the auto jumble?



Oh yes!! We sat in our own personnel beer tent and spent the evening laughing louder, telling each other secrets we would never reveal if we were sober. The Ode explains some of the unexplainable events like Kerry picking up air freshener (she assures me it wasn't Glade) in the ladies at work and spraying in the more intimate of places which made her wince in more ways than one. This has led to the Manchester Area beer tent being christened "The Scabby Duck"

We had a very serious conversation on cloud formations which I managed to unwittingly describe with a word too explicit for the Courier maybe you can work it out when you read the ode. Jenny managed to talk some of the club



MANCHESTER NEWBURY . . . NORFOLK

● MANCHESTER Cont

members into doing the Time Warp in the Six Factor which was hotly denied the next morning.

Frank managed to get drunk stagger to the portaloos again and not even notice that someone had removed the steps!!

Little Gary practiced his speech therapy with a mean Barry White (well it turned me on anyway) May I say a big thanks to every one who helped make it a memorable weekend and to Frank 2 for cutting the grass.

To conclude we had a fantastic weekend well what we can remember of it.

Ode to Another Less Than Sober Weekend at Tatton

The weekend kicked off as I found with alarm
A new body spray can cause
major self-harm
Coz as it turned out, I was to
fragrance the room
A rather raw rash was starting to loom.

So looking for sympathy my
bits somewhat chaffed
Manchester Area just sat
there and laughed
Then things just got worse,
I bit into my tongue
But Jen cheered me up singing
'Thing, thing a thong'.

We set up the pub in our
private beer tent
A place to chill out when
your sanity is spent
With wine by the box and
beer by the crate
The following day saw
the camp in a state.

We're very up market with
full central heating
A cracking venue to celebrate
our meeting
But a name for the pub got
us all a bit stuck
What began a 'Damp Scab' ended up a
'Damp Duck'.

Then as Little Gaz performed
his 'Garry White'
The deep voice therapy sure
made Pip's night
Looking for 'Comfort' of the
'Southern' kind
The quiet ones are worse,
I'm sure we did find.

Any Nicky turns into a psycho Noo Noo
With classic one liners when
she's had a few

Is a 'Passing Air Lingus'
a new cloud formation?
Or just what transpires from
Pip's dodgy translation!

When Frank went to the gents,
having had one or two
Our cunning plan 'Nick the
steps to the loo'
But given all this, we're not all that bad
But be on your guard -
or you will be had!

A great 1st Tatton to always remember
We even managed to poach
a new member
We're up for a laugh, and will
fall quite short of heaven
But we won't ignore you in years
one to seven!!

The Area meeting was really busy this
month with 37 members. Welcome Mark
Cassidy in his Spitfire Mk111 and Tony
Hardman in his 1970 Mk2 Vitesse.

I had a call from a frantic mum asking me
if her 15 year old son Ed could come to a
meeting to meet and talk Triumphs as he
would like to rebuild a Spitfire during the
summer break from school, I think
between us we convinced him it was a
great idea.

I have confirmed that Stafford will be
15/17th August next year.
There will be an extra meeting on **Sunday**
in **July** prior to Devon Week.
The area BBQ has now been set for the **8th**
September at Dolphinholme
Important Dates to remember In July

July 3rd Area Meeting
Rope & Anchor 8ish
July 6/8th Stafford International
July 15th extra meeting for Devon
Noon at the Rope & Anchor
everyone welcome
July 22nd Devon Week.
See you all soon

Dip & Frank

NEWBURY

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mary.rumens@btinternet.com

The Naff raffle went down well, the trouble
was many people actually liked what
they got!! Unfortunately Patrick and
Jean/Sean and Diane (who's idea it was)
weren't there, but there's was saved for
next time. Look out for them being recycled
in the future!

Have just returned from our camping
weekend were we all had a great time. The
site was new for us and turned out to be
better than the previous one - quiet and
peaceful except for the inevitable magpies,
pigeons and crows at sunrise. There
were no young children and very few dogs
- none close enough to catch anyway! The
walk (hike?) to the pub was not too bad
being well-lit for most of the way, unfortunately
we all had to wait at least an hour
before we got our food, by which time
Patrick was almost passing out with
hunger. The landlord had obviously not
recently (if ever) been on a customer service
course, so we won't be going there
again. As it is the only pub within walking

(hiking) distance we may have to operate
Plan B if we go to the same campsite next
year, namely nominate someone to drive
into Fordingbridge and get Takeaways.

It was great to have use of the games
rooms - well worth the extra cost. Diane
now knows how to play darts thanks to
Ian's tuition. I have never held a pool cue
before, but thanks to Ian, Dennis and Nigel
can play a mean game, actually beating
Ian. I should add this was after a bottle of
wine and goodness knows how many bottles
of beer (Ian that is!!!!) Next time we
must remember to take a bag full of 50p
coins. The snooker table was very busy
and somewhat more serious than the pool
tables. Until Mark started to play (see note
on Ian above!!). The skittle alley was new,
but according to Josie, had far too much
lacquer on the floor so she couldn't knock
many pins down! Even our usual stars
couldn't get too many to fall, the floor was
definitely uneven. Thanks to Sarah for
providing us with a quiz. We had to resort to
a tie-breaker between Mark and Sean, and
Sean just bleeped his buzzer first.

As usual our Sunday lunch at the White
Hart was good: everything ready when we
got there. A lovely convoy of 7 club cars
across the Forest, the 40 mph limit making
it just right for admiring the scenery.
(Mark did start out in his Spit on Friday
evening but had to return home and swap
to Eurobox, as it developed a problem.)
Patrick suggested we could stop at the
Lamb Inn next year as we passed it first on
the route home. Patrick has a thing about
not having to wait too long for his food!!
Thanks to Sean for both finding the site
and doing all the booking arrangements.
He seems to have a knack for finding the
good ones.

By the time you read this we will have
had our cars in the car park evening -
report then. Need to think about our
Christmas theme: or did we discuss it and
I was asleep at the time?

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

1st July TR Register BBQ at
Snelsmore Common
6th/7th/8th July TSSC International
4th/5th August Wroughton
Keep 'em flying.

Mary and Dave R.

NORFOLK

We continue to get a steady turnout for
the monthly meetings and, although nothing
had been arranged for our meeting on
4th June, all those in attendance seemed
to enjoy a good natter. Many of our
regular attenders were absent due to
holidays, which is not unusual at this
time of the year, and some members were
back this month having returned from holiday.
It was good to see 2 new members,
Robin Tatton and his father Roger. They
appeared to enjoy themselves and we
hope to see them again at the meetings
and events.

Sue managed to get along with me to the
meeting, having missed last month following
her operation, despite still being on crutches.
Unfortunately, she is still unable

NORTH EAST NORTHANTS . . . NORTHERN IRELAND

to get in and out of the TR7, and will be
unable to for several weeks yet, putting
paid to us making it to Derwent Valley. I
have to say she is more upset about that
than anything else! Still, it was great that
she was able to catch up with friends again
and wants to take this opportunity to thank
everyone who has sent cards and e-mails,
contacted her by text and spoke to her on
the telephone to wish her a speedy recovery,
and hopes to see you all at events later
in the season.

Due to adverse weather conditions
recently, there was nothing to report in
respect of events attended by members,
the major casualty being Felbrig Hall
which was completely washed out on the
Bank Holiday Monday. We all had a brief
discussion about the events coming up in
the near future, but as our Events
Organiser, David, was on holiday this
month, no specific arrangements were
made as a club but will be further explored
at the next meeting.

Members were updated regarding
arrangements for the Mile of Triumphs,
due to take place over weekend **21st-23rd**
September 2007 at Broad Farm.
The usual appeals were made for donations
to the various stalls, also for any help
that can be given over the weekend. Can I
ask that members who know they will be
coming to this event to complete a pre-
booking form as it greatly helps with the
organisation having some idea of numbers
who are attending.

The raffle caused a great deal of hilarity.
As arranged at the last meeting, it was
provided this month by George and Anne-
Marie, and they duly arrived and organised
the raffle prizes. Much to everyone's
surprise, when John and Brenda arrived,
they also came armed with goodies,
Brenda being convinced that she had volunteered
to do the raffle this month, even
though they were not at last month's meeting!
Anyway, many thanks to George and
Anne-Marie for a great raffle and thank
you in advance to John and Brenda who
will now do it at the July meeting.

Well, that's all folks. Here's hoping for a
vast improvement in the weather so we
can enjoy our cars.

Joe

NORTH EAST

e-mail: northeast@tssc.org.uk

Hi all. Thanks to everyone who has organised
one of the last few runs out, both were
good fun if a little wayward at times. Good
food at the end of both of them. Many
thanks on behalf of all who attended.

Coming up shortly are the Holy Island run,
Sunday July 22nd, leave the A1N
services again at 9:00am, second stop in
Rothbury before dinner and games on
the island.

We are looking at Gokarting in
September and 4x4 offroading in Dalby
forest in **November**, this one usually has
dinner in Thornton Le Dale first. Dates to
be decided later.

No body new at the last meeting, but we
all had a laugh and a good chat. First off,
(assuming he went through with it) congratulations
to Gavin and Claire who will now
be Mr and Mrs Brown.

We've got 12 names and 7 cars on the list
for CLM 08 now, two cars needing passengers
at the moment. Any more interested?
£70 per person deposit by **August 5th**
meeting please.

On the car front, well Ken and Sandra had
a tie rod bolt fall out on the way to the
meeting so they didn't make it. Martin has
fitted a sports exhaust to his Vitesse but
has decided it's too loud, sounded fine to
me. Andy Boyes has sold the TR7 to
Someone in Stockton and brought his
1500 Spit down, suffers quite badly from
fuel vapourisation at the moment. Joe
Grundy has got one side of his Vitesse convertible
sorted out, gaps etc, other one to do
then a build up. I'm putting new carb
spindles and jets in to try and sort out my
mixture problems. The V8 is sitting in the
Plews Herald at Willow Triumph, bit of
body work to do and it'll be ready for
paint soon.

