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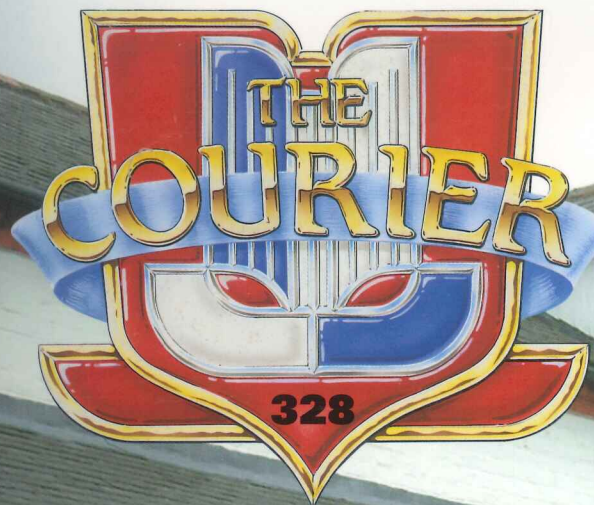
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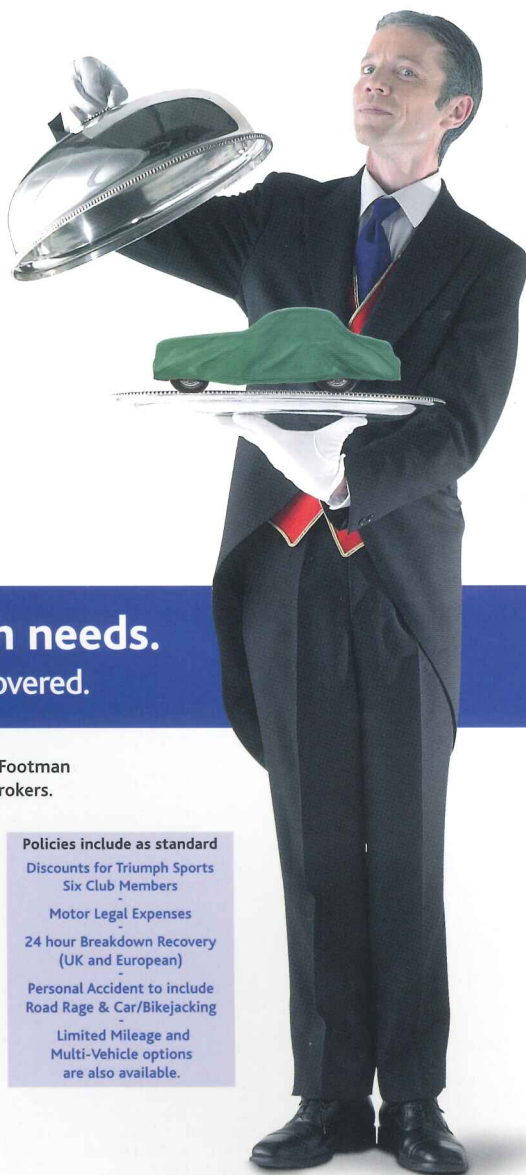
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.328 Vol 28. OCTOBER 2007
Price £3.00 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

PRESIDENT

Bill Sunderland

CLUB MANAGER

Nigel Clark e-mail: nigel.clark@tssc.org.uk

GENERAL SECRETARY

Mike Crewes M.I.T.A.I.

24 White Hill, Ecchinswell, Newbury. RG20 4UF
Telephone. 01635 297033 (between 7-9 pm)
email: gensec@tssc.org.uk

OFFICE MANAGER

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

TSSC MEMBERSHIP

Angie Hill/Carol Green e-mail: info@tssc.org.uk

CLUB SHOP MANAGER

Garth Jupp e-mail: clubshop@tssc.org.uk

Courier Copy By 10th of Each Month

Articles/Area News Enquiries

Tel: (01858) 434424 Fax: (01858) 431936

Courier / Area News

e-mail: courier@tssc.org.uk

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COUNCIL MEMBERS 2007

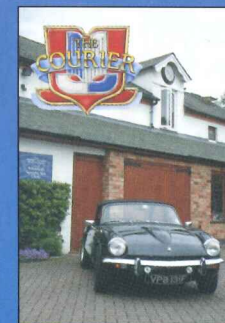
Nigel Clark, Mike Crewes, Pip Flegel,
Nigel Gibbins, Chris Gunby, Claire Hill,
Derek Holman, Garth Jupp, Trudi Prettyjohns,
Simon Roberts, Frank Spencer,
Victor Thompson, Vivien Thompson

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:
DEREK SHANNON
POPS INTO HQ FROM
NORTHERN IRELAND
PIC BY
BERNARD ROBINSON

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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2008
EVENT INFORMATION TO
TRUDI PRETTYJOHNS AT
THE CLUB H.Q.**

TSSC REGIONAL EVENTS 2007

CONTACT LOCAL AREA FOR INFORMATION

November 2007

SATURDAY/SUNDAY 3/4 NOVEMBER 2007
AVON AREA CLUB STAND
BRISTOL RESTORATION SHOW AND
AUTOJUMBLE
SHEPTON MALLET

HQ ATTENDED EVENTS 2008

August 2008

SATURDAY/SUNDAY 16/17 AUGUST 2007
TSSC INTERNATIONAL WEEKEND
STAFFORD COUNTY SHOWGROUND

TSSC REGIONAL EVENTS 2008

CONTACT LOCAL AREA FOR INFORMATION

February 2008

SATURDAY/SUNDAY 16/17 FEBRUARY 2008
AVON AREA CLUB STAND
29TH BRISTOL CLASSIC CAR SHOW
SHEPTON MALLET

CLASSIC CAR SHOWS (CLUB INVITED)

November 2007

FRIDAY/SATURDAY/SUNDAY 9/10/11 NOVEMBER
CLASSIC MOTOR SHOW
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Race Calendar 2007

Round	Date	Circuit
7	6th October	Snetterton
8	7th October	Snetterton

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“Comment

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

TSSC Celebrates 30th Anniversary

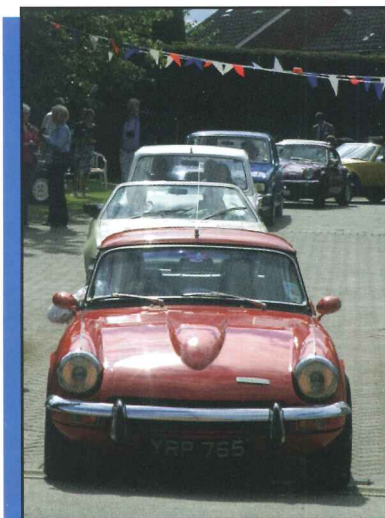
This year, the Triumph Sports Six Club has passed a major milestone, having been founded 30 years ago. From small beginnings, the TSSC has grown to be one of the largest (probably the largest) Triumph club in the world, and has established the largest museum dedicated exclusively to Triumph cars, memorabilia and documentation. These and the other major achievements of the club result from the far-sighted approach of the club's directors over many years, and the continued commitment of members. Thank you one and all; here's to the next 30 years.

We celebrated the anniversary in style at Sunderland Court, with a party on 1st September. Among the invited guests were retired engineers from the Triumph Canley factory, officials from other Triumph clubs and members of the classic motoring press – look out for features in the major classic car magazines over the next month or two. The club was represented by directors past and present, club staff, register secretaries and area organisers. The highlight of the day was a classic Triumph drive through the local Leicestershire lanes, led by Club President Bill Sunderland in his GT6 (picture above).

The club's first 30 years have seen some momentous changes from taking the first full time member of staff, opening the first club offices, expanding at Sunderland Court, starting TSSC Offers which grew into today's Club Shop, launching and developing the TSSC International Show, opening the club to all owners of Triumph models... the list goes on. It's absolutely certain that the next 30 years will see more developments.

On an entirely different topic, the club has unfortunately experienced serious technical difficulties with the website while migrating from one webmaster and hosting service to another. As a result, the secure areas of the website (those that require members to sign in) have not been functioning and some e-mails to the club were lost. Features including the message board, online subscription renewals and the online club shop were unavailable. By the time that you read this I hope very much that all has been restored.

We have been working with our new webmaster as a matter



of top priority to fix these problems. The new webmaster service is a top flight professional company that comes highly recommended. Their technical experts tell us that the problems we have encountered are very unusual and could not have been expected.

Thank you for your patience while we have worked to overcome the website problems. Ultimately we aim to expand the website and the range of online services that the club can offer, and that's got to be good news for everyone.

Finally, I would like to welcome the 120 new members who joined the TSSC last month. I am sure that you will find the TSSC to be a friendly, inclusive club that offers plenty of opportunities to get even more enjoyment from your Triumphs.



COVENTRY FESTIVAL OF MOTORING SUCCESS

Coventry's annual Festival of Motoring, staged this year on 1st and 2nd September has been hailed as yet another overwhelming success and a hugely enjoyable weekend. Demonstrating its increasing popularity latecomer applications to take part in the Festival were being turned away as this year's event attracted over 540 entrants from all over the UK, eager to share in the celebration of Coventry's outstanding motoring heritage.

Saturdays events were staged in Millennium Place, outside the sweeping entrance to Coventry Transport Museum. A packed audience of spectators enjoyed a wide range of street entertainment and Steve Colley's amazing motorcycle stunt show. Music and dancing groups including an admirable selection of local talent such as the 13th Coventry Scout Band and city based Freeman Dance Group and Dynamite Cheerleaders. A selection of almost 100 fine vehicles was there to represent the very best of British motoring heritage. The day was rounded off by an evening reception hosted by the Lord Mayor of Coventry and wonderfully led by

TSSC NEWS REVIEW

YOUR MONTHLY ROUND UP OF ALL NEWS OF A TRIUMPH NATURE

motoring writer Graham Robson, with his special guest, ex-model and award winning rally driver, Rosemary Smith.

The Sunday programme saw an impressive cavalcade of 540+ vehicles undertaking a 60 mile route around Coventry and North Warwickshire. Entrants were privileged to have the opportunity to visit the Motor Industry Research Association (MIRA), experiencing a special section.

Drivers were greeted by a warm welcome from residents who hosted a number of street parties around the route, and who really helped to create a true Festival atmosphere. Back at the War Memorial Park spectators were able to enjoy 30 club marque stands and a number of stunning displays by Steve Colley's motorcycle stunt show and Clown Bluey entertaining the children. The day was brought to a stunning climax as thousands of spectators gathered to welcome the participants back to the Park and applaud various category winning entrants:

* Coventry Transport Museum Trophy for
Best Coventry Made Vehicle:

1971 Triumph Herald Estate, David Beechey from Coventry

* Lord Mayor's Trophy for Furthest Driven Entrant:

Mr Fred Nicklin from Menorca in a 1976 Triumph Spitfire

* Coventry Chamber of Commerce Trophy for Best Motorcycle:
1937 New Imperial, Peter Brown from Coventry

* Delphi Diesel Trophy for Best Commercial Vehicle: 1932
Morgan Delivery Van, Malcolm Bull from Coventry

* People's Choice Winner: 1967 Rolls Royce Phantom V Touring
Limousine, Peter Nightingale from Royston in Hertfordshire

Malcolm Oliver, of the Museum and one of the organisers of the event commented

"What a brilliant weekend it was. The range of events attracted massive support and the list of entries was a genuine large scale representation of the best of Britain's engineering traditions. All of our partners in the organisation of the Festival are now eagerly looking forward to 2008. The Festival of Motoring has become an important annual event and already we have a long list of car owners eager to take part again next year."



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HQ OPENING TIMES

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 13TH - 9.00 AM - 1.00 PM

SATURDAY 20TH - 9.00 AM - 1.00 PM

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 24TH - 9.00 AM - 1.00 PM

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

CHRISTMAS OPEN WEEKEND

SATURDAY 8TH - 9.00 AM - 4.00 PM

SUNDAY 9TH - 10.00 AM - 3.00 PM

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Council of Management Meetings

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



SEAT BELTS & ANCHORAGE POINTS

Mike Crewes

COP SHOP

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I AM OFTEN ASKED QUESTIONS REGARDING THE CORRECT FITMENT OF SEAT BELTS TO CARS. HOPEFULLY THIS WILL ANSWER ANY QUESTIONS THAT YOU MAY HAVE REGARDING SEAT BELTS AND THEIR ANCHORAGE POINTS.

ANCHORAGE POINTS

Regulation 46 Road Vehicles (Construction and Use) Regulations 1986 provides for the requirement for seat belt anchorage points to be fitted to motor vehicles.

Reg. 46

(1) This regulation applies to a motor vehicle which is not an exempted vehicle and is:

(b) a wheeled motor car first used on or after 1st January 1965.

Reg. 46

(5) Where a vehicle to which the regulations apply is fitted with a non-mandatory anchorage point (one fitted later by an owner), those anchorage points must comply with the requirements applicable to mandatory anchorage points. So there you have it!

A good proportion of cars on the road, including Club Cars must have seat belt anchorage points fitted and if you fit seat belts in an area where there are no anchorage points, then the anchorage points you use must meet the requirements.

SEAT BELTS

Reg. 47 provides the requirement for seat belts to be fitted to motor vehicles.

Reg. 47

(1) This regulation applies to every vehicle to which Reg. 46 (anchorage points) applies.

Reg. 47

(2) A vehicle which:

(a) this regulation applies to a motor vehicle which was first used before 1st April 1981 and which must be provided with:

(i) a body restraining belt, designed for use by an adult for the driver's seat, and

(ii) a body restraining seat belt for the specified passenger seat (if any); (this means vehicles first used on, or after 1st January 1965)

(b) this regulation applies to vehicles which were first used on or after 1st April 1981. They must be provided with three-point seat belts.

SUMMARY

All cars used on, or after 1st January 1965 must have seat belts anchorage points and be fitted with seat belts. Even retro fitted anchorage points must conform to the regulations.

All vehicles used on, or after 1st April 1981 must have three point seat belts.

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

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IVR's, OPEN DAYS GEARBOX SWAP P.2

Richard Briscoe

STAG Register

www.tssc.org.uk/stag

e-mail. stag@tssc.org.uk

I AM WRITING THIS ARTICLE AFTER A VISIT TO EJ WARD'S OPEN DAY.

The weather was great for the day and as usual there was a warm welcome. There were tea and hot dogs available - and it was much more fun than welding my body shell! In case you aren't aware, EJ Wards are helping the SOC tooling fund by prototyping the new rear wings. I wish they were available when I started my rebuild - the amount of work they could save is enormous. The results look promising and there will be an announce-

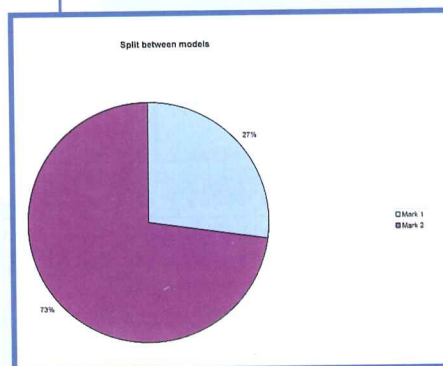


ment when they are ready to be manufactured.