Welcome to the club (but no meeting yet)
is Aarons dad Philip who has just bought
a nice green Spitfire 4 (I think). Don't forget
our camping **August 10th-12th** and
the BVVR on **August 19th**. All the best

Mark

PS. Lisa is definitely not as quiet as
she looks.

NORTHANTS

Well, our third camping weekend will
have been and gone by the time we all
read this, hopefully the weather will have
been good to us...

Next on the agenda is Stafford, bouncy
castles and beer here we come...

Have had several new members contact
me, and was slightly disappointed that
they could not attend our monthly
Club meeting.

I went down to the queen Eleanor pub on
Tuesday, and they hold a classic car meet
on the second Tuesday of the month, lots
of cars and all different makes, saw my
first Lotus Cortina and wondered if it would
fit under yobs bonnet???

Also there was a White Stag and two 2000
cars, and the French blue one you would
not think it had a Triumph straight six
under the bonnet, talk about quiet. A very
nice car hopefully will see the owners
again at various events.

Discussions took place to purchase our
own area bbq, as the hire time cost of the
one we get is now looking like we can offset
this from club funds.

That's it for this month, short and sweet,
big thanks to everyone who helped our
weekend go well.

Huge thanks to Pat and John who have
done all the running around again; I know
that everyone is hugely appreciative.

Jonathan

Well, not too much to report this month.
Jonathan, AO, took part in a 26 miles
marathon run over very rough terrain from
Skegness to Boston, he held 5th place until
about 5 miles from the end when his knee
decided to do a vertical link job and he
limped home in about 9th with a good time
of just over 4 hours. Well done Jonathan.
He was helped over the line by Grace, now
quite a lady, who watched, bemused, as
daddy had his legs massaged by two very



attractive ladies! 'well, they were
stiff', he said. Off to the pub,
soon cured.

Hopefully our third camping weekend will
be as successful as the first two, weather
permitting! Putting the marquee up could
have been a trial but my friend Elizabeth
(Jaguar Club member) offered to help, all
the way from Market Harborough but then
Graham said 'No problem' I will come and
help'. Thanks Graham and Liz, much
appreciated cos Pat and John are getting
on a bit!

Food is organised, with a special one from
'Chef' Jonathan (apparently very spicy).
Anyway, no more prattling, must load car
with few raffle prizes and prepare for a hectic
weekend which, of course, will be over
by when you, hopefully, read this.

John

● NORTHERN IRELAND

northernireland@tssc.org.uk

It's me again with your long awaited
update on news, views and scandal from
Northern Ireland - well I hope that you
have been waiting otherwise I will be disappointed
that my efforts aren't the highlight
of your monthly reading material -
they are for me! Apologies for the grammar
and name spelling last month but the
proof reader/teacher has returned to the
fold and I have been suitably chastised -
again. So much to talk about this month
with the run to Donegal for three days on
the last Bank Holiday weekend in May and
then the Triumph Show at Wallace Park,
Lisburn on Saturday 9th June.

We had a great run to Donegal with eight
cars, six TSSC vehicles, a TR6 (mine) and
a - French Citroen - with three on board -
Mark and Nikki with their ten week old
daughter Maia. She must have been one
of the youngest to be on a TSSC run - well
done to all three of them. Saturday started
great for me as I was second to arrive,
or so I thought, when I saw John and Billy
at the Elk Inn, Toome shortly before ten.
Shortly after ten Stephen (he who is
always early) and Elizabeth arrived in their
Yellow Spitfire eating away at their raspberries.
Boasting and asking what kept them
I soon discovered that they had been there
first but had to return to the nearby
village of Toome to buy some sandwiches.
Of course that wasn't their first time at the
shop that day for sandwiches.

They had called earlier buying sweets,
papers and raspberries, none of them on
the shopping list at all, before driving on
to the meeting point and then discovering
that the main reason for their call at the
shop hadn't been bought - the sandwiches
- silly boy Stephen.

By now we had been joined by Alan and
Maureen closely followed by our leaders
for the weekend, Stephan and his wife



NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH

● NORTHERN IRELAND Cont

Margaret. After a short briefing, and an exchange of mobile phone numbers, we all left for our first detailed stop close to Letterkenny where we intended to have a picnic lunch. We had the "odd" stop along the way with John's Spitfire going on fire on the Glenshane Pass but it turned out to be the brakes on a Scania lorry going downhill towards Belfast - well both have an S in their name. The other stop was for a large cycle race to pass, that was fortunately going in the opposite direction towards Newcastle for the day, escorted by fifteen police motorcyclists - happy days they were at work.

Lunch was at Grianan Fort near Letterkenny where we had a fantastic view of Lough Swilly. One person climbed the fort wall before he discovered that there were steps available to get inside. The rest of the run to the overnight stop at Donegal was uneventful except for the odd excursion that Frank had at a number of roundabouts - Frank you need, at most, to go round them once not two or three times!!!! - ah well. No wonder Barbara and Edward looked dizzy when we got to our hotel. The day was finished off with a little shopping in the town. I appear to have been the only one to have bought anything - a jacket - and I only went into the shop for a cup of tea. Unfortunately I was accosted by Heather, and several other wives, and "forced" into the purchase. The evening ended with a lovely group meal in the town. After a typical Irish breakfast the next morning we set sail for the North West corner of Donegal through Killybegs to the cliffs at Slieve League. What a wonderful sight and such clear water. Then on to Malin More, Beg and Bay.

We stopped for lunch at the local craft shop before driving through Glencolumbkille - by now I had the roof down - and on to the Glengesh Pass and then Ardara. Next we travelled to Glenties and towards Ballybofey with the Blue Stack mountains on our right. We bypassed Ballybofey, thank goodness, - men will understand - and then returned to Donegal town via Barmore Gap. If we thought that the Saturday night meal was good in Donegal town then the Sunday evening meal in our hotel was superb. Well done again to Stephan and Margaret.

The next day, Monday, the return journey was a quiet affair as we all went our separate ways home. Some had matters to attend to locally with a visit to families in the North West whilst others took the opportunity to call at a local garage centre that they had seen on the way to Donegal. A great weekend was had by all - perhaps others will join us next year in the west coast of Ireland!!!!

Fast forward now to Saturday evening 9th June the day before my report is due for the Courier and Bernard. The Totally Triumph show has now been over six hours and I am working hard on the lap-top to get this report done. What a wonderful day we had with the weather and the number of entries for the show. Thirty Triumphs arrived from all over Northern Ireland, and a number from the South - good to see them again - as we took advantage of being part of the Mayor's Show in the city. Chic Doig and Iain were there from Scotland and we had voucher support from Rimmers. Time has beaten me so I must finish shortly - there will be a more in depth report on the show next month. Congratulations to all the prize winners, concours and quiz, and thanks to all who made it such a wonderful day.

Douglas.

● NOTTINGHAM www.notts-tssc.org.uk

First of all many apologies for missing last month's deadline. Too many camping weekends rots the brain cells obviously (nothing to do with the copious amounts of alcohol necked at these of course!). We have had brilliant times at SEM and the Dales Run in between several local events. Our meetings continue to grow in size with 60+ people and over 25 Triumphs at the recent one. A warm welcome to any new members and to any of you thinking of attending you can't miss us when you drive into the car park at the Bridge Inn, we fill the barn extension. With a BBQ, good ale, a very amenable landlord and a wide mix of people life doesn't get much better.

Preparations for our own camping weekend are well underway with many features from last year back by popular demand. We will greet people on arrival Friday evening with a FREE pie and pea supper. The ever popular all you can eat breakfast in the pub will be available Sat & Sun morning. Saturday will see a navigational scatter rally ending at Clumber Park where once again we will provide FREE burgers and hot dogs. Sat evening will see the return of the Crusader Bowmen (our local championship archers) with a BBQ where cobs (or buns/rolls depending where you come from) and salad will be provided FREE. Sunday is to be a convoy to Newark where the market place is to be closed off for us to host a car show with trophies presented by the Mayor. All for the bargain price of £15 per car (if pre-booked) or £17.50 if you turn up on the weekend.

My GT6 has finally been prepped and sprayed (BIG BIG thanks to Steve for the welding, Ian and Roger for the prep work and Ian for the spray job).

She has also been christened "Hayley" after the Coro character (will reveal reasons at next meeting).

Claine

● PETERBOROUGH

After a fairly dull day a little weak sunshine finally broke through to make our June meet a really pleasant warm evening spent outside the Bertie Arms.

Unfortunately a combination of kids needing ferrying from one activity to another and a double booking for my wife meant I was not able to get to the meeting as early as I would have liked. However it was a lovely sight to arrive at a car park full of all models of Triumph and a hubbub of activity from clusters of members reviewing the latest mods or the jobs to do around the various opened bonnets. This is what belonging to the TSSC is all about for me and long may it continue!

We also welcomed Paul and Trudy along to the meeting. They have recently become the proud owners of a fairly late (S reg) Spitfire and it was good to hear Paul say how much the car makes him smile when he is driving it. Furthermore Paul and Trudy are planning to get married in May next year and Trudy would really like a classic car to take her to the church. Mick's white Stag looks to be top of the list at present but if anyone out there has an unusual car that might be suitable please call Doug or myself and we'll forward your details.

Our monthly raffle has always been popular and I think this month's numbers attending may well have been swelled by a tip-off about the prizes. With a top prize being Alex's kindly donated bag of home-grown spuds is it any wonder that they come from all corners of the Peterborough area for just a shot at the raffle prizes??!!

On a more serious note the monthly raffle has helped enormously to enable us to offer food as part of our monthly meets but its success has meant that we have been accumulating a small profit every month. This has grown over the years and we now have over £200 in the 'kitty'. Doug is concerned that this should be properly accounted for and looked after and so we will probably open a bank account and deposit the money for safe keeping. In November at our AGM we may well have to appoint a Treasurer so that we can officially keep tabs on our money. The other obvious thing that also springs to mind is what to spend the money on? Suggestions to date include banners for shows, an area gazebo and some welded supports for our TSSC flags. Or should we just blow it all on a Christmas party? If you have any thoughts or suggestions on this please contact Doug or myself.