This month is the spotlight on Stag for the clubs IVR scheme. I know you won't have received anything back from myself yet (despite me promising to do so earlier this year- sorry!) but hopefully that will change shortly. I now have 39 cars on the register, which I have to admit seems a fairly low number from the amount of paperwork and photos I've received! All

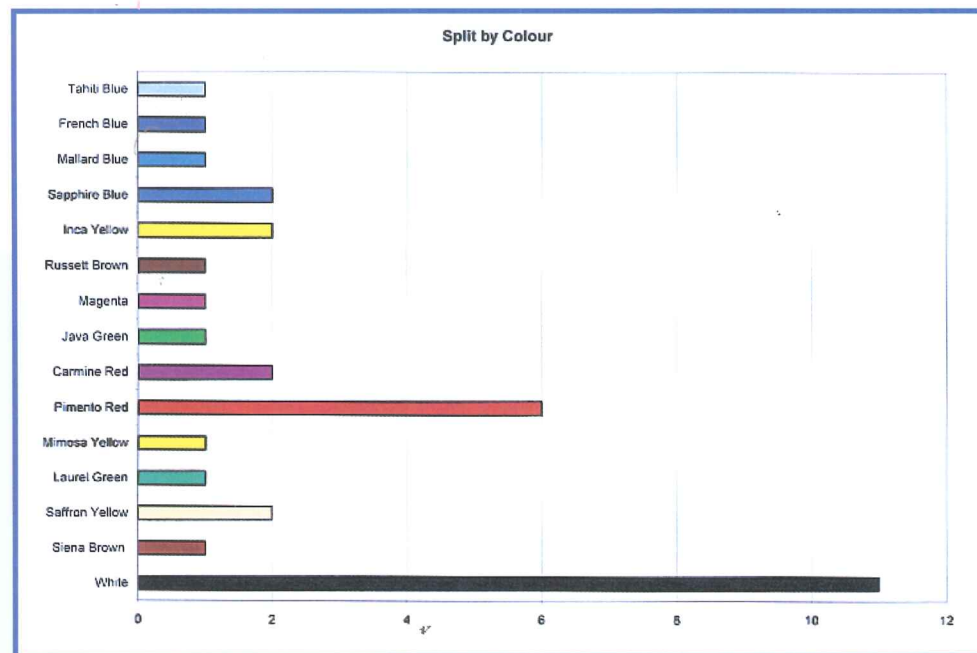
this information is inserted onto a spreadsheet and I can then do a little analysis on the cars registered with the club.

So far the earliest car on the register is a Mark 1 registered on 1st January 1972 and owned by Mr Kevin Swatton. The latest car is a mark 2 registered on



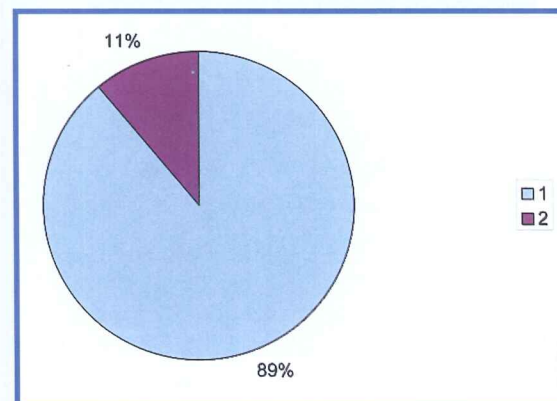
24th November 1977 and owned by Mr Ian Hopkins. The split between the marks on the register seems to show more mark 2's have survived with 73% of IVR's being for Mk 2's. (See Chart 1) Of the colours that have been declared white is the most prolific with Pimento Red being next most common. (See Chart 2) Personal experience agrees with the

white, but I've got to admit I thought Sapphire blue would have been the next most common colour. Interior colour seems to be a resounding black, with a smattering of tan and a single case of red. It looks like my car has distinction of having the only Shadow



Blue interior out there!

One puzzling fact is that most sources say around 2/3rd of all Stags were automatics. This small survey is an exact 50/50 split. When it comes to engines, all but 3 of those in the IVR scheme are 3.0 litre Stag lumps, with it looks like 2 Rover V8's and a Triumph 2500 straight six. Out of the Stag engines 4 carry the suffix ESS which was the code for a



factory replacement engine. This works out at 11%, quite a high percentage which is probably where the tales of woe come from! 4 of the cars in the register are ex company cars, 1 of which was an ex BLMC company vehicle! Please note that the sample of cars is too low for these statistics to really prove anything so please send your details in.

See the section elsewhere in the Courier for details of how to register your car on the database.

Now over to **Victor Thompson** for Part 2 of the Stag Automatic to manual conversion.

REMEDIAL WORK AND OTHER BITS 'N BOBS

With the engine sitting on its hydraulic platform I then started the task of removing various other items from the block and cylinder heads, such as exhaust manifolds, which as previously described it's bolts had seen better days. They needed removing cleaning and new studs inserting where the exhaust attach. I was pretty lucky that they came off reasonably easy though later on inspection I found the offside manifold to be cracked. Peter Johnson, previously of Yorkshire Triumph, let me have a replacement manifold very cheaply and so these were put to one side ready for assembly. Most of the gaskets used on the engine such as water pump, inlet manifold all had an excess of 'instant gasket'. Used appro-

priately this is ok, but it is often used as a bodge so I decided to renew as necessary. I had been advised with the exhaust manifolds off it was a good opportunity to renew the engine core plugs. The Stag has an abundance of these, some of them hidden away such as under the exhaust manifold or under the inlet manifold and



Exhaust manifold with broken studs.

behind the engine block. The tricky thing is that some of them sit in aluminium which I was wary of trying to gouge out in the normal way. I did a bit of research and found the advised method by the Stag Owners Club is to weld a bolt to the core plug and remove them with a sliding hammer. I wasn't convinced this was best and tried drilling a hole and tapping it then using a slide hammer, unfortunately all to no avail. In the end I did resort to chiselling them out, Peter also came and helped me with some of these, and done carefully this would still seem to be the best way. Ironically they all seemed to be good, however you can't tell from the outside but at least it gave me some reassurance, you don't want one leaking when the engine is back in situ!

Then followed weeks and weeks of cleaning and then painting engine ancillaries and the engine bay. I also decided to renew the bulk-head

insulation pad which practically fell off as it was so tattered. I thought it was sensible to get the radiator pressure tested, and this turned out to be a very good idea as it did have a very small leak,

which when the engine is running would have been so slight that coolant would have immediately evaporated. Also as I could now get access to the nose area of the car, I cleaned painted and waxoiled this area, to try and prevent further problems, doesn't sound much when you describe it but it seemed to go on forever.

Although I wasn't anticipating doing anything major to the engine itself as it had been running well before, I thought it would be a good idea to have a look in the sump and at least give it a clean.



Sump with glass and metal in situ.

On removal I found numerous bits of glass and what looked like the remnants of a valve guide, how on Earth these found their way into the sump is anyone's guess, particularly the glass (see photo). Anyhow this was given a good clean and

all the erroneous bits removed.

The next task was to change the timing chain. I had read and been advised that it was wise to change the timing chain every 25,000 miles. As it was an unknown quantity I decided it was a sound investment to change it. The prospect of changing a Stag timing chain promised to be a completely different kettle of fish compared to the Spit, Heralds & Vitesse engines I'd previously worked on. However I had heard there was a really useful video by Tony Hart taking you through it step by step and worth watching. I duly loaned a copy from yet another good friend (you can't have enough of these can you), however I have to admit I felt 'a bit sad, watching a timing chain video, the sort of thing you don't admit to. I have to say thought it was very interesting, fairly clear and easy to follow.

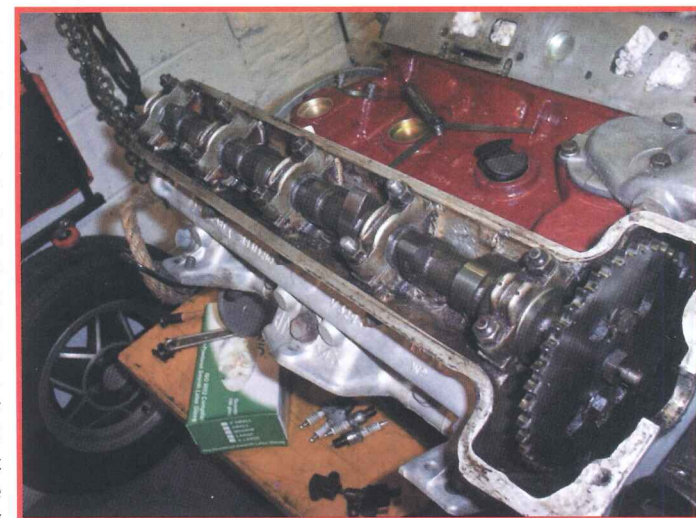
Richard Briscoe, who I have to say has been absolutely fantastic and extremely generous in giving me his time and assistance came through and he and I set to changing the timing chains. On removing the front cover you can expose most of the chains to get access, except the top where they go through the cylinder heads, and as the engine was on the adjustable platform working on it was a dream (you obviously can do this with the engine in situ but it's more of a struggle). The original chains actually didn't look too bad, but as I'd got the new timing chains it would have been daft not to change them. The key thing here is before doing anything ensure the engine is at top dead centre with number 2 cylinder on compression stroke, this is absolutely vital to guarantee the correct valve timing. Then you simply have to follow the correct sequence for removal of the old chains and tensioners, then

fitting the new. There are lots of fiddly bits and springs to go every where, so you simply have to follow the instructions step by step and take your time. Richard and I did get a little perplexed by the



Right hand timing chain removed.

fact that the new chains seemed a little slack, we were convinced we were a tooth out on the sprockets, and scratched our heads a bit. However when the tensioners were in place it all looked right, so back went the covers with new gaskets of



It's a good opportunity to check the valve clearances

course and there we were, job done and I was feeling quite pleased with myself.

Keep running on eight,

RICHARD

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STAG

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GT6

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LET THE SUNSHINE IN!

Derek Giles
HERALD
13/60
Register

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e-mail.
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I GUESS WITH THE SUMMER
WE HAVE HAD THIS MAY
NOT BE THE BEST TITLE TO
START THIS ARTICLE WITH!

But as I write this, we here in the West Country are having what is hopefully the start of an Indian summer! Pimms O'clock may be nearer than we think.

Back to the subject, and how we would like to facilitate getting more of that big yellow ball into our cars? Well the obvious way is to drive a 13/60 convertible, but not all of us have that choice for open top motoring!

Many of you drive a saloon or estate

version of Gods favourite car and these of course have Tin Tops. One of the selling points of our cars was the all round visibility afforded by the thin roof pillars and wide expanse of glass. Great for letting the light in but a bit like a greenhouse as the rear quarter windows were fixed. Air-con was for the yank tanks and no through-flow ventilation either! Now Triumph in their wisdom did offer a sunroof (standard on 12/50's), as an extra for our cars and estates and quite a few must have been sold. Also back then it was possible to have one fitted as an aftermarket accessory (not certain if sunroof centres existed then) by a main dealer.

What though if you had a saloon and wanted something different? Our cars have a chassis for 'rigidity' so what could be simpler just **TAKE OFF** the existing roof!!

Believe me this HAS been done, and I am sure some people have got away with it, 'but' all this really does is create a **DEATH TRAP!** There is an awful lot of structural strength in what may seem a to be just a hardtop!

Remember also that certain other parts of a true 13/60 convertible such as the 'B' posts are stronger than they look, plus there is what passed for a safety catch on each door!

Well there was also an engineered way of achieving the soft-top for a saloon at least and that was by investing in a 'Tristan' conversion from Triumph Scene of Darlington!

This was offered as a DIY kit for the princely sum of 559 Guineas (a guinea was 21 shillings or £1-10p) or they would

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- 3 Drive away and ENJOY YOUR NEW SOFT TOP CAR!

fit it for an extra fee. Their ad may seem a little old fashioned now but back then it was obviously 'Spiffing'.

I am not sure how many kits they sold, but FMK 140J now owned by Steve Cureton from Shropshire, was obviously treated to one by a previous owner.

The overall design works well and you can even see perhaps, where the Stag got its 'T' bar from. The idea was to replace the rigidity afforded by the roof and keep it all together!

As the car retains the saloons 4-



of the boot lid!

In the raised position the lack of rear quarter windows may detract from the normal soft-top look and impede vision somewhat, but with what I am sure were limited resources, the makers came up with a basically sound idea!

Steve has owned the car itself for the last 5 years and up until Stafford this year he had **NEVER** seen another Tristan conversion.

seat configuration, the hood and sticks have to rest

Like he says the price when new (in the 1960's-70's)



on the rear deck when folded, hence the need for what looks like the back of a leather sofa in front

Cheers for now and enjoy what is left of this year!!

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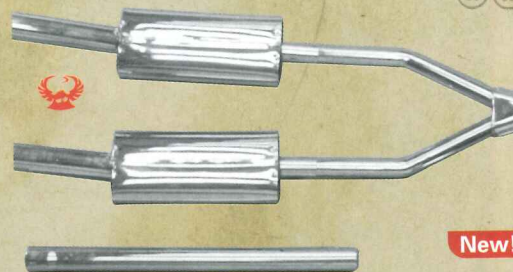


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Phoenix performance exhausts

Phoenix are renowned in the Triumph world for producing high quality exhausts systems. All manifolds and systems are manufactured from high grade (type, 304) stainless steel throughout and pipe work is mandrel bent.



Phoenix twin box system

Twin box system PXS5420 £294.95
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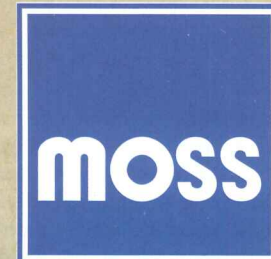
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Colin Lindsay

GT6 Mk I - II - III Register

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I SEEM TO HAVE TOUCHED
A CORD WITH MY ARTICLE
IN THE COURIER OF
AUGUST 2007 ON
ODDITIES PURCHASED
FOR THE GT6 OVER
THE YEARS

A lot of members with similar or identical items have been in touch so column space is building up for a future revisit on some of them. Our Herald 13/60 Register Secretary Derek Giles contacted me with fond memories of the ABV bleed valves which he used on all his cars during the 1960s and 70s, and indeed is looking for a new set - there was one set for sale at Stafford (Why didn't I buy them? Then again why didn't I buy the tubular manifold for my Herald 1200 that I've lamented ever since?? Shopping fatigue, probably...) so I've no doubt other sets will surface in years to come.

SPEED BLEEDING

Incidentally I found the missing part from my set so they're all complete and ready to go again. You can also get a modern equivalent called "Russel Speedbleeders" (www.edelbrock.com) which use an internal ballbearing as opposed to ABV's spring, but I think they're metric only.



It was while I was mulling over actually using the valves I noticed the state of my standard bleed nipples and realised that they were looking sadly neglected. This got me thinking - I bought SAL in 2000, and replaced the brake components in 2001; since then I've been running on the same brake fluid which is now six



years old. Looking into the master cylinder wasn't pleasant (nor was it easy, the metals had reacted and rusted together and I had to bend the cap to get it off....) and the fluid was quite cloudy. Time for a change!

Brake fluid is a liquid and liquid cannot be compressed, otherwise you'd be buying pints in half pint bottles. Think of it as a flexible rod running directly from the pedal to the caliper or cylinder; it mirrors exactly the actions and pressure of your feet on the pedal. The harder you press, the harder it presses. If air gets into the system it must be compressed first before the liquid will push along, hence we get spongy brakes. Brake fluid is also hygroscopic which means it absorbs water from the air, which not only affects the boiling point but also causes internal rust. That's why brake fluid once opened should never be used after long storage; it's cheap so don't go for false economy! I always use DOT 4 rated fluid. The DOT (Department of Transportation) rating refers amongst other things to the composition of the brake fluid so it doesn't mean that DOT3 is poorer or DOT5 is better; it may however mean that there are additives which can attack certain components in our cars so I try to stick to what was originally recommended.

Don't break the old bleed nipple off either. Did you know there's a Native American tribe of about a thousand members, half of which have no nipples? They're called the Indian nipple-less 500... the photo of the rusty brake system shows the sort of nightmare you're likely to find in a neglected Triumph. Tap the nipple gently, use penetrating oil and above all use the correct size of ring spanner so that all sides of the nipple are gripped. Once you get a rusty nipple out, replace it - they cost pennies and a smear of copper grease will prevent problems in the future.

To save time having to pass the entire dirty-brown contents of the master

cylinder through the system first, empty it out using a syringe or siphon and refill with fresh fluid. You're working with clean fluid from the word go and there's no contamination. Similarly, this minimising of cross contamination of old and new fluid is the reason that brakes are always bled from the furthest point away from the driver to the closest - if you think of the GT6 brake layout as a figure 'C' then the pipes run along the bulkhead to the union beside the oil filter, and thence along the chassis, and across behind the diff, so the furthest point is the driver's side rear, followed by passenger side rear, then drivers side front and finally passenger side front.

Put a length of clear plastic pipe over the nipple, clamp using a plastic tie or other fixture, and immerse the end in a half-full jamjar of clean fluid; this prevents air being drawn back into the pipes if your technique isn't exactly right. To bleed the brakes you only need to undo the nipple a quarter turn and whilst undone have a partner depress the brake pedal smoothly and firmly. Hold it down, tighten the nipple, and release. Don't release the pedal until the nipple is fully tightened.

You can watch for bubbles or clean fluid in the plastic pipe and once satisfied, tighten fully and move on to the next one, topping up the master cylinder as required. A new rubber cap on the nipple looks good and keeps dirt out. If like me you're a Billy-No-Mates (my neighbours can make soda bread and carry heifers on their shoulders, but they're useless with cars) and you can't drag a disgruntled family member away from Coronation Street, you'll need a one-man bleed system and there are plenty to choose from, including one that



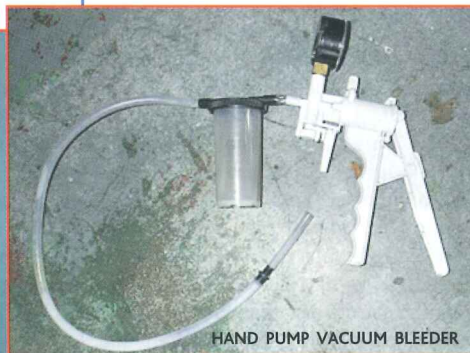
you can make yourself using a peristaltic pump from a hospital (pictured above)... the mind boggles.

The Gunson's Eezi-Bleed is one of the simplest systems I've ever used. It works by the air in your spare tyre (which has to be deflated to around 10 psi, too much pressure and your brake fluid will be atomised all over the garage...) and is connected via a fluid reservoir to an air tight seal on the master cylinder. Open the nipple and the pressure blows

the fluid out into your jamjar without requiring

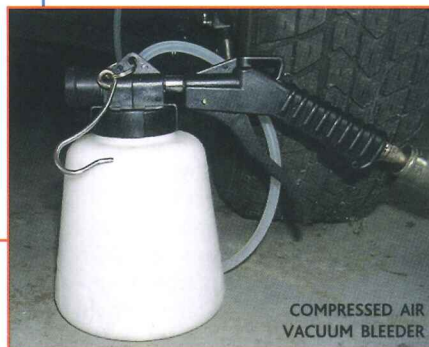


EEZI-BLEED KIT



HAND PUMP VACUUM BLEEDER

Once you're finished replace the master cylinder cap (smear copper



COMPRESSED AIR VACUUM BLEEDER

pedal pressure.

The powerbleeder pump system works in a similar fashion, but uses the hand pump to create the pressure. Handy if you don't have a spare spare... you can also get hand pumps which create a vacuum, and suck the air out from the nipple rather than pressurising the entire system, and they're much simpler to use.

The easiest system I ever used - and the fastest - is a compressed air unit made by Draper. This one collects the fluid in its' own reservoir - very clean and hygienic - after creating a vacuum which sucks the fluid from the bleed nipple at quite an alarming rate! You need to keep the cylinder well topped-up, but depress the trigger and watch the level drop! This one definitely gets all the air bubbles out. I think it cost me around £30 on eBay.



HAND PUMP PRESSURE BLEEDER

grease lightly around the threads to make removal easier next time) and test the brake pedal with the engine and handbrake off and the car in gear to stop it running away; the pedal should not be spongy and there should be no appreciable travel before the brakes are applied. Keep the pressure on the pedal for a few seconds and if it drops slowly there's a leak - you'll see the fluid escaping if you haven't sufficiently tightened a nipple or joint, and, sadly, if you do - rebleed again... don't take chances with your brakes - they're all that's between you and the next world and they don't call it the Jesus pedal for nothing... There's no black art to it - be methodical, keep the fluid clean and regularly changed and you'll be rewarded some day when you find the sudden unexpected need to make a dimple in your floorpan... See you next month

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ELECTRICAL GREMLINS STRIKE BACK

Hugh Glossop

**TR7
Register**

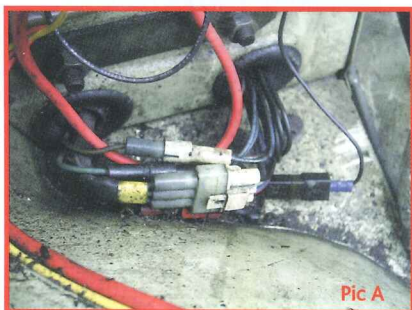
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FIRST OFF THE ELECTRICAL
SYSTEM ON TR7's IS NO
WORSE THAN ANY OTHER
CAR OF THE SAME AGE

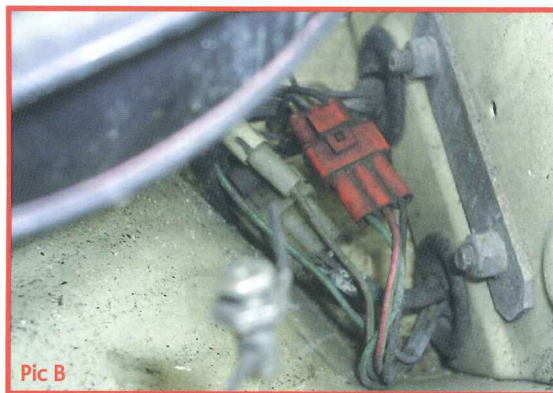
What they do seem to suffer from is lack of use, with the attendant corrosion problems of the connectors particularly the bullet connectors under the front wings that connect the headlights and side-lights/indicators.

Most of peoples horror stories seem to be cantered around the headlights, my baptism of fire was a project TR7 some years ago with no relays fitted and various



Pic A

other parts missing in the fuse box area together with one



Pic B

duff headlight and one seized motor and all the connectors cut off under the bonnet where the headlights and motors connect to the main (pics A/B) loom, as bits from an early car had been used on a later car and all the connectors are different and the colour codes don't match, suffice to say the air was blue and it took 3 days of teeth gnashing to sort this little lot out, so on this little point I feel suitably qualified. To cut to the specifics.

The favourite problems seem to be "winking" headlights that won't stop, one or both when you turn the headlights



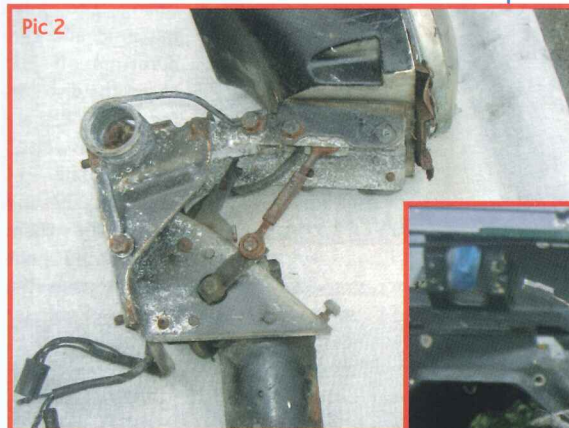
Pic 1

off. First off with the headlights, the relays in the back of the

glove box hardly ever fail, if you hear a click they are probably working.

What does fail is the main automatic resetting circuit breaker (pic1 rhs) that feeds the headlights this is a common fault (pt no 151244) it goes open circuit and causes total loss of headlight lift. It is crazy money to replace and a lot of people bypass it by linking the wires together **DO NOT** do this, at the very least replace it with a 15 amp fuse because if a headlamp does jam it WILL burn out the wiring loom with no safety device in place, and can set fire to your car and the gremlins will be sat there toasting

Pic 2



their marshmallows at the ensuing bonfire. My personal preference is for a conventional fuse as it doesn't re-apply power and will not automatically reset. If you have a problem in this area please look at it as a matter of priority it is safety critical, you have been warned!!

The winking headlight syndrome nearly always comes down to a series of bad connections under the wing /inside the bonnet area the only rider on this is the motors controlling (pic 2) the headlights are basically wiper motors and they have a parking contact set inside and as the actual usage of the motor is quite low compared with a wiper the self park contacts can end up with a layer of grease on them stopping them making contact, the headlight then doesn't know where to stop hence the winking however this is uncommon and can usually be cured by letting it run to break through the grease.

Contrary to popular belief actual motor failure is not common it's just lack of use and or seized mechanical (Also see pic2) parts in the headlight lift mechanism that cause motor problems.

There is a daylight headlamp flash unit (ukc7341) in the rear of the glove box sometimes known as the pektron (pic1 lhs) unit this is the Gremlin Master when it does not work correctly and can do all sorts of strange things including winking, and permanently raised, but the clue here is it usually affects both headlights in the same way suffice to say you have to get an exchange unit from a parts specialist as new ones are not available.

Beware borrowing someone's (friends) unit to test your car as if you have another fault it will blow up the test unit and you will be an ex friend and about an extra £50 lighter.

Enough on the gremlins bright eyes. Major problem two is the wiring loom that runs through the inside of the front wing (pic3) from rubbing on the steel as it is loose inside the wing (pic4) the one in the picture is better than most but starting to go



Pic 3



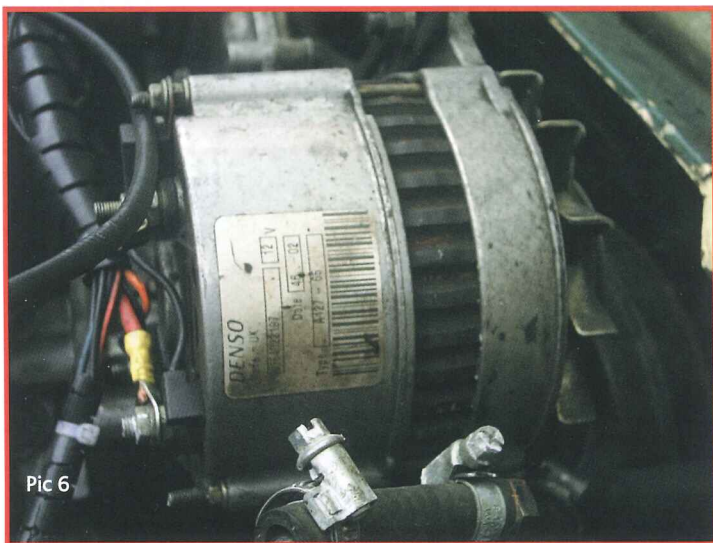
Pic 4

through the tape.. But the real problem is remedial wheel arch welding or wing replacement, the heat



Pic 5

from the welding can and does melt the wiring insulation, particularly with wheel arch or inner wing welding/replacement as you cannot see the loom, and the resultant electrical problems can defy description and logic and costs a small fortune in fuses while trying to resolve (if it doesn't catch fire first). If you are welding wheel arches, I know it's a pain but please pull the loom out of the inner wing first, (pic5) that way it won't burn and if it has chaffed you can rectify, although not strictly



Pic 6

original if the loom has to come out of the wing, I

reclip to the inner wing so it is visible on the inside under the bonnet for safety's sake.

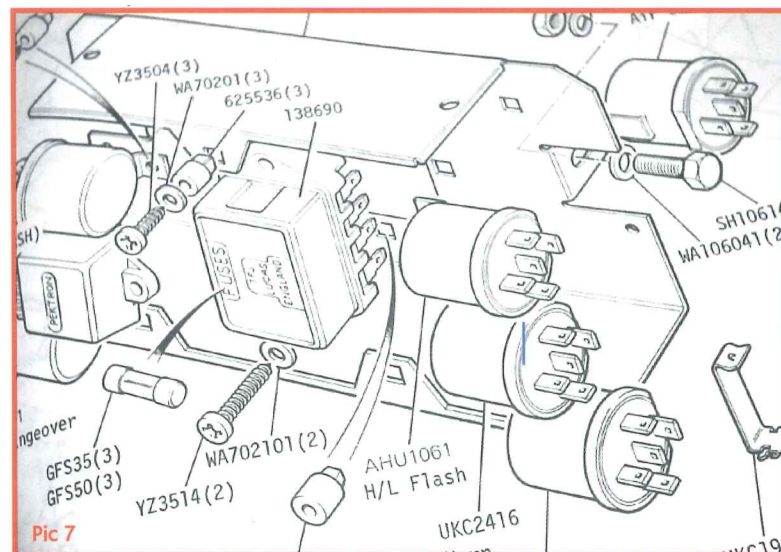
On the 4 cyl models (16 valve or 8 valve) the distributor is an absolute pig to get at, (I have known people resort to taking the inlet manifold and carburettors off just to get the distributor out). and there is no answer. I have actually cut spanners up and rewelded them into a funny shape

to fit, to access the mounting bolts so do yourself a favour and fit electronic ignition (the newtronic for the 8 valve is now available again) and save hours of hair tearing and swearing.

The alternator is the good (bad!) old Lucas 17ACR which although fragile (do not weld the car with the alternator connected it will blow up) is ok for a standard car if you have auxiliary driving lights uprated headlights and/or and electric radiator fan (20-30 amps consumption) you should fit a larger alternator (65-70 amp) (Pic 6) as the 24 amp Lucas will run flat out all the time and overheats badly (I've seen the solder melt on the rectifier connections), this problem applies to most of the Triumph range except the Acclaim and is even worse if you have a dynamo. As it cooks with the regulator box again more cause for electrical gremlin celebration.

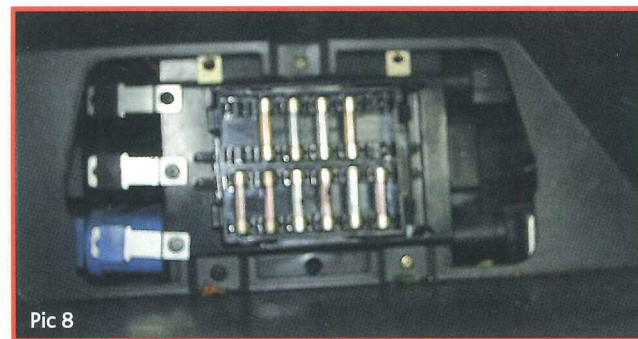
The Clock in the dashboard virtually never works reliably if you have one that actually works hang on to it, it's a rare one that hasn't been

attacked by gremlins.



Pic 7

There are two types of fuse box/relay locator fitted the early (pic7) one has less fuses and is easier to troubleshoot and the later type (pic8)



Pic 8

Other dashboard favourites include instrument lights that don't, usually down to the rheostat below the heater controls or the multipoint connector on the back of the instrument pod or occasionally even a blown bulb!

The fuel gauge that either reads full all the time or nothing at all, and the low fuel warning light that behaves normally is down to the sender in the fuel tank as it has two separate circuits one for the gauge and one for the warning light.