Well by the time you are reading this several of us will have attended the Bourne Classic Car Show. Apparently it's a sell-out in terms of numbers with over 200 classic cars booked to attend. I can't make this one but Doug will no doubt report on it in the next Area News. We will also have completed our inaugural area day trip to Cromer. Doug will also report on this in the next Area News, and in particular how many of us found the correct Sainsbury's Car Park to meet in and whether we managed to find Alex en route in Kings Lynn!! We'll also be shortly attending the excellent Sporting Bears Charity Classic at Kimbolton Castle on **15th July**. If you haven't been before this is an excellent event and well worth a visit. If you haven't already booked in and want to go I may still be able to get you a pass if you contact me (Paul) as soon as you read this. There is a modest cost of £5 per car this year, payable on the day.

SALISBURY . . . SCOT CENT WEST SOMERSET . . . SOUTHERN

Well that's about it for another month. We'll look forward to sharing more Triumph stories with you over a beer and a Tuna roll at our July meeting. The venue as always is The Bertie Arms, Uffington near Stamford, the date will be **Monday July 9th**, and any time from around 8pm will be great. In the meantime enjoy some summer Triumph motoring!
Cheers

Paul

● SALISBURY e-mail: adam@broadreachcomms.co.uk

It was great to see three new attendees at the May meeting, where we welcomed John Moore and his friend, John (Ald?), and Chris Grey who arrived in a concours standard blue Triumph Stag, which was an absolute credit to him. The engine and bay were superb, all labels etc present and correct, in fact the car was a real treat for the eyes in all areas and made better by the fact that Chris uses his car as much as possible, and it does not spend its life hidden away behind garage doors.

The two Johns are currently restoring a TR6 between them and judging from their comments, it should be finished by around late summer time. Let's hope their friendship endures the trials and tribulations along the way, and we look forward to seeing the car in the fullness of time.

By the way, one of the Johns mentioned his view about The Greyhound pub in Wilton that we are currently using for the meetings, and which has been going downhill somewhat in recent times. John is not alone in his views, so I am going to consider changing the venue to a brighter pub all round, so, if you are of the same opinion about The Greyhound, do bear with us for the time being until we source another pub.

I guess this July issue will be the last one published before the National meeting, so if you are reading this and are considering coming up to Stafford, do please call me, Adam Fiander, on 07703 598 903 when you get there, and we can meet up and have a beer and a get together in the evening. As the Salisbury section is a young and still growing group, there'll be no gazebos or banners flying, but we will still be present nonetheless!! Best regards for now

Adam

● SCOT CENT WEST centralandwestscotland@tssc.org.uk

July already, that's the first six months (sentence?) news done, a report on the run next month (copy deadlines). A bright sunny night saw an increased turnout of cars at Lochinch for the June meeting. I was in a Triumph for once; freshly MOT'd and described as an awkward little car?? It did have the hood up, and the tester had work boots on, so not the easiest situation. We had a total of 8 club cars and 1 modern plus 1 person on foot, a true enthusiast.

All were Spitfires ranging from Mk2 to 1500 apart from a rally prepared TR4 and an 'as new' Vitesse convertible. Most of the meeting was spent outside with the cars

comparing this and that, a lot of work is put into our cars and it is good to see how things fit if you are thinking of doing something similar. Also some of the cars sometimes sport unusual features courtesy of previous owners. Iain brought a box of brackets and parts that he found in his additional GT6 project, a quick look over the cars soon had most of them identified. Colin and I were at the Dean Castle Show in May the only TSSC members and cars there. Surprisingly we managed the whole day with the top down.

I have entry forms for the Club stands at Eglington and Chathelherault. The stands will be able to take 12 cars at each. The forms are available at the meetings up to 1st August or contact me if you want a place. No word of the Doune/Callander show at time of writing this, again any details will be at meeting in August. If you are going to other events use an individual entry.

Steve with the TR4 has decided to sell his Bond Equipe. It is a red Mk2, 2L with a fresh Mot. All ready for summer. I have his details if you are interested. The 1972 Spitfire Mk4 and the collection of parts is still for sale. Phone me if you are interested, but the owner may be abroad now. There are still two Herald chassis/parts for sale in Ayrshire, and I have a 13/60 bonnet which I need to sell.

Remember the Strathven Balloon Festival which is a mixture of classic cars and hot air balloon experts and a good local event. It's on **25th & 26th August**, an alternative to Callander.

Some of us are going to Stafford and it is now only a few days away, the lists of spares wanted will be written and memorised. I will be there in the Spitfire but I am defecting to a motorcycle show down the road for part of the weekend. David is going to enter the concours category with his Vitesse convertible.

The next meeting is on **Wednesday 4th July** at Lochinch; it now has been refurbished and is open for the foreseeable future. Remember the joggers and cyclists? We found out that Ian, who arrived on foot, has two dogs, one of which likes to chase them and did! Revenge for all the disapproving looks the cars get as we scythe through them on our way to Lochinch. Proof then, that you don't even have to bring a car, let alone a Triumph, to the meetings.

Hope to see you there sometime.

Gregor G

● SOMERSET

First of all my apologies for no article last month as I was away and missed the deadline. So I have a small amount of catch up to do. I know both the Avon and Devon areas have already mentioned Haynes, so I just wish to thank those who went and it seems everyone enjoyed themselves. Also welcome to Jeremy and his wife who came along as well.

As I had previously advised you all, Ann and I were unable to go to the May meet. This meant Pete kindly offered to step in and hold the fort but it was so poorly attended that it was cancelled by him after

an hour or so of waiting. (thanks however, to those of you letting me know you couldn't make it. Also to Rich and Steve for your efforts.)

June's meeting came and was a fun meet with a few Triumphs in the Car Park and we all ended up out in the Car Park looking at the various offerings. Also a welcome to Alistair who arrived in a very nice GT6. As this was the fourth meeting, we discussed how it was going and any suggestions that anyone had were discussed. Everyone accepted that as this was our first year, it will take a while for the Somerset group to become established and have a full schedule. That said four things are coming up so please see the end of this article.

The points being considered are ones raised by you so please consider them and let me know via E-mail your views. 1) Would an 8pm start be more beneficial to you? 2) A change of venue - The Pub has presented some barriers to the meeting and it is generally felt it is not the best place for a meeting. Nominations have been received for the Cheddar / Axbridge / Cross area. These are being looked at so if you have any comments please make them.

3) The meeting place in the Courier under the Somerset area has presented some problems so these are to be revised, not stating a meeting place but asking people to contact me. This is so the most up to date info can be given as we still intend to visit other pubs as well. All these points have been raised by members attending meetings and we can work around a lot of these, therefore if we can do something to increase your attendance then let me know by E-mail.

Finally we have some dates for a BBQ afternoon in Winscombe which is a bring and eat. Please advise me the order of preferences and the cannot make its so we can sort it out. The proposed dates are **Sat 21st July, Sat 28th or Sun 29th July or Sat 18th Aug or Sun 19th Aug**. Please let me know.

We are also attending two small shows in Weston one is **Monday 27th August** from 12 - 4 for the Lions of Worle and the other is for the RNLI on the Beach Lawns on **23rd September**. Both small events but should be fun. I have the booking forms and can E-mail them to you if you wish to attend.

Also the Bishops Lydeard event has been booked and confirmed and I shall give you more details as soon as poss.

Phil.

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

S.E.M. at Leatherhead turned out to be a bit damper than hoped for, after the heat wave we'd had in the previous weeks, but a few hardy Southerners did show up to



SOUTHERN Cont

supported Guy and Suzie, and those that did enjoyed it and found a few bargains. Heavy early morning rain put those people, (like myself), who were unable to attend on the Saturday from going on the Sunday, while the award ceremony was also brought forward to lunch time to avoid more showers. May's roaming meet at the Seven Stars, was unusually a quiet affair with only Guy and Suzie, in their Bond convertible, Alan and Wendy and Mark S in their Vitesse and Mark D in his TR6 present, which was a shame as the weather was nice. However, Guy agreed to try to find an over-drive gearbox for Jackie's Spitfire, (which he brought along to the regular meet in June). The South Hants gathering at Queen Elizabeth Country Park on Sunday 3rd June brought out many more Triumphs, with Wendy being allowed to drive a Vitesse, (for the first time in about 2 years), but she had Alan in close pursuit. Dave brought along his 2 eldest boys in his Vitesse saloon, (later followed by Kat and their youngest child). Jackie was also allowed out to play in her Spitfire for the day. It was a good day and a wide variety of Triumphs attended from both club and non club members. Some members cars were unfortunate not to get in and were left out in the public car park, including Paul's TR5, because the display area was over full. Several other people enquired about the club, what events we attended and what we got up to, including Geoff and Richard who both had Spitfires. June's regular meet at the George and Falcon at Warnford, gave another impressive display of 13 cars in the rear car park, (which should have been 14, but for Richard's Spitfire having a faulty fuel pump on route). This included Guy and Martin's Bond Convertibles, Paul and Carols TR5, Mark A and Mark D in their TR6's, Mark S in his Vitesse. However, the display was dominated by Spitfires with 7 present, including new attendees, Geoff and Angie, Darren and Mark). Paul also attended as an enthusiast, although he is yet to purchase a car, but there is plenty of people willing to give helpful advice if required. The second weekend in June was Wiltshire's Steam and Vintage Rally at Oare. However, there were only a few Triumphs present, including a Spitfire, TR4, a 1500 FWD, (my first Triumph 25 years ago), and a Herald saloon. The show had a good range of classic cars, but was largely steam and Agriculture biased.

Would all members wishing to participate in the Wroughton Show, (near Swindon), on the **4th and 5th August**, please supply Suzie, with their name and car details, (model and Registration number) as soon as possible.

July Events:

30th June-1st July:
Yeovil Festival of Transport.

SOUTHERN SUFFOLK . . . SURREY

3rd July: Regular Meet at The George and Falcon, at Warnford, SO32 2LB.

7th-8th July: TSSC International Weekend at Stafford County Showground.