The indicators can have a mind of their own, there are the usual triumph maladies of duff indicator relays and indicator stalks, what does confuse people is the hazard flashers. The ignition switched feed for the normal indicators is fed through the hazard flasher switch and this switch can become open

circuit causing no indicators. When switched to hazard the switch opens the feed to the normal indicators, and feeds a permanent live feed to the hazard flasher relay (heavy duty) this then goes to all four indicator lamps

Another I have seen a couple of times is a blowing auxiliary fuse as soon as the ignition is turned on, in both cases this turned out to be the delay unit for the low fuel warning light loose in

the rear of the dashboard instrument area shorting things out (it should be screwed on to the rear of the instrument cluster) it has to be removed to get the instruments out and is frequently forgotten when the instruments are replaced (note on early cars the delay unit is under the bonnet on the right hand side near the servo (left on left hand drive cars) and this does not apply.

I have been asked on a couple of occasions now about the three factories that built TR7's and which is best, I have seen good and bad from Speke, Coventry and Solihull my feeling is that by now the

surviving cars will have had their build quality problems ironed out and you don't need to worry which factory it came from just go on condition, bear in mind the DHC were not built at Speke at all.

Thanks to the club for the 30th anniversary bash it was excellent and the run as camera car for Classics Monthly was pretty weird as well, watch for a large article from them

As of 4th of September Neil Lane of Bromsgrove is to be known as Neil "the Stig" Lane due to a V8 conversion of his TR7 DHC otherwise known as 'Sneaky'.

As usual all phone questions to 01591 610433

Hate email to tssctr7@aol.com



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**DEREK AND I GO BACK A
LONG WAY, WE WORKED ON
THE SAME CONSTRUCTION
SITE BACK IN 1978.**

He's a bit of petrol head but not in quite the same way as us. When we first met, his every day car was a well-lived-in MGB, mine was my Herald 1200 Estate. Another engineer on the same job had a sweet little Vitesse, white it was, with a black stripe, but that's another story.

In his spare time Derek was into Anglias and he had one he used for grass track racing. In those days grass track racing was the cheapest form of motor-sport a guy could get into - does it still go on? Seems to be just motorbikes that race

on grass these days. I went to watch him race a couple of times and it was good fun. All sorts of four wheeled machines scrabbling around a tight grass track, a track that almost always turned to mud. Derek always gave it his best in his Anglia but he was never going to win; no one was going to win unless they were driving a Mini. Every race I saw contained at least one Mini that just kept hacking smoothly round the oval while all the other marques just slithered and slid.

Derek hasn't raced for some time now, his current speciality is driving rather obscure, slightly old cars that he keeps on the road years beyond your normal fashion-conscious car lover would dream of. I sometimes wonder what he has to do to keep his MOT tester on side - no, that's a cheap shot, Derek is an engineer (civil rather than mechanical) so wouldn't think for a second of using any sort of unsafe machinery. He's just a very unpretentious guy and is not put off driving a car just because of the odd dent or patch of surface rust.

I bet you are beginning to wonder what this potted biography of one my mates has got to do with Triumph Specials. Actually nothing, I'm just so short of subjects to write about. No not really. Derek and I play five-a-side after work, and after the game one week he mentioned that he had come across a fibreglass hardtop that his brother had on a Spitfire many years ago. He wondered if I knew anyone who



might want it.

I got him to describe the hardtop and from what he said I was pretty sure it was a Lenham. I've seen pictures of Spitfires with the fastback style hardtop but never seen one in the flesh. I told Derek that, surprising as it may seem, no one I knew had asked me for a Lenham hardtop for a Spitfire recently. Nevertheless, it

was clear to me that such an item should not go to landfill.

One sunny day a few weeks later Derek turned up at my place with a large lump of black fibreglass tied to the open frame of his character-full Suzuki Jeep. Good job it was sunny as the Jeep's frame couldn't hold the hardtop and the tilt.

Now we get to the real point of this piece, anyone want this



of Triumphs I've got dotted around the place but she has her limits! So I'm not keeping it for long.

When I started to look for photos on the Net of Spitfires fitted with one of these hardtops I soon realised that what I'd got was not actually a Lenham, it's an Ashley. If you want to learn more about the different hardtops available over the years for Spitfires there is one quite excellent Web address you need - www.spitfire.amicale.com/hardtop1.htm courtesy of Amicale Spitfire, the French Spitfire Club.

The particular example I have is in pretty good condition; the only significant defect being a split in one edge of the bonnet, so some fibreglass repair is needed. The gel coat looks reasonably sound too, with the right preparation it could be repainted in its original black or coloured to match your Spit. You would have to sort out how it was intended to attach to the car, I don't know myself and it didn't come with instructions.

You see that I have found a couple of pictures to show you what a Spitfire looks like with an Ashley hardtop fitted. Whether or not it improves the look is obviously in the eye of the beholder. What it does for



hardtop? I have found a little nook to keep it in but Jackie is not impressed, she is very understanding of the many, many bits

the practicality of the early Spitfire I'm not quite sure, nor can I quite imagine what it's like to drive. The one certain thing is that a Spitfire so equipped would be a very exclusive car, even more exclusive than a Spitfire not so equipped.



Ashley 750 and the Sports Racer which he continued in production as the Falcon Mark 1 and Mark 2 respectively.

In 1958, to increase manufacturing space, Ashley Laminates moved to the Potteries in Upshire, whilst retaining the Loughton premises as a showroom. Keith also introduced a new body shell, the 1172, and the Regent chassis. Two years later saw the introduction of the Sportiva.

In 1961 the company moved again, this time to Bush Fair, Harlow, but the following year production of body shells ceased when the specials market waned. The company, however, continued to manufacture GRP hardtops and bonnets for various makes of mainstream sports cars. Although Keith Waddington died in the mid-1960s, the company continued until 1972.

The Ashley bodies were designed for the Ford sidevalve chassis but I do know that one or two found their way

So, who wants it? You must realise that fitting this properly to a Spitfire is not a ten-minute job, but could be a really satisfying project. Derek and I are not looking for any money; we do want it to go to someone who appreciates the heritage. Contact me; it'll go to the first suitable respondent.

Many of you will know that the Ashley company produced their own cars, cars that were well respected in their time. A potted history: Ashley Laminates was founded in 1955 by Peter Pellandine and Keith Waddington. The name 'Ashley', was chosen as it was the name of Peter Pellandine's house in Woodford Green. They designed and built their first car using GRP for the body shell.

The two set up a small factory in a garage next to the Robin Hood Inn at Loughton, Essex to produce shells. The Inn is still in business but the garage has now made way for the car park.

In late 1956, Peter Pellandine left the company to found Falcon Shells, another specials company. Pellandine took with him the rights and tooling to manufacture the short wheelbase bodyshell for the

when the specials market waned. The company, however, continued to manufacture GRP hardtops and bonnets for various makes of mainstream sports cars. Although Keith Waddington died in the mid-1960s, the company continued until 1972.

The Ashley bodies were designed for the Ford sidevalve chassis but I do know that one or two found their way



THE ASHLEY LINE FOR TRIUMPH SPITFIRE 4

a detachable GT hardtop

onto Herald chassis. A good thread for a future article, if I can find the time to do the research. Talking of future articles, I'm in need of material; have you been out in your kit or special this summer? One or two of you must have been, and I bet you took a photo or two? Send them to me now.



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the 1922 Sunbeam that was left at a garage in Chesham, Buckinghamshire, for repairs in 1928. No one ever returned to claim it so the garage stored it and waited patiently.

Thirty-six years passed before patience wore thin and the proprietor decided to sell the forgotten car, and try to recover the storage charges due on it. He was lucky. The 23.8 h.p. car had become a vintage model, and at an auction sale, it went for £470 and was housed in the private collection of a motoring enthusiast in Kent.

Currently a car parked in a San Francisco garage has 21 years to go before its owner is likely to claim it. When Dr. L. Harnell left it with an attendant in 1961 he remarked: 'I may be gone quite a while.' Not until a few days had passed did the management discover that the doctor had understated the case. He was jailed for 25 years on theft charges.'

Does anyone know the Maxwell Grant who wrote this piece, or is he perhaps even now reading this again? And if any of you have similar stories, I'd love to hear them.

At the beginning of September Guy & I enjoyed ourselves at the party at HQ to help celebrate the Club's 30th



anniversary. I didn't get a chance to talk to the

owner of this nice Mk3 Spitfire with its very apt backdrop but according to the Register Michael Smyth sent in the IVR for it about 4 years ago. *(it's actually now owned by Angie Hill - our very own membership secretary, IVR time Angie!) ED.*



ADU 1B was there too, basking in the sunshine.



I think Mark Field must be considering taking on an alternate driver for next year at Le Mans as someone was spotted that day trying her out for size... *(dream on Bern, Ed.)*

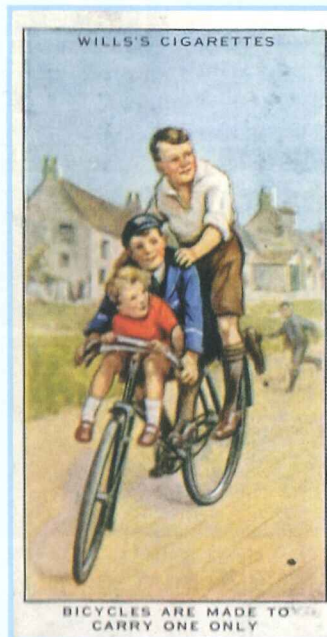
Just before I finish, I've heard of someone who's looking for a very good early Spitfire II or III so if you know of one for sale, or are thinking of selling your own pride and joy please

let me know and I'll pass on your details.

And finally, I have another car trailer for you, this



time a Herald one, spotted on ebay a few months ago now. And now this month's safety tips.



37. Bicycles are made to carry one only.

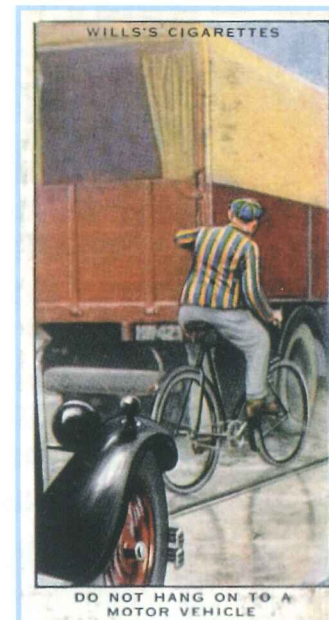
It is an offence under the Road Traffic Act to carry more than one person on a pedal cycle unless it is constructed or adapted for the carriage of more than one person (including the rider).

"Trick-riding" like that illustrated is extremely dangerous.

All overloading should be avoided, for its least harmful effect is the rapid wear of the tyres and bearings. Much more serious is the risk of the failure of an overloaded frame tube, which may collapse suddenly without warning, especially when travelling fast over indifferent roads.

38. Do not hang onto a motor vehicle.

It is undesirable to hang on to a motor vehicle even when it is standing in a traffic block, for it may move off and cause you to be thrown. As it is now an offence to hang on to any



moving vehicle you may be fined for so doing, in addition to facing the possibility of an accident (see picture). Many cyclists make a habit of riding close behind fast-moving motor cars so as to take advantage of the wind shelter that they afford. This, however, is a dangerous practice, as the car may pull up so suddenly that you cannot avoid running into it.

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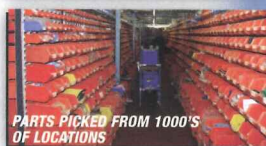
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	Discs From	Pads/R/Shoes From		Std Each	Spax Pair	Koni Pair	Gaz Pair	Std Each	Spax Pair	Koni Pair	Gaz Pair	Std From	H/Duty From	Std From	H/Duty From		
Stag	£35.19	£9.99	£18.80	£34.66	£185.39	£193.88	£96.76	£20.56	£130.88	£155.69	£117.44	£20.56	n/a	£20.56	n/a		
TR4/5	£12.93	£9.99	£17.35	£17.57	£130.65	£140.94	£99.88	£22.91	£151.28	£170.38	£146.88	£18.21	£26.73	£19.39	£26.97		
TR6	£12.93	£9.99	£17.35	£17.57	£130.65	£140.94	£99.88	£20.56	£151.28	£170.38	£146.88	£18.21	£26.73	£19.39	£26.97		
TR7	£16.39	£6.90	£10.58	£26.73	£181.54	£188.00	£186.83	£20.56	£121.03	£129.19	£117.44	£19.39	£21.74	£19.39	£21.74		
TR8	£48.41	£9.99	£14.50	£26.73	£181.54	£188.00	£186.83	£20.56	£121.03	£129.19	£117.44	£19.39	£21.74	£19.39	£21.74		
Spirit/Herald	£17.50	£10.49	£18.00	£17.50	£127.08	£167.44	£117.44	£17.50	£116.80	£135.13	£114.56	£23.44	£23.44	£76.50	n/a		
GT6/Vitesse	£13.95	£9.99	£15.02	£17.50	£127.08	£167.44	£117.44	£17.50	£116.80	£135.13	£114.56	£22.27	£23.24	£76.50	n/a		
Dolomite	£34.66	£10.83	£12.50	£23.50	£139.18	N/A	£123.38	£23.50	£130.10	N/A	£116.95	£24.68	£26.44	£24.68	£32.02		
2000/2500	£51.44	£9.99	£14.50	£34.66	£185.39	£193.88	£96.76	£20.56	£130.88	£155.69	£117.44	£30.22	n/a	£28.32	n/a		
SD1	£14.69	£9.99	£24.21	£30.26	£199.44	£187.94	£196.67	£29.47	£155.82	£193.58	£148.26	£1.14	£38.06	£28.86	£38.14		

	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper
Stag	£199.95	£635.38	£64.33 <i>From</i>	£101.99	Enquire	£155.53 <i>Fibreglass</i>	£358.38	<i>Kit Assy</i> £527.58
TR4/5	£534.95	£489.95	£69.50 <i>From</i>	£37.34 <i>From</i>	Enquire	£459.95 <i>8"</i>	£88.13	£234.94 <i>3 pieces</i>
TR6	£248.59	£248.59	£69.50 <i>From</i>	£37.34 <i>From</i>	£410.79	£280.47	£211.44	£226.85 <i>Fibreglass</i>
TR7/8	£158.63 <i>From</i>	£323.13 <i>From</i>	£52.88	£35.00 <i>From</i>	£180.63	£235.00 <i>Fibreglass</i>	£111.63	£102.81 <i>Exchange</i>
Spitfire	£49.61 <i>From</i>	£107.47 <i>From</i>	£49.91	£41.43 <i>From</i>	£821.58	£92.50 <i>Fibreglass</i>	£246.00 <i>Exchange</i>	£305.50 <i>Exchange</i>
GT6 (Mk3)	£49.61 <i>From</i> 13/60	£107.47 <i>From</i>	£49.91	£41.43 <i>From</i>	£867.23	Enquire	£246.00 <i>car set</i>	£305.50 <i>car set</i>
Herald	£90.01	£105.00	£80.01	£25.00	NLA	Enquire	£146.88	£146.88
Vitesse	£125.00 <i>Laminate</i>	£105.00	£80.01 <i>From</i>	£25.00 <i>From</i>	NLA	Enquire	£146.88 <i>Exchange</i>	£146.88 <i>Exchange</i>
Dolomite	£78.67	£223.25	£89.44 <i>From</i>	£27.24 <i>From</i>	£142.50	£117.21 <i>Exchange</i>	£223.90 <i>Exchange</i>	£139.83 <i>3 pieces</i>
2000/2500	£482.98 <i>From</i>	Enquire	£86.10	£29.88 <i>From</i>	£206.38	Enquire	£272.31 <i>Exchange</i>	£192.54 <i>1 piece</i>
SD1	£52.88	£111.63	£76.32	£52.88	£117.21	£146.88	£115.00	£115.00

WIRE WHEELS (Conversion Kits)		
	Chrome	Painted
Stag	£1086.88	£851.88
TR4/4a	£969.38	£703.83
TR5/6	£1115.08	£793.13
TR7/8	£1028.13	-
Spitfire/GT6/Herald & Vitesse	from £962.33	£750.83

	W/screen	Door from	Boot Lid
Stag	£24.15	£17.00	£12.34
TR4/5/6	£26.44	£14.99	£12.34
TR7/8	£36.31	£25.85	£12.34
Spitfire	£20.56	£14.99	£12.34
GT6	£20.56	£17.00	£15.00
Herald/Vit	£27.04	£19.51	£12.34
Dolomite	£36.31	£26.13	£19.59
2000/2500	£30.26	£23.51	£20.89
SD1	£36.31	£23.50	£15.22

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	PVC Economy	PVC Lux	PVC Orig	Canvas	Mohair
Stag	-	-	-	£236.00	£325.56
TR4	-	£175.49	-	£235.60	£305.41
TR4a	-	£193.22	-	£235.60	£305.41
TR5/6	-	£151.28	£205.63	£235.60	£305.41
TR7/8	-	£146.88	£236.00	£211.44	£293.73
Spitfire	£133.13	£155.82	£202.69	£211.91	£286.65
Herald/Vit	£140.25	£194.67	£165.17	£212.89	£312.23

Stag/TR7/Dolomite	
1850/Sprint;	
6 or 12 Vane	£181.40
Repair Kit	£26.40
Triumph	
6 Cylinder	£38.50
Spitfire & Dolomite;	
1300 & 1500	£30.00
TR8/SD1	from £102.80

Stag	£102.81
TR7/TR8	£93.94
Sprint	enquire
2500	£102.81
SD1 Vitesse	£120.97

All Models;	
Standard	£117.44
Heavy Duty	£205.63

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Full range of colours	
Stag	£175.45
TR4/5/6	£139.18
TR7/TR8 Coupe	£108.86
TR7/TR8 Con	£133.13
Spitfire	£120.97
GT6	£139.18
Herald/Vitesse	£120.97
Dolomite	£145.23
2000/2500/2.5	£139.18
SD1	£151.28
<i>We also supply Luxury Wool carpet sets</i>	

Stag (Pair)	£530.00
TR4/4a	£246.69
TR5/6	£191.23
TR7- 8 valve	£166.56
TR7- 16 valve	£238.06
TR8 (Pair)	£317.25
Spitfire	£190.97
GT6	£263.13
2000/2500/2.5	Enquire
SD1 V8 (Pair)	£426.85

Stag	Pair	£88.07
TR4/5/6	Each	£44.06
TR7/8 Coupe	Each	£29.38
TR7/8 Con	Each	£41.13
Spitfire/GT6	Each	£44.06
Herald/Vitesse	Each	£46.94
Dolomite	Each	£44.06
2000/2500/2.5	Each	£44.06
SD1	Each	£44.06

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Dave Rumens

**VITESSE
Register**

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THE PERFORMANCE OF
THE HANDBRAKE,
PICTURE 1, ON ALL
MODELS OF SMALL
CHASSIS TRIUMPHS HAS
ALWAYS BEEN A
TALKING POINT OR
MAYBE I SHOULD SAY
MUCH MUTTERING

In my experience if every part of the system is in good condition, set-up correctly and well maintained then it should pass the MOT. Once you get the handbrake to that state it doesn't take too much work to keep it that way. I don't intend to go into the every detail on why your handbrake may lack sufficient stopping power to get through the MOT because much of the general problems have already been covered in past editions of the

THE HANDBRAKE

Courier. However, there are a couple of areas which I have found from past experience are often overlooked and these



Picture 1.

I intend to cover now. The first is common to all models. The situation is that you have renewed all the worn parts,



Picture 2

everything is working correctly and you have adjusted both the rear brakes and the handbrake cable correctly. But you still can't achieve an effective handbrake. The handbrake lever feels solid when applied, but the rear brakes just don't hold the car. The common cause is no grease on the



Picture 3.

handbrake cable guides and a lack of lubrication on the pivot. See Pictures 2, 3 & 5. The cables run at almost right angles through the guides and if not

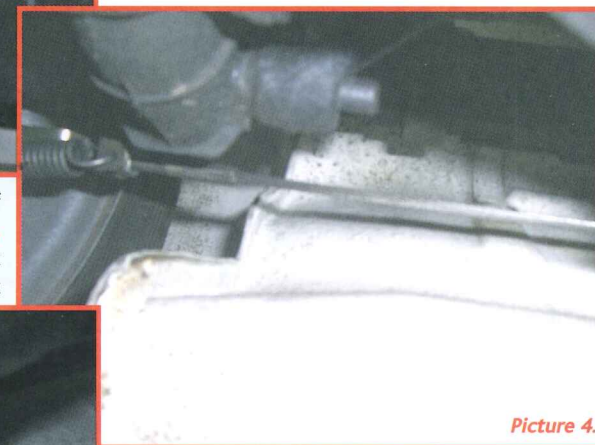


Picture 5.

lubricated a lot of energy will be lost due to

friction. Basically the cables are binding on the guides. To reduce the friction losses you should thoroughly grease the guides and squirt loads of oil around the pivot arm. Both of these areas are often overlooked as you need to get under the car and this requires the car to be raised on a ramp or safely placed on axle stands. A bit of a chore for just lubricating the working parts of the handbrake cable, but very worth while. If you remember to carry this out at the start of each season whilst you are checking the diff oil level, and having a general look around at the underneath of the car then it will become routine and less of a bind, no pun intended.

The second cause only applies to the later Mk11 2 Litre models. Again you have replaced all the



Picture 4.

worn components, then adjust both the rear brakes and the handbrakes cable correctly. However, in this case when you apply the handbrake lever though there is resistance it does not feel solid. In fact it has a springy feel to it.

To explain the cause let me first give you a bit of background as to why there is a difference between the 1600/Mk1 2 Litre and the MkII 2 Litre models. The Rotoflex rear suspension was introduced on the MkII 2 Litre cars which included the fitting of a large rubber coupler between two rear drive shafts each side of the diff. This resulted in the coupler being in direct line of the handbrake cable routing. To give clearance, Picture 4, the handbrake cable guides were moved from the chassis and mounted onto the body of the car, Picture 5. I guess this was seen as a cost effective modification. Some of



Picture 6.

you may be ahead of me by now but I will go on to explain the cause. The problem is the manufacturers did not strengthen the body in the area the guides were mounted, to take the force caused by using the handbrake. Remember the cables are nearly at right angles through the guides. The result is every time you use the handbrake the body is pulled in by the force of the cables acting on the guides. The worst is yet to come, as the handbrake lever is released the body then springs back. In other words every time you use the handbrake the body is being flexed around the area where the guides are mounted. The result is metal fatigue, the area where the guides are welded to the body starts to crack and when you apply the handbrake the force eventually pulls the fractured parts of bodywork through into the car. As you can see at this stage the more effort you use to pull on the handbrake lever the more the force is applied to the bodywork and not the rear brakes. The situation can only get worse and you have probably realised by now that springy feeling in the handbrake lever is being caused by the movement in the weakened bodywork.

I would advise that, even if you have a good handbrake on your MkII, you should still carry out the following. Remove the rear seat and inspect the two areas shown in **Picture 6** for damage or cracks/movement when you apply the handbrake. The cure is to strengthen the areas by very carefully welding together the weakened metal and if the damage is too great then by welding in a plate.

You will need to disconnect the handbrake cables and ensure the weakened bodywork is back in its original position before carrying out any work. In other words if the bodywork is pulling through then it must be pushed back. You should also check the original welds holding the guides to the bodywork are still in a sound condition and make good the paint on the underside of the body which has been removed by your welding.

The good old Rotoflex may stop the tail from wagging but it always seems to have a sting one way or another. No gain without pain!

That's my lot for this month.

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Offers apply exclusively to tickets for Saturday 10th and Sunday 11th November 2007, advance purchases only. Limited to two individual £8.00 or £10.00 offer tickets per club member, or one family ticket per member, subject to availability. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

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TOLEDO DOLOMITE 1300/1500 Register

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HI AND WELCOME TO THE SMALL
SALOON REGISTER PAGE.

At the time of writing the weather seems to have improved and the wet summer is now a distant memory (perhaps!) There were a few shows that got cancelled but despite the rain we still attended many shows, although it means more work when you get back home. Stafford was sunny but "our cars" were scarce with only a very nice low mileage Dolomite 1500 SE in the concours section.

August saw the Leicester and Rutland "Sunshine rally" which was well attended and again sunny. We did

have 3 Dolomites and 1 Toledo attend, all very nice examples.

I must apologise to the people who sent me their IVR's and the bumper crop that came after the June request. I have caught up with these and some interesting results are coming with cars from the same dealer and also 2 cars with very close registrations.

A special thanks for Stephen Coates whose continued research into his original dealer continues to uncover more information.

With work being so busy I haven't really spent much time on ebay so cannot report anything there. Practical Classics did a nice 3 car 70's saloon comparison with somebody's Dolomite 1300 (whose could it be!). The result was the Dolomite came out best.



Well the IVR request also bought in

some nice pictures of member's cars;

Trevor Layland sent these of his lovely 2 door

engine bay? The black card that deflects the wind through the radiator often appears to rip



where it bends and fixes to the radiator. Since it is the same material that is used elsewhere in other triumphs then this could be done quite easily.

Please let me know if you're interested in this part.

Please keep sending me your pictures and articles this is your page! Safe Autumn Motoring.

ANDREW

Toledo which he has been tracing the ownership of. If you ask the DVLA they will supply you a list of the former owners that can fill the gaps that you have. Many cars still have their "passport to service" that gets filled in by the first owner then stops in subsequent ownership. This is a shame since it confirms the regular service but more importantly the mileage, which can be nice on a low mileage example. Trevor's is a low mileage local car this appears to have been looked after and I note the additional reverse light (since these were not standard factory fitted) and also the front spoiler.

This is a quite a late 2 door car and with only 16 listed on the IVR register quite a rarity.

I have often make appeals on this page as to items that members want that are no longer manufactured. I have helped several members out and always look to see if we can get enough numbers to make this viable.

It is important that we keep the cars on the road but the Triumph/Leyland policies mean we have similar cars but with different parts and we may have to accept that second hand parts have to be used. At least that means scrapped cars will donate some good to keep others on the road and it appears good trim is one of the most difficult items.

Does anybody need the radiator trim in the

TRIUMPH

Name:

PASSPORT



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Reg No:



NICE & QUIET (FOR NOW)

Guy Singleton BOND EQUIPE Register

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

bond.equipe@virgin.net

A QUIET MONTH FOR US

For once the Bond taking second place to the 1929 Standard Teignmouth and Suzie's Dolomite at the Hampshire Pageant of Motoring at Broadlands in Romsey. The Standard earned its keep on the Saturday by conveying my step-sister Katherine and her new husband Jake from



Salisbury Cathedral to the reception venue at Trafalgar Park. On Sunday morning we left Salisbury early for the journey down to Romsey, 'Monty' running well, still in his wedding finery and Suzie following, enjoying the gentle pace.



Dave Abbitt kept the Bond end up at the Broadlands show bringing KCK.

An apology to Dave and anyone who tried to contact him about the car last month as I put in the wrong phone number, the correct one is: 01622 820881.

Whilst on the subject of KCK, at that show there were two previous owners of the car, John Snook of Club Triumph, and myself.

We did take the convertible to the TSSC's 30th Birthday Party at Sunderland Court last Saturday and had a good run and an enjoyable afternoon there before chasing back to Cadley to meet someone who was



Dave Abbitt at the Broadlands Show

collecting a Spitfire gearbox.

Whilst at HQ I had another look at No. 1, which is displayed in the museum. It's good to see it there with the other cars.



Suzie and I are planning to take the convertible to Durbuy for the Belgian Triumph Weekend later this month so hoping to meet up with some of the overseas Triumph – and hopefully Bond – owners. The drive looks nice and we are looking forward to a 4 day break. More about our trip next month.

I have a special technique when it comes to preparing a car for a particular trip or event, as whenever I've made a concerted effort to clean, wash and polish a car just before a specific event, it invariably then decided to go wrong on me. In view of this I'm working on the policy of sneaking up on the convertible, covering one aspect of its preparation every few days, in the hope that it won't realise that it's



being readied for something a bit different. Last week I started by giving it a bit of a scrub, cleaning its bottom of the long grass it gained at Horndean, then this weekend I've cleaned the windows so that I might have a chance

of spotting the French road signs before we get past them. A bit more of this piecework and it might be ready for its cross-channel trip.

I was recently contacted by Colin Wake who told me that he knows of two Equipes for sale as the owner, a long-standing member of the



TSSC, can no longer use them. I have now spoken to the owner, Alfred Shuttleworth. He is now 86 and finds that he cannot get in and out of the cars as easily as he used to and therefore, reluctantly, has decided to sell them.

The cars are a 1964 2+2, its Serial Number, P10 541, being very close to the end of 2+2 production (the last one built being number 544), in dark green (presumably Conifer) and a 1966 4s in pale green (possibly Cactus?). The 4s is MoT'd and taxed. The MoT on the 2+2 has just expired but Mr Shuttleworth believes that it should go through with no trouble.

If you are interested in either – or both - of these cars, please contact Mr Shuttleworth on **01449 736394**. He is looking for £1,500 for each of them which does not sound unreasonable.

I looked up these cars on the Bond Equipe Register

and the last I had heard of either of them was in 1993, even then owned by the same person, so it's good to hear of them again and I hope to hear more about them in the future.

I thought you might be interested in the solution I found the other day to the problem of removing an engine from a scrapped Bond single-handed.

Not having an engine hoist, and the wreckage being immovable so my usual trick of using a hoist slung from the garage beam not being an option I had to do a bit of lateral thinking. I needed a way of lifting the engine from the chassis, so height and a winch would come in useful, both of which were available with the Landrover. So, with a nod to Heath Robinson, I came up with the solution above.

Spitfire MKIV/1500 Register Secretary

WANTED



Your Club & your Editor Need YOU!

We need to appoint a new Register Secretary who has a good knowledge of the late Spitfire range, and above all plenty of enthusiasm to give advice and answer queries from members. If you would like to be the Register Secretary for the biggest group of cars within the TSSC, and obviously we will provide as much assistance to you as we can, please contact Nigel Clark at Sunderland Court, Tel: **01858 434424** or e-mail **nigel.clark@tssc.org.uk**.



INSURANCE NEWS

Footman James - The TSSC's Insurance Partner

As club insurance partners and insurers of the clubs' treasured Triumph Herald prototype, Footman James take a look back at its association with the Triumph Sports Six Club, as the classics insurance specialist counts down to its 25th anniversary year.

Paul Matthews, managing director of Footman James, said: "We're proud of our association with the Triumph Sports Six Club, which dates back 20 years, and has undoubtedly benefited both parties.

"More importantly, however, are the benefits that such a partnership has brought and will continue to bring to members of the TSSC; true benefits that may only be offered by a specialist vehicle insurer."

45% of Triumph Sports Six Club members insure their much-loved vehicles, and 74% renew their insurance year on year with Footman James.