14th-15th July: Portland Steam Show at Portland Bill in Dorset.

19th July: Roaming meet at The Flowerpots at Cheriton, SO24 0NH.

21st-22nd July: LL Club Vintage and Classic gathering at Horndean, (Club Stand).

28th July: BBQ at Guy and Suzie's at Cadley, Wiltshire, SN8 4NE

7th August: Regular Meet at The George and Falcon, at Warnford, SO32 2LB.

Mark

SUFFOLK

Suffolk@tssc.org.uk

A pleasant evening but with an impending look of rain - no fears however, it remained dry. Quite a few cars in the car park, as is the norm in the summer half of the year. When we left there was a rather nice red, Riley RME parked. David's guano Moss has been cleaned to a gleaming white with the exception of the passenger door, left in its original hue for Lyall's inspection. Currently it sports the metal trailer-type front wings for his previous unique special. He is hoping to get hold of a couple of the original Moss long flowing wings or the moulds with which to make some. Colin provided his usual parts loan and sale service and has lent me 2 rev counters. Mine works, but either it, or the cable, has become noisy and a quick swap of the rev counter seemed the quickest way to find which part is the cause. At the time of writing I had not done this yet as my every-day car, a 17 year old Merc decided to play up. The key would not go in the ignition barrel let alone turn it. And here in lies the problem - to get the lock barrel out you have to put the key in and turn it to its first position. Much jiggling, huffing and puffing and eventually it went in and turned and £44 later the problem was fixed. Car not worth much, but cost of the parts reflects its price when new! Colin has decided that July will be July this year (although he may change that later and if you don't know what I am talking about, don't worry).

So, it's fill-up-the-Maggie-car-park-month. Make sure you bring your car along, tow it or trailer it if necessary, and make Colin happy with a car park overflowing with Triumphs. A guy called Kevin Rochford is organising a show of 50 Spitfires at Duxford when the namesake Spitfires will be flying. This is on **5th August** and he is looking for people to bring along their Spitfire for this event. If you are one of the 50 you will get in free instead of the around £20 entrance fee. If you are interested contact Colin via email (suffolk@tssc.org.uk).

Don't forget Stafford on **7th/8th July**. Great efforts are being made to get it going again and TSSC HQ is hoping for a good turnout. Colin is hoping to go and is suggesting an area convoy to the event - this could be planned at the **July** fill-the-car-park night. If you are interested then but-honhole Colin on **3rd July**.

If you are on the look out for spares, then

there are two people selling lots. First is a guy (Peter?) in Diss who is selling up. His phone number is 07816 196083 and he seems to have just about everything Triumph parts wise! And all must go by end of **July** apparently. Then there is a TSSC member (John Ince) selling lots of spares from a Herald 13/60. He lives a mile from the Maggie and his phone number is 01449 711365 or 07786 784108. All must go by **July**. That's it for this month except DON'T FORGET **JULY'S MEETING IS FILL-THE MAGPIE-CAR-PARK NIGHT**. The next meeting dates are: **Tuesday 3rd July Tuesday 7th August Tuesday 4th September** See you at the Maggie, 8:00 on **Tuesday 3rd July**.

Peter

SURREY

Sorry for the lack of news last month but we were very busy with the Isle of Wight camping weekend and then the South of England Meeting that I completely forgot the date. Both weekends were great fun as usual. The Isle of Wight weekend over the 1st May bank holiday was blessed with great weather and we started the event in the usual fashion down on Ventnor sea front at the Spyglass Inn. We managed a record this year of 5 hours in the pub while having lunch and watching our children play on the beach. The rest of the weekend was organised fantastically as usual by Graham and Angie with a trip to a Roman Villa on Saturday and mandatory convoy round the Island ending up at Braiding Down for ice-cream. It was a little windy upon the hill so a few of us including Garth, Ellie, John and Vince all in Ellie's 2.5Pi Mk2 Saloon, George and Chris in George's Vitesse Mk1, Henry in his TR6 and us in the 2.5Pi Mk1 Saloon all went down to the Steam Railway where they had a real ale festival. The afternoon was spent watching the steam trains go by while sipping a few very nice beers. Sadly the drivers were limited to halves.

The SEM was plagued a bit by showers on Saturday and more persistent rain on Sunday afternoon, but it stayed dry to put up the tents and set up the caravan on Friday night. Thanks again to Vince for his help while I got the fish and chips and entertaining William with the play-station in his campervan. It also stayed dry for our barbeque on the Saturday night which was followed by a great band The P45s. Thanks to Richard, Hillary and one of their daughters (Jessica) who are all in the band. Afterwards the weather was still warm enough to sit out and have wine, cheese and whisky until the small hours. On the Sunday Adam continued with the trunnion oiling and thank goodness for the gazebo. I had to leave early so we are very grateful to Tom for helping Adam pack everything up from the trunnion oiling and our caravan.

The meeting in June was well attended with a member coming down with his Spitfire to find out what we though it was worth (sorry I have forgotten your name). This meant that all the men at the meeting spent at least 1 hour in the car-park in and around the Spitfire. The decision was that it was A1 but just needed a bit of work to the interior. The reason for all this was that he want's to sell it as it has been driven for

SUSSEX . . . THAMES

the last 3 years since finishing the restoration but the owner now want's to move onto a new project. Con and Henry were trying to persuade him that perhaps a TR4 would be a good next project to get his teeth into. I hope you manage to sell the Spitfire for a good price and come down to show us either your new project before you start or a few pictures if it is a non runner.

At the beginning of June we spent another lovely day at the Woking Hospice Class car show. This was a joint stand with the Thames Area and we filled our stand with a variety of lovely cars. Adam and I arrived in the 2000 Mk1 Estate and the Vitesse Mk1 that had just passed its MOT during the previous week after being off the road for a year. We had 2 other Vitesse, Liz's Herald 1200, 2 x 1500 Spitfires, 1 x 1800 Ford engined Spitfire and a Mk3 Spitfire as well as an Acclaim. The Thames Area of the TR Register was, as usual, on the stand next to us and a TR4 won the public vote for the best car in show. A Triumph has now won for 3 out of the last 4 years.

Adam and I will be down at the Hop Farm in Kent for the Sunday of a classic car show that is for the whole weekend of **1st and 2nd of July**. If you haven't got a ticket you can still take your car to the show if you arrive before 10am but you will have to pay for entry. It's a great event with so much more going on than that a field full of cars; 2 arenas with masses going on, stalls selling car parts and many other non car related things as well as a funfair.

Meeting this month: **Wednesday 15th July** from 8pm at the Well House Inn, Chipstead Lane just off the A217

Karen

SUSSEX

Sorry about this but this is gonna be a quick and concise news. Just decided to head off to the New Forest camping for a few days and will be leaving in a matter of minutes.

It was a good meeting on Tuesday just gone for June. There were no less than five new faces with a nice variety of cars to accompany the usual selection of Spitfires. The weather was good too so the meeting pretty much completely went on in the car park.

The new faces were Will Greenwood (not the rugby player) with a nice, tuned 3.8i V8 TR7 convertible. Will took me for a drive and even let me loose driving it back. It goes like stink and sounds absolutely gorgeous. There was Frank Bates and Dave who are both restoring Mk3 Spits, Dave seemingly receiving his one piece at a time from the previous owner. There was Rob Pickering who provided Dave with transport in his very nice looking red Mk3 GT6. Finally there was John who brought his TR6 along, who did join our group going to Leatherhead a year or two back but since which niggling problems with the car have kept him away from the meetings.

A quick idea for you John from chatting with the others after you left. It may be something you're aware of but if not the standard fuel injection pumps don't like unleaded petrol. It doesn't agree with the rubber seals. Apparently modified ones are available which use a different seal material.

A reasonable number of us still intend

going up to Stafford. The usual plan of meeting at Pease Pottage services on the Friday morning will be put into action. I think 9:00am was the meeting time discussed but either come along to the **July** meeting just before the Stafford weekend or give me a call for details if you want to tag along.

Finally, Vic, your car is too fast. I was using all the revs, overdrive 2nd, changing gear as fast as I could and you just sat on my tail. Still, I can console myself with the fact that you have very nearly twice the engine I do. 'Til next time

Heil

THAMES

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

Hello All, Well its been a very busy time for us again so please read on.

10th May Still the rain poured down after the IoW weekend. But Julie and I don't mind as we are warm and dry in Daisy the Acclaim. We are off to the Fox & Castle for a social meeting. At the pub we have the company of Tony H, Mike H, George & Rose N, Chris C, Dick C. & Dave L (TVN) from the local 2000 & 2.5Pi Reg. Only two Triumphs in the wet car park tonight they were the 2.5Pi saloon of Dave's and Daisy the Acclaim. But there has been a lot of work going on, on members Triumphs. Tony's Spitfire has gone through its MoT, needing a little welding and a new steering rack fitted. Mike has booked his Herald in to get the knocking from the rear end sorted out. Chris has fitted a new anti-roll bar to the front of his Mk3 Spitfire and is very pleased with the results. George N has been working on his new Herald, renewing both master cylinders and slave cylinders on the brakes and clutch. With the S.E.M on at the weekend talk was of the weather that was coming in (wet stuff), but most were positive that they were going to brave it no matter what. We missed George B as he missed the meeting (must of been playing with his new sat nav !)

11th May The S.E.M for me started on Friday morning. I am at the showground unloading my van of the posts and equipment needed to set up. I am joined by Dave L (2000 & 2.5pi reg) who has kindly offered to help out, Guy and Suzie arrive in the Bond Equipe towing a small caravan and things started to sort themselves out. George arrived in his camper van ready to help out for the weekend ahead as did Mike. Andy & Loraine B came along in his Mk2 Vitesse as we finished setting out the posts to mark out the white lines in between. As we stopped for a bite to eat George B arrived in his Mk1 Vitesse towing his camping trailer. I then left to collect my Vitesse and camping equipment and returned later. I pitched the tent near George B's tent and Julie arrived in Daisy just as I finished and helped make the inside of our tent homely. Julie and I did a chip shop run for supper (thanks Guy & Suzie). This was eaten in the marquee as the rain was getting quite persistent. We all met up in the leisure centre bar later on before turning in for the night.

We had a very loud clap of thunder in the night but the rain had stopped by the time we got up for our breakfast in the morning, which we ate in the sunshine. The



showground slowly filled out with Triumph's during the day, weather being a mixture of light showers and rain. We all took turns at different duties helping out. We met up and chatted with lots of friendly faces throughout the day, a good way of catching up with them all. That evening Julie and I had a lovely meal in the Running Horse pub before returning to the leisure centre for drinks and to be entertained by a band playing throughout the evening. A few night caps afterwards I retired to the tent which Julie was already keeping warm.

Morning came and the rain still poured out of the skies, so we rolled over and slept on a bit more. After the rain let up a bit we braved cooking breakfast, the rain kindly waiting until we had finished, but we had the tent packed up in the rain, very hastily. Our cars were parked up back on display and we walked around the show. As the weather was not letting up the schedule for the show was brought forwards. So I left in the Vitesse to pick up the van to collect the equipment after the show had finished, this meant I didn't get to see the awards given out. But Mike C got an award for his Stag and Trevor from E. Berks also got one for his Herald Saloon. Its a shame the rain stayed all day but despite this we had a great time and I am looking forward to next years show.

20th May Sunday morning, Julie is in her Acclaim following me in my Vitesse and we are off to meet up with Trevor in his Herald 13/60 at Legoland. We are off to the Chiltern Hills rally at Aston Clinton. On the way we stop off and meet up with Carl S in his Stag, before heading on to the showground. Once there we are shown to where the TSSC stand is to be set up. We busy ourselves setting up a gazebo and showing our club banners, then we relaxed with a cup of tea and biscuits. Thames and E. Berks members on the stand were Tony & Penny in their Spitfire 1500. Julies Acclaim and my Vitesse convertible. Trevor's Herald saloon, Dave & Nicky's Herald convertible. S. Bucks's and other areas (sorry didn't know you all) were Carl S Stag, Tracy's Spitfire 1500. Marcus, Vitesse convertible. Other cars on show were three 2000 / 2.5's saloons, three more 1500 Spitfires and a Mk3 and a GT6. There were a lot of Triumphs parked up in the row of classic cars on show, along with bikes, lorries, Military Vehicles, Buses, traders stalls, Auto jumble, kids play area, Crafts and home produce. We had a lovely sunny day to boot, what more could you want.

24th May It's a pleasant sunny evening at the Fox & Castle and its our first meeting out in the beer garden. A long with Julie and I, there were Tony H, George B, Mike H, Chris C and from the 2000/2.5 reg Dave L, Dave H & Oliver. Triumphs in the car park were two Vitesse convertibles. Two Spitfire's a Mk3 and 1500. A Herald convertible. A 2000 saloon and a 2.5 Pi saloon. George B's Vitesse had just broken



THAMES . . . NORTH WALES . . . SOUTH WALES SOUTH WEST WALES

THAMES Cont

its second speedo? Chris had fitted new engine mounts to his Mk3 Spitfire. Mike H's knocking is still with his Herald even after renewing the rear wheel bearings.

3rd June We joined Surrey Area at Woking Hospice car show and fayre. By the time Julie and I got there most of the hard work of setting up their very large gazebo was done. It was just as well as it was a very sunny day and the shade it provided was much appreciated. Thames members there were Chris C in his Mk3 Spitfire, George B in his Mk1 Vitesse convertible with Chris, Julie H in her Acclaim, My Mk2 Vitesse convertible, Martin & Cynthia B in their 1500 Spitfire, Tony & Penny in their 1500 Spitfire, Surrey Area Members were Karen C in her Mk1 2000 estate, Adam C in his Mk1 Vitesse convertible, plus a Mk4 Spitfire & 1200 Herald convertible (sorry I didn't get your names). By a strange coincidence all the cars on show were either White, Red, or Green. To one side of us were the TR Club so the show of Triumph's was very impressive. On the showgrounds there were lots of other classic cars where we met up with Stuart C and his Stag, Classic Buses, a steam lorry from the Hogs Back Brewery, motor cycles & bicycles, a small gauge railway ride, refreshment stalls and other types of bric-a-brac. In the arena there were, dancers, a dog display and music. It was a very hot and smashing day out and seems to get better each year.

7th June On this overcast evening Julie and I were in the Vitesse on the way to the Fox & Castle. At the pub we met up with Tony H, Andy K, George B, Mike H, Stuart C, George & Rose N. From the 2000 & 2.5 reg there was Dave L & Oliver. We met up with Nick M who is restoring his 1500 Spitfire. We hope he gets on well as he wants to get it back on the road soon. Triumphs in the car park were two Vitesse's, a 1500 Spitfire, a 13/60 Herald, a Stag, a GT6 and a 2.5 Pi saloon. The evening started out in the beer garden but soon we went back into the pub for most of the meeting as it was getting dark and chilly. George B has got his speedo working again, Mike H got a good second hand drive shaft fitted to his Herald which has seemed to almost cured his knocking noise. George N Herald has been up and running under its own power and he is still thinking of selling his GT6.

9th June Saturday morning I am in my Vitesse, Julie is in her Acclaim as we go to meet up with George B in his Vitesse. With him he has his friend Chris and we make our way to Aldershot to meet up with Chris C in his Spitfire before parking up in the town centre. We are part of two dozen Classic cars on show which were a part of a Festival of Transport Weekend. It is another hot summers day and the shoppers seem to enjoy looking over our cars and remembering those they had been in, or another family member had owned. The

five of us had a cooked breakfast in one of the many cafe's in town and did our shopping as well as admiring the other cars being shown. We stayed to the end of the day before heading home with our cars loaded up with goodies.

10th June At the reasonable time of mid-day on a very hot Sunday Julie and I made our way to Frimley Park Hospital, which was the start to the second day of a Festival of Transport Weekend. We made our way onto the hospital grounds and were shown into a large car park nearly full with all types of classic and vintage cars. There must of been about 170+ cars entered plus some old buses and commercial and Military vehicles. We meet up with Mike H in his 13/60 Herald convertible there and most of the cars that were on show yesterday at Aldershot. At 1:30 the cars started to leave in small groups to head to Farnham. The slower cars left first, by the time we got the go ahead we were told to follow the cars in front (not the best of ideas) as this was our first time at this event. Unfortunately the sixth car in front was going home, before he realised he was being followed! So we had a detour and came into Farnham on a different road much to the surprise of the Marshall's in the town centre. We parked up in the large car park set aside for us all and had a much needed ice cream, where we joined up with Mike H. There were Napoleonic Soldiers showing off their skills and firing a small cannon, a school choir and live music to keep us entertained as well as refreshments. We had a hot but very enjoyable day out.

Our next meeting's at the Fox & Castle are in **July on the 5th & 19th, in August on the 2nd, 16th & 30th.** Come and join us for a warm welcome. Call me for further details on 0773623807 please up coming events are:

- 6th/8th July** International Stafford
- 8th July** Alton Show
- 14th July** Sheerwater Summer Festival (Woking)
- 15th July** Uxbridge Classic Car Show
- 4/5th August** Gr Bucks Steam Rally
- 12th August** The White Dove Collectors Transport Show
- 12th August** Newbury Area Classic car show
- 19th August** Cranleigh Lions classic car show

Best Wishes

Mickey

NORTH WALES

www.triumphwales.co.uk

Lots of events since last report. A small group attended Llandudno and as usual a very good event. The weather proved a problem at Cholmondeley Castle on 13th May, with the rain coming in heavy after midday which was a pity as we had a good crowd.

The following week provided so much rain that Kelsall was cancelled before the weekend arrived, maybe just as well as I remember last year having to powerslide over thick mud to get out!

The bad weather kept with us for the Classic car Run organised by the Prestatyn group as it rained all day! In spite of that over 30 cars took part over an interesting course of 75 miles starting at Prestatyn and going via Llanrwst, Betws-y-coed, Conway,

Llandudno, Abergelge and back to Beaches Hotel and Prestatyn and some photographs. Bob with his GT6 was asked to display his car in select group photograph, a copy of which we hope to have at a later date.

Two small cups were won by a Bugatti Type 35 for his 'Bravery' (an open racing car in all that rain!) and a Rickman Ranger Kit car for having travelled from Birmingham to take part!

On the Monday we had the Prestatyn Classic show and no rain, which made a change.

A good showing for the Club and Derrick continued his success with the 'silver bullet' by winning 'Best Sports Car'. Well done Derrick. I hoped he thanked Sam from whom he borrowed the polish off! He is now getting so many Cups that he is hoping the Club will buy a display cabinet for him. Dream on Derrick.

I am away on 4th June to Festival of Transport in Jersey and will report back next month.

Hope to see you all at the **July Meeting**.

Safe Motoring.

Michael

SOUTH WALES

Thanks to Cliff and Cherry for hosting the last meeting at the Tredegar Arms. Future meetings will be at the **Park Golf Club, Church Lane, Coedkernew, Newport, NP10 8TU.**

With **July** fast approaching and the likelihood of much better weather a list of events and runs will be planned at the next meeting. Please come along and help plan your events.

If you cannot make our **Monday** meetings, but would like to participate in the events and runs, then give me a call. You will be most welcome.

Best Wishes

Howard

STH WEST WALES

southwestwales@tssc.org.uk

Short report this month. The May Sunday meet on the 20th was lunch at the Prince of Wales, Porthyrhyd and a visit to the National Botanic Gardens, Llanarthne. It turned out to be a wonderful day thanks to Joy and Keith.

June Club Night was attended by Ken and Marryl, Barbara and Bryan, Steve and Christine, Joy and Keith, Mark and Alison and Dave. Steve won the raffle.

Sunday meet for July 15th was discussed and it was agreed that we meet for lunch and then a run to Aberglasne Gardens - Contact Joy 01792 882266

Sunday 17th June meet will be Swansea Festival of Transport at the Liberty Stadium, which also will be Father's Day and Joy's birthday.