Furthermore, 30% of members that do lapse their motor insurance with the award-winning broker come back again once they buy a new vehicle, or put their existing one back on the road after laying it up for a while.

Footman James' Classic Car policy offers the ideal cover for Triumph owners, including agreed value, immediate cover, breakdown UK and Europe, motor legal expenses and emergency European travel cover as standard, as well as discounts on a host of other everyday insurance products, including modern car and also home insurance.

Multi-vehicle policies, an ideal option for collectors, limited mileage policies and laid-up insurance from as little as £40 are also available.

Footman James prides itself on its continuous investment in customer services and technology; offering an online quote facility, renew online service, increasing office opening hours – now

from 8.30am-6pm Monday to Friday and 9am-1pm Saturday, and attendance at more enthusiast events and exhibitions than ever before.

A payment online service when taking out policies is soon to be launched, and continuous research and development into younger driver rates and payment option flexibility is a high priority.

Mr Matthews added: "We are thrilled to protect the heritage of so many Triumphs and deal with so many real enthusiasts in the industry.

"Our insurance offerings for the TSSC are continually improving, and nearly half of all club members chose to insure their classic car or everyday vehicle with us. Over the last few months 293 members contacted us for a new quote and 179 trusted FJ to protect their vehicle.

"In a recent meeting with Nigel Clarke, Mike Crewes and Trudi Prettyjohns, we were able to highlight that, with the newly-combined strengths of Aon Classic Car and Firebond, Footman James can offer members the most competitive rates in years."

"I would encourage those who are not currently insured with us to give us a try at the next renewal. With our ever-improving premiums and cover options, I'm sure people will be very pleasantly surprised."

"In addition to offering individual benefits to TSSC members who insure with us, we pay the club a commission, so each policy members buy from us helps support the club's finances. This, along with member discounts, applies to all types of insurance, including household, everyday car and multi-vehicle policies."

To celebrate its up-and-coming 25th birthday, Footman James is offering a range of exciting offers, and is inviting club members to visit its show-stopping Classic Hits stand, at this year's Classic Motor Show, at the NEC, from 9th-11th November. Watch this space for a special celebratory offer for all Triumph Sports Six Club members.

For further information about Footman James, call 0845 458 6760 or visit www.footmanjames.co.uk



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FOOTMAN JAMES DISSAPPOINTED

by Government's Response to
Classic Enthusiasts

Classic vehicle insurance broker Footman James has spoken of its disappointment after the Government claimed it would be 'inappropriate' to react to a petition from more than 14,000 classic enthusiasts.

The petition, set up by classic enthusiast Samuel Nelson and championed by Footman James, called for the Government 'to change the tax exemption laws for historic motor cars', making more classics free from road tax and saving the industry thousands of pounds.

The online campaign attracted 14,251 signatures and closed last month. However, the Government cited environmental and financial reasons for refusing to budge.

In a response posted to everyone who signed the petition, it said: "The Government is committed to using Vehicle Excise Duty as a means of bringing environmental factors into consideration when people choose to take ownership of a car.

"Vehicle Excise Duty also helps to support the Government's wider policy objectives by providing a valuable source of revenue from which important public services may be funded."

It added: "It would be inappropriate to extend the exemption at this point in time."

Readers Write . . .

Footman James' managing director, Paul Matthews, said he was not just disappointed with the outcome, but also the reasons given.

"While we in no way want to make this a political issue, to hear that the petition was not heeded because, effectively, the Government is making too much money from taxing classic vehicle owners is disappointing," he said.

"The environmental argument surrounding classics is ongoing and the idea that it is somehow better to continue manufacturing more and more new vehicle than use one for a longer period of time is certainly up for debate.

"If, as it appears, money is the key factor here then it is a real kick in the teeth for all the grass-roots enthusiasts who are having to stump up in extra tax year on year to preserve classic vehicles that could otherwise disappear from our roads."

Since the 1998 budget, vehicles built before January 1st 1973 have been exempt from road tax. However, this cut off date has now been static for nine years and the petition asked for the date to be moved forward making more classics exempt.

In its response, the Government said that currently 307,407 vehicles – including some steam-powered road rollers and traction engines – are exempt from tax.

Mr Matthews also commented: "It is also a shame that less than 15,000 people signed the petition as support from as many people as possible is needed to ensure that the benefits the classic vehicle movement does receive are not eroded."

Footman James supports hundreds of enthusiasts' clubs and dozens of classic shows throughout the year and earlier this year signed a three-year sponsorship deal with the NEC's Classic Motor Show.

TRISAKI OR KAWATRI

I recently donated a scrap Spitfire chassis to the village kids (23 houses in the village), to build a buggy out of this is what they have done with it, roll cage, kawasaki 250 motorcycle engine in the rear, chain drive to the diff, its now up and running, see the attached pictures, if you care to print a



couple of pictures, we are trying to decide whether its called a Trisaki or a Kawatri.

Hugh Glossop
TR7 Reg Sec

p.s its immense fun!

A QUICK THANKYOU

Just to say thank you for the day we had at the 30th bash, a very positive day in a number of respects, and I'm sure has helped to re-kindle the enthusiasm that has been lacking in recent times.

On another personal note, my Father died late on the night of Wednesday 5th October. He had been in hospital for 5 weeks, but his death was nevertheless sudden and unexpected and a shock to Mum and I.

Although not a Club member, Dad had been a long time Triumph fan, his first new car a 12/50 Herald, I can just remember that one. This was followed by a number of 2000 saloons as the family prospered and culminated in the Mk11 2.5Pi. I used to feel so special being dropped off in this at school and boy did he use it's performance! In later life he had a TR4 as a pet and this car I subsequently bought off him and now bitterly regret ever selling. One of the last conversations Mum had with Dad was about our visit to HQ for the 30th birthday celebrations and how much we had enjoyed the day.

When told we were going up as an area on the 13th of October, he brightened up and said how much he would like to be part of that and how much he would enjoy it. While this was never going to happen, indeed he passed away 24 hours later, it gives me great comfort that he was feeling that positive and had something concrete to hope and aim for right to the end.

Regards

Clive Speaks
WyeDean AO



TRIUMPH AND DISASTER

by John Davies

**IF YOU CAN MEET WITH
TRIUMPH AND DISASTER
AND TREAT THOSE TWO
IMPOSTORS JUST THE SAME!**

Anyone who has read 'Zen and the Art of Motorcycle maintenance' will know that the Zen Master concentrates on a single thought, to achieve perfect knowledge of the universe. The only thought in my mind at this moment was 'This is going to hurt.'

I was back at the Nurburgring, for the return I had promised myself after last year had been such fun. Fun, as although my race ended after only one lap, free practice and qualifying had been a complete blast, more fun than seven barrels of monkeys. Then, I had been forced to retire and 'DNF' (Did Not Finish) when the differential had blown. That had been one from the back of Ace Jonathan's garage, and of an unknown state of fitness, so it owed me nothing. This time I was going for it, new rear axle (forced by wheel loss at Silverstone), new steering column - it had eaten the rubber bush and was even stiffer than I had realised.

The engine was on song, as ever, and the re-conversion from back to front radiator had cured all the overheating problems. We were ready to rock the Ring.

But instead, the Ring rocked me. Free practice at the Ring is not the genteel affair that we have for instance at the Silverstone MG International, split into class and series categories. This was open to everyone and anybody who was to race that weekend. That means German Touring cars, saloon cars and even GT3 Porsches. Last year, in pouring rain, only Hugh Maund and I went out to represent

the UK Triumph contingent, and lo! the notorious, frightening Porches with tyres the size of dustbins were pussycats! They were so much faster, but they kept their distance from me. Gave me space and I gave it back. So I had no qualms about this, despite the enormous power and performance differential. None in the FISC series seemed afraid either and everyone went out. The speed and performance difference was there again, but sad to say, so was also a difference in behaviour.

The fastest were no problem. They could be round and past you so quickly that it didn't matter. It was those that were faster than us, but not by so much that were the problem. They would pass, then cut in front of you to align for the next corner. The corners come up right after each other on the Ring, so cutting in front of you could mean chopping you off, forcing you to brake and a swerve. It was not that these guys took no prisoners; these guys were dangerous. I gave way, whenever I was shown a blue flag by the trackside marshals to show that another car was close behind me and overtaking. I kept my eye on the rear view mirror, and did so anyway when an obviously faster car appeared.

All the FISC drivers felt the same about the conditions on the track and they came in after only three laps. This may seem minimal, especially as there were two hours for this session, but remember that the 'Ring' is 14 miles long and a good lap is one under twelve minutes 'we're not all Sabina Schmidt!' I did the same, but I did so because my throttle was sticking. An additional spring did the trick, and I went out for one more lap, to check it. One more lap.

For this race meeting, we were using not only the old Nordschleife but also part of the Grand Prix circuit, leaving out the Ford, Dunlop, and Audi corners. The GP circuit returns to the Start/Finish straight where the Nordschleife touches that and the barriers were arranged so that you could choose to take either. I should have gone back

down the GP.

You join the Nordschleife by a hairpin that then drops down through a right hand bend to the Hatzenbach series of curves, narrow and twisting like a country lane, with a bank on one side, a drop on the other and Armco barriers ten feet from the kerb either side. I was warmed up



Wrecked Silverback - note Roof damage and missing Doors

and ready to go, and a complex like Hatzenbach takes all your concentration, so maybe I wasn't eyeing the rearview mirror as before. Well over to the right for the first left hander, I turned in and - BANG. My whole car lurched; the horizon shifted and then disappeared as dust filled the car. I was still moving in three dimensions, so that as that thought of imminent pain filled my mind, I tucked up, arms and legs in, abandoned the car to its fate and commended mine to the gods. Everything stopped, and I was upside down, hanging from the seat belts, but I knew not where. I knew not to move, there could be another car about to hit me, but the dust cleared and there was

nothing. So I unbelted, dropped down and crawled out of the door - that wasn't there.

The Silverback was upside down, half on the track, half on the grass. Water and oil spilling out, no fuel that I could see, but I wasn't going to wait and I backed off, down the track side away from on going cars that continued to pass by at reduced speed, thanks to the yellow flag waving marshals. A fire unit and a marshals truck arrived very quickly and then after a short delay, I presume to show reds all around the circuit, the ambulance and the doctor. Boy, was I glad to see them! I know what adrenaline and endorphins can do, soldiers wounded in battle fighting on with only one arm, sportsmen with fractures not noticing until the game was over. I wanted an ambulance!

And I got one - I was in there, on the stretcher being checked over seconds after the doc and team were there. There followed a full and very professional Primary Survey for injuries; head, neck, thorax, abdomen, pelvis, legs and arms, spine and neuro check. The only thing he left out (thank you, doctor!) was the internal anal examination. And, miraculously, I passed fit and I could return to my car, which clearly had given its life for me.

By this time the extractor crew had appeared, one man and a truck with a bl**dy great hydraulic crane, that turned my car over like a corpse on

the slab, hoicked it onto the load bed, and tied it down. He invited me into the cab, and we set off. We had about the same amount of each other's languages, which was very little, but I was able to learn what I already suspected.

He would unload me at the next access point to the public road for free, or take me back to the paddock for a fee. All I wanted to do was get back, so Home James! And don't spare the horses! Or the money. But when in the UK you get a free ride back to the paddock and even a lift of your car straight onto the trailer if it's that sort of problem, 150 Euros is quite a bill to pay for a four kilometer ride and 'sort it yourself'.

But I am very grateful to all the 'Ring staff who

helped me. They were the stereotypical efficient, hardworking Germans, with the pleasant addition of good humour and a kind word. Vielen Dank!

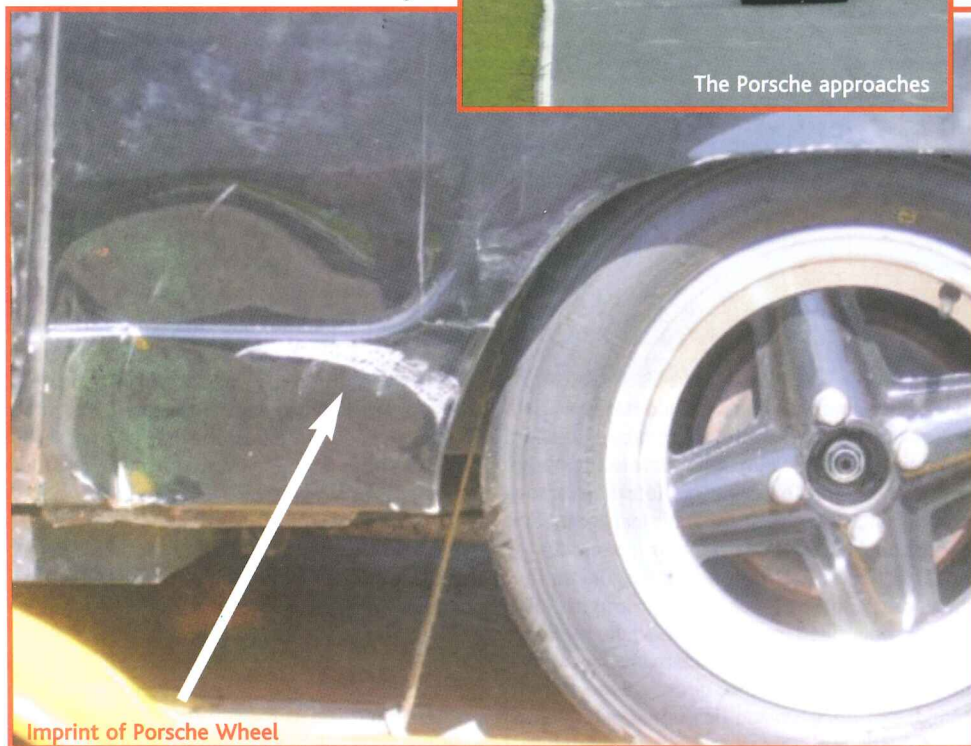
The person I am not grateful to is the driver of the Porsche who hit me. In retrospect, it is clear to me what happened. I took the right hand kerb to enter the first left-hander. He assumed that I was making room for him to pass, I turned in and he hit me. He hit me just in front of the my left rear wheel arch, and as my suspension was already heavily loaded for the corner, I span, hit the kerb and was thrown into a roll. The car landed on the front right hand corner, rolled one and a half more times and ended on its roof.

But forgive me Herr Porsche-Driver, if I was rude to you. You did the right thing, you stopped, come over when it was safe and asked if I was all right. That I said I was, no thanks to you and that you were an idiot, please put down to the stress of the moment. I don't think that at all. I think you

to overtake me on the narrowest part of the circuit when I gave no indication that I was giving way to you. In un-timed practice there is no loss



The Porsche approaches



Imprint of Porsche Wheel

are an aggressive, arrogant idiot. Nobody was racing that afternoon; there was no need to try

to being momentarily slowed by another driver who is in no way competing with you.

You came to no harm as far as I could see. Certainly, you were able to drive on, but for me, your actions have ruined the work of years. I hope you rot in motor sport hell, boiled in ancient engine oil, speared by demons wielding carbon fibre pitchforks and wearing really itchy Nomex underwear beneath your triple layer racing overalls.

So what has he done to my beloved Silverback?

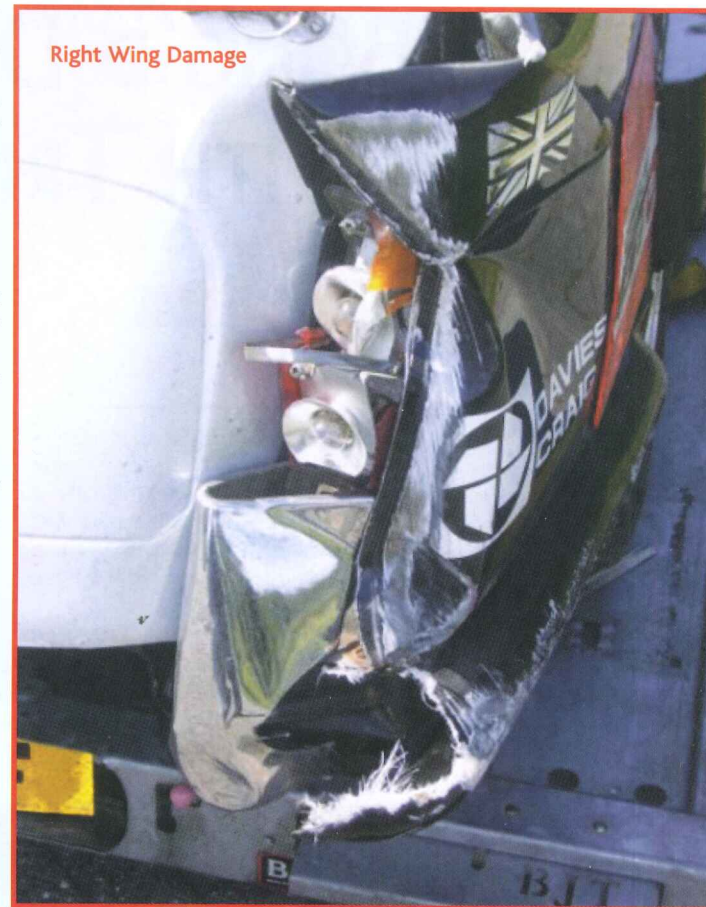
The Silverback is dead.

The question is, long live the Silverback? The roof has gone; even as stiff as it was, two glass fibre skins and a paper honeycomb core do not withstand crushing beneath three quarters of a ton at 70mph. The roll cage looks OK, except for the left a-post, which is pushed in and down, so the rest must be distorted or strained in some way. It has done its job and should not be asked to do it again. The windscreen surround is crushed and pushed down, the short three inch extensions to the rollcage that secured it to the upper windscreen rail are torn off through the metal tubes - my welding is better than I knew! The bonnet is torn, has lost acres of gel coat and the support hoop is distorted. The doors - the doors were torn right off, only the hinges left in place. The rear tub has the right wing crushed - it must have bounced onto that after the windscreen, bending that wheel as well.

So the rear tub is not worth trying to repair and the bulkhead fit only for a topless special. But as the roof is scrap, that's appropriate.

The seat and seat belts must be scrapped - they have done their job too and should be replaced. The steering rack is broken, a wheel is bent and although the rear and front wheels turn, and the diff and gear box turn without

Right Wing Damage



any obvious granching, goodness knows what they are like, or the engine. It's a wreck.

So I fear that the cry is not 'Long live the Silverback!' but RIP Silverback. Perhaps your parts will live again to fight another day, like those of your predecessor in you. But not just now. I think that a dustsheet needs to drawn over the body, and it be left in peace while we get on with the new project.

A video of the lap before can be seen on YouTube: <http://uk.youtube.com/watch?v=Qm3zBsNHN8g> And a slide show, of the immediate before and after of the accident.

<http://uk.youtube.com/watch?v=T7R4xeKhGhk>

I very much appreciate the kindness and concern for me and the car that I had from Mik Davis, who came with me on the trip, and from all the FISC drivers and organisers.

Thank you all very much.

Photos by Mik Davis and Ian Manderson



BOGG'D DOWN WITH TRIUMPHS

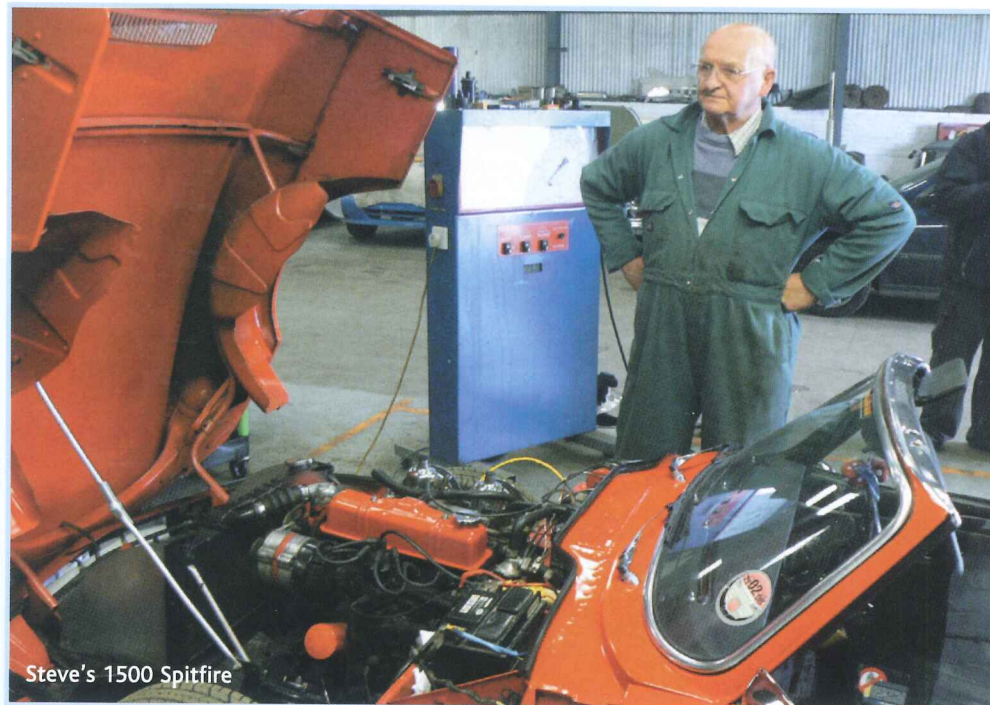
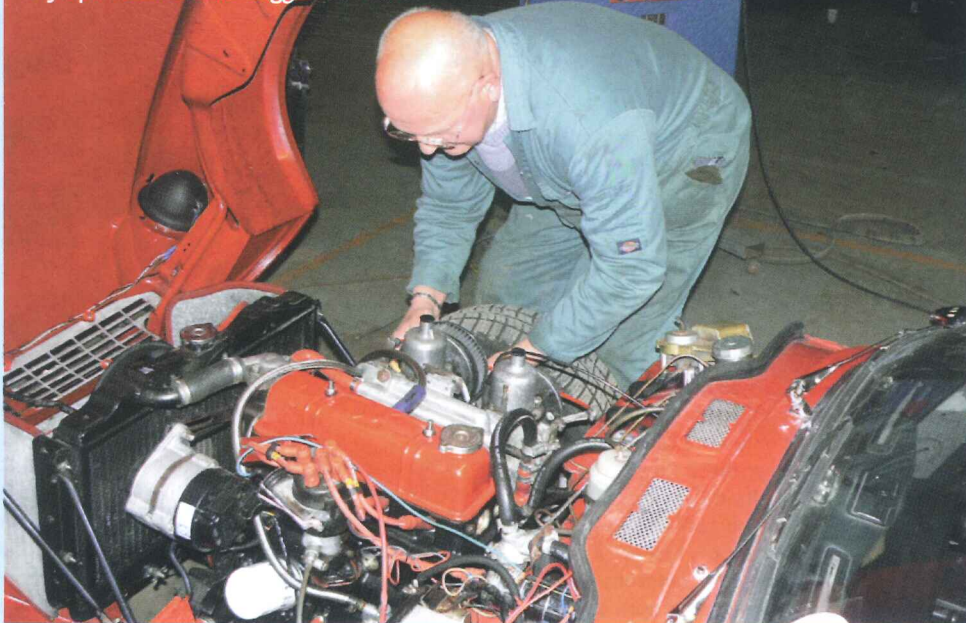
by Mike Charlton

Staying around Pickering for a weekend, the South Yorkshire team took advantage of utilising the services of Dave Bogg, some seven miles away, for the tuning of four club cars. Originally it should have been seven but a couple of race cars had been booked in and some of our cars had to be cancelled due to shortage of time. Philip had a previous encounter a couple of years ago with Mr Bogg and praised his work.

An early start involved the MK 3 Spitfire and myself sprinting down to East Lutton to arrive for 8am. By which time Mr Bogg was working hard. It was the first time of meeting Dave, who appeared very sociable and full of knowledge especially after 30 years experience. After a full engine rebuild, now was the time to see if we had set it up correctly.

On the previous few days the engine seemed to run OK but there was a lot of pinking and pre ignition rattle. Now to make amends. The car was driven onto the rolling road for the operation to commence. The timing was checked and appeared to have correctly been set. The carburettors were out of balance but soon corrected and the mixture was too lean. (Home tuning is now out the scenario) The needles were removed and repro-filed with the use of a pedestal drill and emery.

My Spit receives the 'Bogg' Treatment



Steve's 1500 Spitfire

After reassembly and discarding of the vacuum pipe, all was then re checked whilst on the rolling road. Having removed the car from the operating table the invite was made to road test the car. I could not believe the difference in performance, I was overjoyed and my pleasure was quite recognisable.

Then it was time for Philip's GT6.

The problem with this engine was that it had been removed and rebuilt after first being set up by Mr Bogg and supposedly then tuned by another 'professional' near to us.

The timing was adjusted slightly and the needles appeared to have been re profiled down to two different size! This was soon corrected. Unfortunately the silencers of the GT6 sat on the ground between the rolling road, so traction was being lost after 80mph. Other than that every-

thing appeared to be OK. Once again road testing was made to establish amendments.

Now it was the time for Steve's 1500 Spitfire.

He had purchased new SU's and was unsure about everything else. The day before was also a day to try and resource new K & N back plates as his old one resembled and old colander and thought this would have affected the tuning. First of all the vacuum tube was removed and then the tubes from the rocker cover to carburettor s discarded. Then as there was no electronic ignition new points were added and with Mr Boggs experience the ignition gap was set by sight! No feeler gauges and spot on! The needles were changed and the balancing sorted. However, play was felt in the connecting shafts of the 'new' carbs so a perfect tune was not possible.

Road testing proved the improvements to the engine albeit shadows of doubt hovered over the rear carb.

Finally, Duncan's 1500 Spitfire was rolled in to commence repairs.

Duncan was not quite happy about a slight pinking in the engine. Balancing was checked and timing was as near as spot on. However Dave Bogg had recognised that the carb pistons were not operating, as they should. Finding the piston springs were too strong, new less tensile ones were fitted. The needles were found to be the ones to give the ultimate richness but were still not effective enough to give the richer mix that was required! 90bhp at the wheels from an engine rebuilt all by Duncan.. Well engineered that man. Not mega power, but



Duncan's 1500 Spitfire

impressive for the work gone into it.

In between tuning our cars Dave managed to, squeeze a 2 litre Pinto fired kit car in relating fuel problems, show us other cars in the shop and also try and find a new K and N back plate for Steve and advise of where to go for reconditioned distributors for our cars. It was a highly successful

trip to East Lutton and we were all happy on the results Mr Bogg produced and well worth recommending. My enjoyment on returning to Pickering was the holding off of a Toyota Supra in the twisting lanes due to the improvements made! The improvements to all cars were certainly noticeable. Thank you Mr Bogg.



Philip's GT6

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BANNER LANE

by Paul Richardson ©

Whilst talking to Triumph staff at the 30th anniversary celebrations of the Sports Six Club on 1st September - which was a superb event, the Standard Triumph 'Banner Lane' plant was mentioned, which reminded me of a nostalgic trip I made round the plant with experimental engineer Ray Henderson just before it's final closure in 2003.

The story behind the construction of the hallowed halls of Banner Lane, and its famed connection with the Standard Motor Company, is as intriguing as the variety and shear

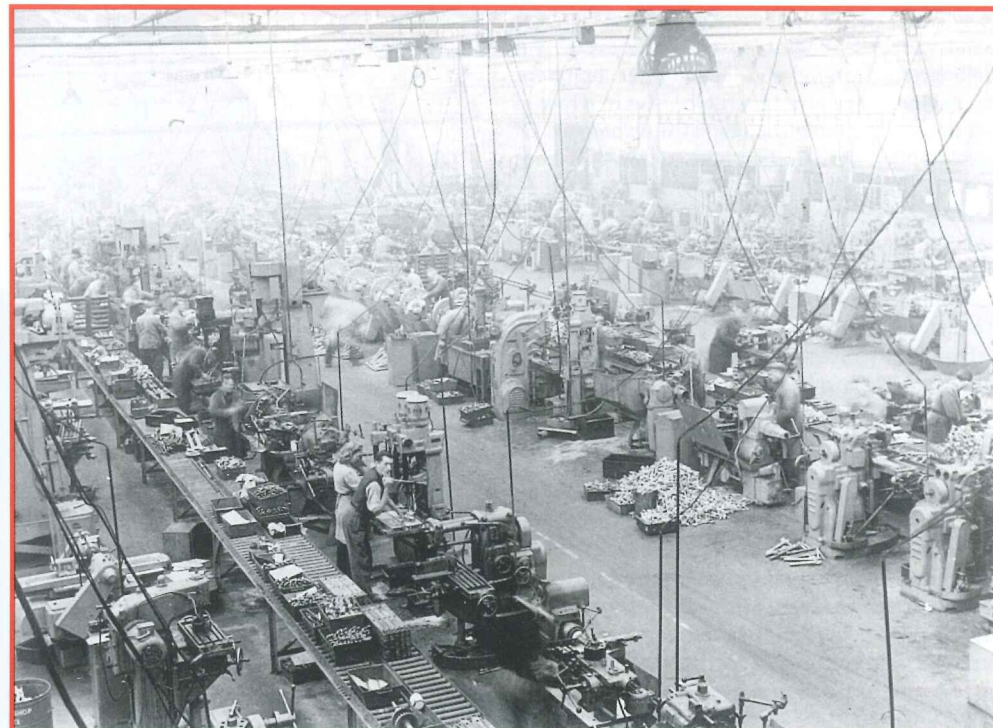


Ray Henderson & Last Tractor



An Aerial view of the Banner Lane Complex

quantity of ground breaking engineering achieved there. The plant was specifically built for The Standard Motor Company in 1939 under the second phase of the 'Shadow



The vast Engineering workshops at Banner Lane

Factory' system to boost aircraft production as part of a mammoth re armament programme against the ever-growing threat of attack from Nazi Germany. Shadow Factories were built all over England to produce aircraft in an era when aircraft companies themselves simply could not meet the production required to bring our air capability up to par. Also, our aircraft manufacturers were often situated in sparsely populated areas of England - which had limited numbers of skilled local labour. The Midlands area of England, however, was the home of British heavy industry, particularly our motor industry, and in Coventry and Birmingham there was a huge and highly skilled workforce available that understood 'mass production'. It made logistical sense, therefore,

that main shadow factories were built at or near our Midland car manufacturing plants.

The Banner Lane factory was the largest of three shadow factories run by Sir John Black and The Standard Motor Company. The huge undertaking to construct the facility began in late spring 1939 - and in great urgency. Known as 'Aero 2', it was built on an 80-acre site at a cost of £1,700,000. - an astronomical sum in those days. The plant consisted of three main manufacturing buildings, each of which was 704 ft long with roof spans of 260ft. giving a capacity of over a million square feet with office and administrative blocks at its frontage facing Banner Lane.