The **August BBQ** on the 19th this year co-insides with the event at Ina Bearings, Llanelli and it was decided that as it is a charity event that we make an effort to attend. We can still have our BBQ.

Alison is now collecting deposits in order to book the B & B for our trip to the Tredegar House Show. If you wish to join us contact Alison 07896132030 (One room only now still available).

WEST MIDLANDS WIRRAL . . . WORCESTER

Events Diary

June

Sun 17th Meet will be at Swansea Festival of Transport at the Liberty Stadium

July

Tues 3rd

No Club Night meeting due to holidays
Sun 15th Lunch and run to Aberglasne Contact Joy 01792 882266

August

Tues 7th Club Night - The Conservative Club, Pontardulais at 8 pm
Sun 19th The BBQ this year co-insides with the charity event at Ina Bearings.

To be discussed.

Due to holidays there will be **no report** in the Courier for **August**

light/indicator light fitted to his car was the same as Triumph Herald's (See the photo).

The second photo shows Ray Pritchard with his new Triumph parked outside the Drakes Drum, passenger in his vehicle is Jack one of our oldest members

Everyone at West Midlands is looking forward to attending the International at Stafford next month, and we send our best wishes to Claire and Nigel Hill the new organisers of this event. All we need now is some good weather. See you there.
Best regards

Roger

WIRRAL

As the old song goes:- "Here we are again, happy as can be" and we are all happy for Andy our esteemed Area Organiser who will be well and truly married to Alison by the time you all get to read this report. We all wish them well for the future. Andy tells me they are due back from a grand honeymoon tour of the Far East and Australia on Saturday 7th July, so there is really no excuse for not being at Stafford on the **Sunday 8th July**!

Last night, Tuesday 5th June, we had a joint meeting, with the Wirral Triumph Appreciation Club and no fewer than twenty six assorted bodies showed up which nowadays constitutes a record attendance figure. A very fine summer evening helped of course, and it was a pleasure to see so many open topped Triumphs had crawled out of hibernation to soak up the evening sunshine, not to mention Lorraine's Morgan, one old type Land Rover and a 1000 cc Aprilia Motor Bike, all very welcome.

What has been happening lately, the short answer, not a lot. Sunday May 13th saw four cars attending the Cholmondeley Castle show which was of the usual high standard. We have always enjoyed good weather at this event but this time the rains came at 1.30 p.m. and persisted for the remainder of the day, perhaps because it was the 13th, however we stuck it out to the bitter end.

Tatton Park Show was much enjoyed over the week-end 1st 2nd & 3rd June. If you had taken any notice of the weather forecast you would have stayed at home, as it was the sun cracked the flags for the entire three days which really pleased all the campers no end. It was nearly a non-event for us as there was a foul up over the tickets and we did not receive any. To our great relief Pippa Flagel the A.O. of the Manchester Area came to our rescue with two spare tickets. My two sons had been looking forward to their camping weekend along with a couple of their children so "Pippa to the rescue" was most welcome and again many thanks. I hope the Kronenbourg went down well.

By the time you all read this report we will have had a Sunday run out and pub lunch on June 10th. There is also an invitation to attend a "Natter and Noggin" evening in a canal side pub near Market Drayton, a multi club event on Thursday the 14th June. We are having an evening mid summer run on Friday 22nd June, and on Sat / Sun 23 / 24 June the Southport Show takes place in Victoria Park. Then it is Stafford from **Friday to Sunday 6th, 7th, and 8th July** and on **Friday 13th July** we are having another evening run,



what a day to pick, please drive carefully! Hopefully Andy will be back in time to pen a few lines for the "August Courier". Even if he has no Triumph News he can fill us all in with tales of his and Alison's trip to the Antipodes.

That about winds it up from me folks, so until the next time, buff up your beautiful bonnets and bodywork and bring it to Bingley Hall, Stafford. Cheers,

Ray

WORCESTER

www.tssc.org.uk/worcester

'Ello' 'Ello' we are back from Laon. After a great weekend, we came back to the typical British weather - rain and more rain. Oh well, enough of that, now for the news.

We had yet another good turnout with 16 club cars including the Maserati (Paul and Andy's Masquerade for a Maserati/Ferrari) and 33 or so members. A warm welcome to Joe Beales from Worcester who is restoring a Herald 13/60 convertible which is presently still in Bury. It was his Mum's first car and was used for their wedding. Good luck with the ongoing project.

Good to see John McCartney and also Cherie and Cliff. Apologies were received from Tim Maine and Ian Lee.

A good chat was had on the car park, appreciating the lovely weather that has at last arrived, until Mike arrived when the business was discussed. Various events were mentioned as listed below and a list was given to members. Mike put forward an additional idea as a sort of alternative for the WAC on 23rd September - Worcester LTD (Local Triumph Day) to be held at Evesham Country Park with invites made to other TSSC clubs as well as other Triumph clubs or individuals.

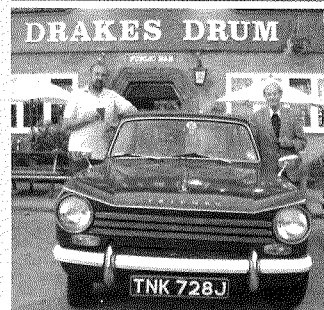
The rest of the evening was spent looking at pictures of the Laon trip and the wonderful show put together by Vince Royle.

That's all the news, and it looks like summer has arrived, so remember - polish up your tail pipes and get out there and enjoy your Triumphs.

Dates for your diary:

- 22nd - 24th June - Worcester Area Camping weekend, Lickhill Manor, Stourport
- 2nd July** - Monthly meeting - Berkeley Arms
- 6th - 8th July** - TSSC International - Stafford showground - see advert in The Courier
- 7th & 8th July** - Bromyard Gala
- 8th July** - Walsall Classic Car Event
- 10th July** - Wythall Green Classic Car Meet
- 15th July** - Sandon Hall Classic Car Show - Stafford
- 21st & 22nd July** - TR International (Malvern) & Stag National (West Mids Safari Park)
- 18th or 19th August** - Elan Valley Run (TBC)

Stef



We had a visitor to the area meeting who arrived in a very nice convertible, left hand drive Aston Martin. We decided that the driver Andre would be allowed to park his Aston Martin amongst the area Triumphs as we noticed that the combined side-



NORTH YORKS . . . SOUTH YORKS WEST YORKS

● NORTH YORKS

Morning campers! Thought that might get your attention. As you might well have guessed I'm writing this from a campsite. Actually it's 07:00 Sunday the 10th of June and I am sat at my table in the middle of the beautiful campsite in Dent, trying to remember what happened yesterday and write about it. The trouble is I can only remember bits of last night let alone the rest of the day, so bare with me. (As an aside I have a friend at work who when ever I ring her up with a question always says bare with me. I wonder if it's an invitation. Somehow I think I best not try and find out.)

We had a really fantastic turn out for the weekend with over 29 cars turning up by Saturday morning for the run. Alan told us at the monthly meeting he had organised the weather and he really had. I would just like to say thank you to everyone who contributed to the event, it was a joint collaboration of all the Yorkshire Areas and on behalf of everyone who attended, thank you and well done. A number of people have commented that joint events are the way to go. Judging by the turnout, the fun, and the good natured humour at the event they may be right.

We had, as you might expect a few unplanned events. Richard and Dawn had problems with Buster on Friday night and had to find a local vet to try and make him better. Yes I did say vet, for those of you who don't know, Buster is their big friendly rottweiler. Unfortunately Buster kept being sick. On Saturday, he was even sick on Dawn and worse still, sick in the back of Dawn's lilac Herald. Unfortunately for her, he also managed to be sick over all the remaining clean clothes she had. I did offer her one of my T-shirts, but she seemed contented to drive up and down the campsite on her electric scooter, whilst not wearing very much at all. Not much of a show off is she Richard!!

Whilst we were waiting for the night's entertainment to start we did discuss some interesting subjects, including people watching. Well you have to do at events like this. I mean you get one poorly car, actually we had a few, but anyway, isn't it interesting how people always go over and tell you what to do and how to do it, except when you really need a hand and then there's no one there! On the men and the BBQ theory I think we had approx 90% men 10% woman cooking at the BBQ. (So that substantiates the theory quite well.) What I was going to say in this paragraph was a short summary of events, but there isn't room now so you have to read all about it in the official write up later. What I will say to those of you wondering where I disappeared to just before I was due to judge the hat and handbag competition was that I was abducted by Aliens. (Well I was taken by some people that weren't stopping on our campsite to their

interrogation centre. Ok I was dragged along to the pub, where they were staying, and when I came out it was much later - sorry when the aliens returned me, it was much later).

A bit further back in time to our club night and I can say that the chip shop run was a resounding success. (See attached picture of some of the happy eaters.) If I'm honest the bit about the run out in the May report was meant as a bit of a spoof. Little did I know that some people had gone without their tea so they could have fish and chips! Thankfully Keith did a quick trip to the chip shop and made sure it would still be open by the time we got there. Welcome to 3 new members, Isobel and Keith (see attached picture)



from Cowick in their cars; 'Penelope Pud stop' and 'Gertie Trumper.' I only spent a few minutes talking but boy do we have some stories to tell about these two in future editions. I may even be tempted to reintroduce the handbag, but this time it will be guess what's in Isobel's handbag. Anyway I must also say welcome to John in his Hurricane, which I sure he said was called the 'Big Snott'

Well I better bring this report to an end, as it's now 8:00 and I need my breakfast. I might take Sally for a ride to the Lakes later, well you have to make the most of every opportunity don't you. (wife, if you are reading this, by Sally I'm referring to the Spitfire, not some young blond.) - until next time. Regards,

Nigel

● SOUTH YORKS

www.southyorks-tssc.org.uk

What a month we have had! We had a fantastic trip over to Ireland for the week. We all stayed over in Holyhead on the Friday night ready for an early start Saturday morning on the fast Cat to Dublin. Unfortunately Alistair and Corinnes Stag started to make what was described as a 'very expensive noise' as they got onto the A55, so it was decided to get it recovered back to Doncaster and come back in the Land Rover instead. We were met off the ferry by the Triumph Classic Owners Club who I have to say were fantastic and made us very welcome to the Emerald Isle. Their driving through Dublin just had to be seen to be believed. They kept us all together through really heavy traffic by appearing from side roads to take up the lead as we got split up and literally stopped traffic to get us all back together again which I am sure really pleased the Irish people who were travelling. We caused many people to stop on the streets and admire our cars and many were taking photographs. We arrived at our first hotel in Cobh in torrential rain thinking that this was it for the week but

the weather was fantastic. Victor and Vivien had a broken fan belt on route in Pete Chapmans 2000 but managed to get it fixed and got to the hotel in time to eat in the Chinese Restaurant. After 3 days we moved onto the second hotel in Enniscorthy County Wexford where on the last night the Classic Car Club met up with us again for lots of chat and even more of the black stuff. We all really enjoyed it and would recommend it to anyone. A big thanks again to the Classic Owners Club (as I know they will read this in their Courier).

The meeting last Tuesday brought everyone out in their Triumphs. The night was taken over a little bit by talk of Ireland and Phil brought his laptop to show the photographs which were really good. A couple of new faces were welcomed to the meeting and we hope to see you again next month. The landlord kindly passed out a couple of trays of sandwiches which went down well especially the ham out of Sophie's! We are shortly going to be organising a 'picnic in the park' for a Sunday afternoon so keep a look out on the events calendar.

Also Ron and I have suggested a Sunday evening meet at 'Sumpnutz' which is a local Derbyshire club.

Last weekend saw a couple of us joining West/North Yorks on their Dales run which was another success. The weather was brilliant as Alan always orders it. We arrived a little later than anticipated after having a split fuel pipe which after a quick repair at the roadside was sorted. We had some wonderful runs throughout the Yorkshire Dales and met some great people. Thanks to all that organised another great weekend.

Lastly, don't forget if you want to go to the 'Dogs Night' you need to bring your £17.50 each to the next meeting to confirm your places. Vivien will give you the dates at the meeting.

Hopefully the weather will stay good enough to have plenty of topless driving for the next month, so safe Triumphing.

Sue & Vivien

● WEST YORKS

www.tssc.org.uk/westyorks

Hi all, there were 15 Triumphs on our stand at Harewood House on the 3rd of June for the classic car day. It was stunning sunshine all day and we even saw one of the estates Red Kites! Perhaps we will see more of you next year?

The camping weekend went very well with two very good runs, all in the sunshine tops down all day. (Except in my GT61 - Richard) A big thanks to all for attending. I would have looked a berk by myself in a big field! Thanks to Richard for all the bookings etc and Martin for all of his hard work in planning the road runs with me. Thanks also go to George, Brenda and Bob for running the bookies shop for the horse racing and to Victor and Vivien for the help with the salad for the BBQ. To everyone else thanks for all of the help on or off camp, my thanks to all for attending and for donating for St James' eye care centre. For a full report to see next months Courier!

Keep them wheels turning

Alan

DUXFORD SPITFIRE DAY 2007

by Kevin Rochfort



On Sunday 5th August, 2007, The Imperial War Museum - Duxford, in conjunction with The Spitfire Society, are celebrating the 71st anniversary of the first flight of the Supermarine Spitfire. Following the success of the event last year, the TSSC Herts & Beds area have once again been invited to put on a display of Triumph Spitfires to complement the Spitfire theme of the show.

Hurricane conversions are also invited. Like last year, the cars will be on display to the public, in a dedicated arena. This year, we are likely to be more central to the show, but that is yet to be confirmed.



Spitfire Display 2006

All other Triumph owners are welcome to come and join us for the day, but unfortunately you will have to park in the general parking and pay the normal Duxford admission fees (adults £16.95, concessions £13.50, under 16's free)

On Spitfire Day, you can watch these wonderful aeroplanes in flight and see them up close on the ground. You'll be able to meet veterans and current pilots and hear fascinating talks on these British warbirds throughout the event. This event will see Duxford celebrating its proud position as the home of the Spitfire. It was at Duxford in 1938 that this iconic aircraft first entered RAF service with No 19 Squadron and, today, the Museum is home to more air-worthy Spitfires than anywhere else in the world.

All flying is subject to serviceability, weather and any previous operational commitments.



We have 50 tickets to distribute on a first come first served basis. The FREE tickets MUST be reserved in advance, and you MUST arrive in your Spitfire (or Hurricane) between 8.30 and 9.30am to use your free ticket - for the driver and passenger. You will also have to stay until the Duxford organisers allow the arena to be dispersed - probably about 4pm.

All Spitfires (and Hurricanes) are welcome, regardless of condition, and if you need to trailer it there, no problem. Race cars will be particularly welcome.

For more details, and to reserve your free ticket, call : Les on 01582 862176 or 07852 299492. or Kevin on 01223 820770 or 0776 432 4345. or Barry on 07815 813 139. or email spitfireday@rochfort.org



**Triumph Sports Six
Club**
Leicester and Rutland Area



THE SUNSHINE RALLY



Sunday 12th August 2007
Show opens at 11am

Club Stand Auto Jumble Concourse
Games Refreshments

ALL CLASSIC CARS AND BIKES WELCOME

Guest Appearance by Triumph Herald Coupe's

If you've got a Triumph, any other classic car or bike, or just fancy a day out in the country,

**Brooksby Hall, Nr Melton Mowbray
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For Further details contact Dave Smith
On 07774 276564

Admission £3.00 per person
Children under 12 FREE if accompanied by an adult

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DUXFORD 2007 ALL TRIUMPH DAY



**IMPERIAL WAR MUSEUM
DUXFORD**

M11 Junction 10

SUNDAY September 30th 2007

Admission - Adults £9.95 - fee to Duxford

Accesses ENTIRE Duxford site

Under 16s - Free

For Further Information

Call: 01582 862176

No Pre Booking Required

Traders Must Pre Book (01582 86217)

Sorry But NO Dogs

CAA Airfield Regulations

Lincolnshire Camping Weekend 2007
Friday 31st August to Sunday 2nd September



Lincolnshire

Come and join the fun in rural Lincolnshire. This year we have moved to a pub with it's own campsite, in the vale of Belvoir overlooking Belvoir castle. We have a BBQ, silly games and a run through the countryside planned or you can just relax and chill out for the weekend joining in when you want.

Weekend (2 nights camping & BBQ) £13
Single night £7
Electric Hook up (limited numbers) £2 per night

Name.....
Address.....
Car Reg.....
I enclose total remittance of £..... for weekend/single night(s)
(delete as applicable)

Please make cheques payable to G N Jupp
Please send a Stamped SAE with your remittance to:-

16 Hermes Way
Sleaford
Lincolnshire
NG34 7WH

For a map and directions call on 01529 307302 after 6pm weekdays.
Alternatively email me on garth.jupp@virgin.net

**Celebrating 10 years of
The MILE OF TRIUMPHS
Classic Car and Motorcycle Show**
Supporting

East Anglia's Children's Hospices



21st - 23rd September 2007 at Broad Farm Caravan
Park, Fleggburgh - on the A1064 Acle to Caister Road

Friday 21st - Meet in the Club House for an informal get-together and disco

Saturday 22nd Classic Car and Motorcycle Show from 10 a.m.
Peoples choice concours, Sideshows and Beer Tent. Lots of trophies to be won.
Display ring with various attractions.

Evening - Disco, Restaurant & Bar, Teddy Bear Auction, Grand Raffle.

Sunday 23rd - THE MILE OF TRIUMPHS

Arrive at Broad Farm by 9.15 am. Police escorted convoy of Triumphs to Great
Yarmouth to measure the MILE. Other classics to make their own way to the seaford.
Followed by a scenic run through the countryside.

Followed by Auto Funkhana - at 1.30 p.m. approx

Participants: pre-booked £4 per person for the full weekend (up to 2 per car)
commemorative rally plaque guaranteed
On the gate: £5 per person for the full weekend (up to 2 per car)
Special Sunday-only rate £3 per person
Additional passengers & spectators - £1.50 per person Saturday only, Sunday free
Under 16's free

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HERALD

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Cars for Sale
Cars for Sale*

COURIER VANS. One MOT TAX. Good around. Needs Paintwork. One Complete for spares/Repairs, Sensible offers only. Illness forces sale. Richard (Norfolk) 07768 420884.

1200. 1965. Satin Black. Stainless exhaust. Minilites. CD player. Tax & Tested. Body/Chassis/Engine all good. Many new parts. Carbs need attention. TSSC Value £2,500. £1,300 O.N.O. A. Riedmeier (Suffolk) 01502 565781

13/60 CONVERTIBLE 1970. Cherry Red. Tax Exempt. MOT October. Agreed Value £3,500. History Since 1994. Garaged. £2,500 Phil (Knebworth) Wk. 01438 763376 or 01438 816910.

13/60 CONVERTIBLE 1971. Spifire Engine. Stainless twin exhaust. overdrive. Running gear good. Standing Five years. Needs Restoration and love. Offers? Kay (Rotherham) 01709 739899.

13/60 CONVERTIBLE. Full restoration Jan 1997. £18,000 spent, limited miles since, owned by me for 27 years. Lovely car, needs good home and TLC, £4,500 ono. John (North Yorks) 07977 560770

1200 1967. Powder Blue. Extensive Restoration. Many new parts. Excellent Engine. 1300 Bonnet fitted. 50,000 miles. MOT Aug 07. £1,400 to include many parts. Martin (Bolton) 01204 710817. Eves.

1200 SALOON. 1970. Wedgewood. Runner until garaged in 1993. Complete except bonnet - New and recovered panels need welding. Repairable Steel front Valance. £400. Graham (Bromley, Kent) 0208777 6106.

13/60 CONVERTIBLE with prettier 1200 bonnet. A bit scruffy on top, but sorted below: new 4 sync gearbox, starter, fuel pump, head etc. Walnut dash, proper seatbelts. £2250 Andy (Dorset) 01308 423598.

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SPITFIRE

*Cars for Sale
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1500 Inca Yellow. Exceptional Condition. TSSC Valuation. Hard & Soft Tops. Tonneau Cover. Service History and 12 months MOT. £3750 O.N.O. Ron (Lancashire) 01524 734672.

MKIV 1973. Red. Soft and Hard Tops. 12 months MOT. 6 months Tax. Good Condition and Runner. £2,000 O.N.O. Rob (Hereford) 01432 267930.

MKIV 1973. Yellow. Overdrive. Mechanically sound. Bodywork required. No Charge. Buyer collects. John (Hampshire) 023 80842756.

1500 1980. 97K miles. Pageant Blue. New GT6 Bonnet. Many New Parts. H/S Top. Garaged. Summer miles only last 8 years. MOT. Feb 2008. £2995. Tony (Cheshire) 0161 437 7326.

MKIV 1972. RED with black interior. Good tyres. Fast. 94,000 miles. T&T No rust. In excellent original condition. Undersealed from new. Mountney steering wheel. Twin exhausts. £2,350. Keith (Herts) 01763 249960

1500 1981 soft top 66,000 miles. Good chassis, stripped repainted. Overdrive. 11 months MOT. 5 months tax, bodywork needs finishing £2250 ONO Nick (Glos) 07799 662849

1500 White, 1977, New dash etc, Unleaded Eng, Recent re-spray (Aug 06), Overdrive,

Cosmic alloys, Rebuilt with California body 6 yrs ago, Photos available. £3950 ONO. Sean (West Mids) 01789 731035 after 6pm.

MKIV. 1500cc. Hard top included. Rebuilt 2000, few miles since. New sills 2006 plus many other new parts. Good solid car in Royal Blue. Pete (Swindon) 07804 244187

1500. 1977. TSSC valuation £3700. MOT May 2008. Original documents, full service history. Only 3 owners. Reluctant sale, owner moving to Norway. £3500 O.N.O. H. English (Berk) 07769 677600.

1500 1979. Red, TSSC valuation £5,000. S/S exhaust, f/w radiator, K&N airfilters, new front suspension, H&S top. Long MOT/Tax. Garaged. Beautiful condition. Baby forces sale. £3,700 ONO. J. Knowles (Northants) 01604 870103

1500. BRG Failed MOT! Needs new sills & chassis/floor welding otherwise good condition £500. Bill (Lincoln) 01673 862550

1500 1979. Vermillion. One owner last twenty one years. Many Extras Tax & MOT. £2750 O.N.O. Cottingham (Norfolk) 01263 732590

1500 1979. Brown. 73,500 miles. In family since 1980. Service history. TSSC Valuation £4,500. Garaged. Lumenation. Recon Engine. Semi sports exhaust. £3,750. Alison (Herts) 0771 559 7020.

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1500 1980 fully reconditioned engine with Unleaded head, S/S Exhaust, Hardtop & Soft top, all covers. Spare Engine and gearbox etc. MOT Feb 08. Good reason for Sale. £2,400. H. Nelson (Manchester) 0161 681 9443.

1500 1976 Yellow 62,000 miles. Good original unrestored condition. Reliable runner. MOT Tax August. Growing family forces regretted sale. £1500. Will (South Norfolk) 01379 676443

MKII Late (March 1967) purchased from JY Classics April 05. Fibreglass GT6 bonnet and boot lid. MOT December 07, tax free. Reconditioned gearbox. Matthew (Solihull) 07811 147562

TR6

TR6 1974. BRG. Full body off restoration inc recon engine new hood seats upholstery carpets. 5000m since. Many photos. Excellent condition. £11,500 ono. Mark (London) 07788871577. E: mark_elms@yahoo.co.uk

TR6 1972. 2.5pi. 150bhp, signal red. Full restoration mid 1990's, recent bare metal respray, A1 panel gap, history / service file, dsuo, A1 condition, completely original, £10,995 David (Surrey) 07960 073604 or 020 8657 9062

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GT6

GT6 CONVERTIBLE MKIV Spitfire with full conversion. Chassis up rebuild. Tax exempt. 860 miles since rebuild £4,400. Keith (Staffs) 07966 269085.

MKIII Excellent engine. O/D gearbox. Solid chassis. Good interior. 10 months MOT. Currently Sorned. Bodywork generally good. Quick sale wanted. £1950 O.N.O. Adrian (Basingstoke) 01256 477450.

MKII 1970. Emerald Green. SUN 309J. Complete Rebuild. New parts. Photographs/CD. Invoices. Stafford, Couriers 302/3. Additional £2000 Since. Immaculate. Probably best in country! £9,500. Snow (Southampton) 02380 768410.

MKIII. 1971, 10mth MOT, Signal Red,

rototex, K&N air filters, S/S sports exhaust, electronic ignition, recon engine, overdrive, millite alloys, good home wanted for beautiful car £3700 Surbuts (Hampshire) 07958 575 321

MK 1 Unfinished restoration project, stored 11 years, chassis and suspension repaired, shot blasted and zinc coated, some bits missing. Needs a good home, open to offers. Toby Hammond - c/o Brian Hammond 023 80693200

GT6 MKII 1970 non-overdrive. Full history since 1995 rebuild. Fully rewired 2005. A1 (exception minor paintwork blemishes). Sunroof, S/S exhaust. Current owner since 2002. Garaged. Photos/History available. £3,500. Kevin (London) 07931338649

CARS WANTED

VITESSE Saloon, 2ltr, Mk 1 or 2, must be in good, original or restored, condition. Would like model with Webasto sunroof and / or Overdrive. Due to full restoration of TR5 in progress, Vitesse must be ready for use, some minor work/TLC/titivation acceptable.

Richard (Lincs) 01529 413072 or 07711 321619

TR6 TAX EXEMPT. Martin Allinson (Northants) 01536511950 mobile 07733186659

VITESSE

SALOON 1965 Webasto sunroof. Fancy Wheels, 2 Litre GT6 Engine. Fast road Cam. Overdrive. Years Tax. MOT. Not Concours but quite pretty. Goes!! £2,500 O.N.O. Thorpe (Bournemouth) 01202 695319

MK1 CONVERTIBLE 1965. Overdrive 1600cc. Signal Red. Refurbished to excellent standard. All invoices can be seen. Genuine Parts. £4,300. e-mail. petersaunders4@aol.com

Peter (Crewe, Cheshire) 01270 664438.

MK1 CONVERTIBLE 2.0L. 1967. Garaged. VGC. Mechanical overhaul 7 years ago. Family commitments means not used recently. No MOT. Hence £1500. David (Wolverhampton) 01902 845840.

MKII CONVERTIBLE. White. 1998cc. A1/A2 condition. Low mileage. Garaged since 1996 as owner overseas. New Hood, overdrive,

PARTS

HERALD 1200. New, still packaged Canley Classics rear SS exhaust £30. Low Mileage complete 1200 engine & gearbox £40. Bruce (Maidenhead) 01628 549698.

ESTATE: Used for storage. Not desperate to break but if you're after anything uniquely estate I'm will to consider parts/cash. Simon (Notts) simonholland1@hotmail.com

bodyshell, Two sets of other parts. Sell complete or may break. Offers. Gary (Notts) 07768 052329.

SPITFIRE (all). Used Bell Full sports exhaust, 1/2 price, Labels still on boxes. includes adaptor pipe. E-mail. Bill.heap@btopenworld.com Bill (Derbyshire) 01773 550004.

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VINCENT HURRICANE. (GT6 MarkII) straight 6 2ltr. 1976. 12 months tax and MOT. Green, new leather seats/tyres good looking Great runner. £3,500. Neil (Rugby Midlands) 01788 890705

Cars for Sale

history since 1989. £2,000. Ian (Lichfield) 01543 481274 or 07879 437343. E. holl@ivycot3.freemove.co.uk

MK1 CONVERTIBLE 2 Litre 1964 Royal Blue. For Restoration. No MOT but is running and drives well. Interior Like new. Bodywork requires attn. I have spare bodys available. See Parts advert this issue or call for details. Offers. Dunning (Dorset) 01300 345254.

Parts For Sale

SPITFIRE/GT6 Pair of new front 1/4 Valances. Light rust due to poor storage. Treated / undercoated £45 O.N.O. Denis (Lancs) 01706 366712.

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PARTS

GT6 MKIII Doors, Seats, Dash, Bonnet, Bumpers, Carbs C/WK&N filters, Rear lights. Complete Body. Side windows. Radiator. Petrol Tank. Must Go. Adrian (Hants) 01252 715 781.

HERALD 13/60 Chassis. Front Suspension. Rack. Gearbox. Differential. Rear Shafts/Hubs. Lights. Bootlid. Quarterlight. Dash. Instruments. switches. Heater. Glass. Offers to clear. John (Stowmarket) 01449 711365.

HERALD Books. Dealers, Haynes & Autobooks. Workshop Manual, Dealers parts catalogue. Porter & Williams complete

guide. Robsons Herald & Vitesse. Couriers Nos. 63 to 324. Reg (Conwy) 01492 545462.

FIA Rollbar, 6 point diagonal brace for Spitfire MKIII, bought from TSSC shop. Fitted then removed from car without use, excellent condition £120. William. 07759 522640 days 01964 671084 eves.

VITESSE parts. 2 Half Bodies, 1 inc Bulkhead, Doors, Engine, and Overdrive Gearbox. The other is Rear Half of MK1 Saloon inc Trim, Bootlid, Tank, Glass etc. Both Sections to be removed Complete. Call for Details. OFFERS. Dunning (Dorset) 01300 345254.

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HUB PULLER. Club supplied hub puller, used, in excellent condition £25. Claire (Buckingham) 01280 814928 or 07971 052025

HERALD 1200 saloon 1963, good car for renovation, complete. Many spares for Coupe including Galvanised Mk1 Chassis. Offers. Illness forces Sale. Richard (Norfolk). 07768 420884.

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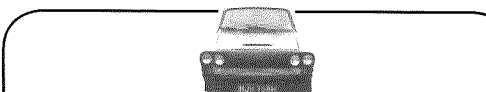
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