Unfortunately, the site had an upward gradient from front to rear to a height of some 14 feet at its rearmost. To prepare and level the site, which was farmland, hedges had to be torn up by steam traction engines, and 14 excavators with caterpillar tracks were used for levelling and earthmoving etc. Some 1200 construction workers toiled seven days a week to build the complex, which was completed in less than a year. The plant was essentially a huge machine shop containing well over a thousand machine tools (over 65,000 specialised machine tools for aircraft production had been delivered to shadow factories by Alfred Herberts alone between Sept 1939 and November 1944).

Banner Lane was used solely to manufacture and assemble the

14 cylinder, two row, sleeve valve Bristol Hercules radial aircraft engine used to power our Wellington, Sterling and Beaufighter bombers. The engines were also test run on site in a row of test houses spanning the rear of the complex. Of double-ended design, they housed two test beds in each building so that 22 engines could be tested at any one time.

Interestingly, the test house entrance doors were of 6 inch thick solid steel - and were made by a 'safe manufacturer' in Shrewsbury.

To the eternal credit of Sir John Black and the staff and workforce at Aero 2, which totalled 6064 in August 1943, over 20,000 complete Hercules aero engines were produced - enough to power 10,000 twin, or 5000 four engine aircraft! This was a masterly achievement in high precision 'mass production' engineering to A.I.D. standards, and the plant was recognised as the most efficient of all the shadow factories. 'Efficiency and no wastage' became bywords in Britain during the war years, particularly with the inherent food shortages and Ray pointed out that a huge pig farm was also set up adjacent to the complex, to

The Test Houses

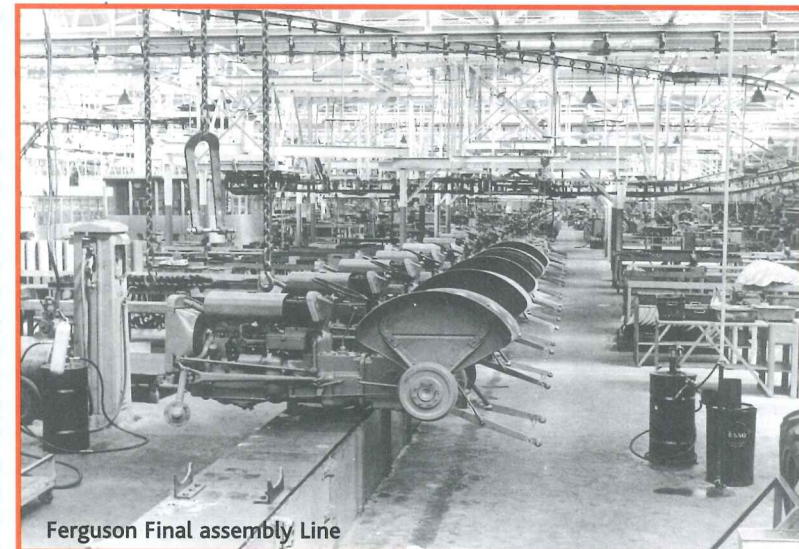


in turn, helped to feed Britain (certainly indeed Coventry) with pork, bacon, sausages - and the inevitable 'tripe and onions'.

The war over, Sir John Black, who was knighted for his work on the shadow factory system, turned from producing the machinery of war to motorcars again. In 1945 the Standard experimental department and design offices

were moved to Banner Lane from Canley, and remained there until 1958 when the plant was sold to Massey Harris. Enthusiasts will be fully aware, therefore, that the hallowed halls of Banner Lane played an indelible part in the history of Standard and Triumph marques that were designed and developed there - including the legendary Triumph TR2.

In 1945, although the Standard Motor Company experimental department was extremely busy with designing new post war models, particularly the Vanguard, the huge manufacturing facility at Banner Lane was redundant after production of the Hercules aero engine finished. It was here that the genius of Sir John Black secured the immediate post war future of his company by diversifying into the tractor manufacturing business.



Ferguson Final assembly Line

Just after the war finished he met Harry Ferguson, who wanted to mass produce his revolutionary Ferguson TE20 tractor in England. Sir John, recognising the worldwide potential of the revolutionary TE20, with its fully automated ploughing mechanism and the impact it would have on world food production, saw a golden opportunity for the Standard Motor Company. He duly signed a contract with Ferguson to produce the 'Fergy' at Banner Lane - also shrewd enough to realise that the new wet liner engine designed for the Vanguard could eventually be used to power the tractor.

Initially, post war shortages of raw materials like coal, steel and rubber delayed full production of the Fergy, which started when the first tractor left the production line on 6th July 1946. Only 316 Fergys were produced that year. In 1947, however, Banner Lane became fully operational, and no less than 20,894 tractors were produced. The figure for 1954 was 70,000 and at the end of 1956 a total of 517,651 Fergys had been produced and exported to all corners of the globe.

In the Fergy era, two of the three main buildings at Banner Lane were huge machine shops containing the 1600 machine tools necessary to achieve the eventual production target of over 350 tractors per day. The first of the two shops, known as number one machine shop, mainly produced gears, drive shafts and other parts for the gearbox and differential assemblies. The second shop, which was divided into two sections, was concerned with the machining of castings and the production of small parts on automatic machine tools. Both machine shops had their own metal stores at one end, and self-contained heat treatment sections at the other. Miles of conveyor lines automatically transferred raw materials from the stores to machining areas and finished parts were then transferred to the third building, which was for final assembly.

Banner Lane also returned to aircraft work in the early fifties when Sir John Black signed a contract to produce a military version of the



Ferguson Final assembly Line

'recycle' the considerable daily tonnage of 'leftovers' from the vast canteens at the plant. This,

Rolls Royce Avon jet engine at Fletchamstead. Managed by George Turnbull, production of the Avon exceeded production at Rolls Royce whilst Standard were involved. A test house at the end of the original test block at Banner Lane was used to test the Avons before dispatch.



Harry Ferguson and Sir John Black aboard a 'Fergy'
A total of 517.651 Fergys had been produced at Banner Lane

This test house was still there, together with the underground kerosene tanks beside it on my visit with Ray. The plant was sold to Massey Harris in 1958 and, after subsequent take-overs, was owned by the AGCO Corporation in the USA.

At the time Ray and I took a final tour round the plant, AGCO had decided to move tractor production to Beauvais, France prior to the plants final closure in June 2003.

It seemed strangely poignant to me that 50 years before my nostalgic tour of Banner Lane with dear old Ray Henderson (in January 2003), my late father Ken drove the first prototype TR2 from Banner Lane for development testing at MIRA. The experimental department must have been a hive of activity in those days with the TR2 and the Standard Eight about to be released. I can visualise people like Walter Belgrove and Vic Hammond at their drawing boards in the styling office, and the gentlemanly Lewis Dawtrey and his staff busying themselves with technical problems. Arthur Ballard would be supervising his body section and the redoubtable George 'Mr Gearbox' Jones would be working out gear ratios - or setting up

a Gleason gear cutting machine. Ray Henderson would be making something from a drawing (to all accounts Ray could make anything), and Frank Smith would be doing a power curve on a test brake. Les Makinson would be supervising the chassis shop, Les Vincent the drawing office and last, but by no means least, John Lloyd was running the special test rig section.

Ken's competition department was also based at Banner Lane until it was moved to Allesley in the mid to late fifties so the Jabbeke TR2 MVC 575, the Mille Miglia and Alpine rally TR2 OVC 276, and the 1955

Le Mans TR's were all built there.

I remember Ray looking nostalgically round one of the huge machine shops and commenting how hard it was to grasp just what had been achieved at Banner Lane - both in terms of war production and the input production of the Ferguson Tractor had made to the financial future of the Standard Motor Company. At the time of my visit with Ray the last of 3.307.996 tractors produced at Banner Lane was also on display.

All memories now, but what wonderful memories.

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

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

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

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

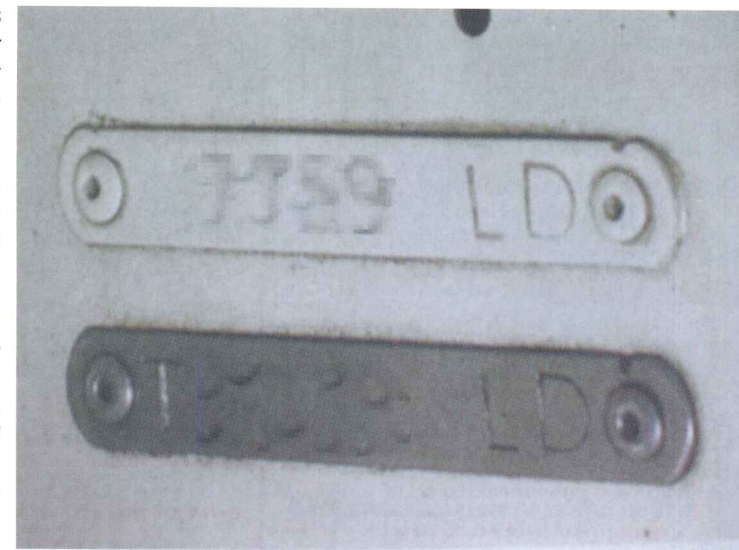
Jan: Bond	Feb: GT6	Mar: 948/1200	Apr: Spit IV/1500
May: Specials	Jun: Toledo/Dolomite	Jul: 13/60	Aug: 2000/2.5
Sep: Acclaim	Oct: Stag	Nov: Vitesse	Dec: Spit I/II/III

TRIUMPH STAG INTERNATIONAL VEHICLE REGISTER

As you will see from this months Stag register write up I have finally started to get somewhere with the IVR information! To help make this service of benefit to the members please could you let me have suggestions on the kind of information you would like to receive on 'the cars'.

There is no danger in your information being passed to anyone else. I have already got quite a bit of information ready but would appreciate a little input from the members before sending any replies. The form on the rear of the Courier address slip takes about 5 minutes to fill in and can be sent to the club via the Freepost address on the reverse of the form. Any photo's you send can be returned and all information is held securely.

To help spot trends as the cars were produced, please try to give both body numbers on the front panel. (as Pic Above) It is also worth spending a little extra time contorting yourself down behind the distributor to check the engine number. The MOT test is now electronically checked against a central database and I have heard of three Triumphs now where owners have not checked these details match the logbook and have had to present the car at a regional licensing office to be checked.



TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£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

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

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

TSSC INSURANCE

FOOTMAN JAMES & CO LTD

Tel: 0845 458 6760 Fax: 0121 559 0814
FJ Breakdown Recovery - 0800 132 278

VALUATION SERVICE

TSSC, Sunderland Court,
Main Street Lubenham, Leics. LE16 9TF
TEL: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

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

CLUB SHOP e-mail: clubshop@tssc.org.uk

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

MAGAZINE COPY DATE

All magazine material must be received

BEFORE 10th of each month prior to the month of publication.

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

TSSC, Sunderland Court
Main Street, Lubenham, Leics. LE16 9TF
Tel: 01858 434424 Fax: 01858 431936
e-mail: courier@tssc.org.uk

TSSC ACCOUNTS e-mail: accounts@tssc.org.uk

TRUDI PRETTYJOHNS

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

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

TSSC HQ, Sunderland Court
TSSC, Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

TECHNICAL SECRETARIES

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

HERALD 948/1200

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

HERALD 1360

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

SPITFIRE Mk I/II/III

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

SPITFIRE Mk IV/ 1500

TBC

VITESSE 1600/ Mk I/ II

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

GT6 MKI/ II/ III

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

BOND

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

SPECIALS

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

2000/2500/2.6PI

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

STAG

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

TOLEDO/DOLomite 1300/1500

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

TR Technical Enquiries

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

TR7

Hugh Glossop, 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells, Powys. LD4 4DR
e-mail: tsact7@aol.com

TRIUMPH ACCLAIM

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

AMPHICAR

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

INTERNATIONAL LIAISON SECRETARY

TBC

MODIFIED TRIUMPHS

Jonathan Binnington, 58 Woodruff Way, Tamebridge, Walsall, West Mids. WS5 4RL. e-mail: thebinny@aol.com

TRIUMPH ARCHIVE

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

INTERNATIONAL WEEKEND EVENT MANAGER

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

INTERNATIONAL CONCOURS ORGANISER

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

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road, Dolphinhall, Lancaster. LA2 9DQ. Tel: 01524 791607
e-mail: pip.flegel@homecall.co.uk

COMPETITION SECRETARY

Nigel Gibbins, Woodside, 199 Upper Halliford Road, Shepperton, Middlesex. TW17 8FN. Tel: 01932 765577
e-mail: racing@tssc.org.uk

CHILD PROTECTION OFFICERS

Nigel Gibbins Tel: 01932 765577
Claire Hill Tel: 07971 017012



October 2007

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

See the Avon Area Club Stand
AT
The Bristol Restoration
Show & Autojumble
Saturday/Sunday 3rd 4th November
SHEPTON MALLET SHOWGROUND



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 GREEN PLEASE REGISTER OFFICIALLY!!! AS WE & HQ WILL NOT KNOW WHO TO CONTACT PHONE OR EMAIL PIP FLEGEL, FRANK SPENCER

DIRECTORY CHANGES TO AREA LIAISON OFFICERS PIP FLEGEL, FRANK SPENCER TEL: 01524 791607 E-MAIL: Pip.flegel@homecall.co.uk

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. Eves.
CUMBRIA	Anthony Halliday: 01946 830663	Advertised in News monthly	1st Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607	Rope & Anchor Paddock Lane	1st Tues. Eves.
	Pippa Flegel: 01524 791607	DUNHAM MASSEY	
NORTH EAST	Mark Astley: 0771 840 8159	Travellers Rest (A691)- Witton Gilbert	1st Sun. Eves. 8.30pm.
	Andrew Dunning: 0191 5485188	off A691 Durham to Consett Rd	
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	The Coach & Horses, Barnbrough - DONCASTER	1st & 3rd Tues. Eves.
WEST YORKS	Vivien Thompson: 01302 850740		
	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	Ye Olde Bridge Inn - OXTON	Last MON. 7pm.
	07971 017012		
NORTHANTS	Jonathan Ingram: 01604 820231	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD	2nd Mon. 8pm.
	Paul Lumsden: 01780 470358		
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	Roger Haywood: 07969 024999	The Drakes Drum, Old Oscott Lane - BIRMINGHAM	1st Tues. 8pm.
WORCESTER	Mike Carter: 01684 772662	The Berkley Arms - SPETCHLEY	1st Mon. Eves.

WELSH AREAS

NORTH WALES	Michael Cohen: 01978 359263	Gresford Colliery Miners Club, Pand-y-WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDDULAI'S 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 & 4th Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
	Mary Rumens: 01635 868640		
SOUTHERN	Suzie Singleton: 01672 514241	The 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	The Swan - STOFORD (A36) SALISBURY	3rd Tues. Eves.
	Nick Vass: 01722 790173		
SOMERSET	Phil Kinsella: 07729 565059	Ring for Details	2nd Mon 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYEDEAN	Clive Speaks: 01531 650035	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
	or 0782 850517	The Greyhound - Popeshill LITTLEDEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS Contacts

BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.
FRANCE	Ivan Souverain: 00 33 1 30 62 06 41	Square Frances Jammes 78890 - ELANCOURT.
GERMANY	Hans-Georg Stumpf: 00 49 30 3328289	Elsflether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
		krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.
		lucabellinello@tiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.
		president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Courtlacey, Olympia - WASHINGTON 98503.



AREA LIAISON OFFICERS REPORT

Tel. 01524 791607
e-mail: Pip.flegal@homecall.co.uk

We have managed by now to send out A/Os packs, minutes of the last A/O meeting and CDs of new members welcome packs to most people that requested them if any one out there still is wanting these items please e mail me. I would like to say a big thank you to Angie for all your help and assistance it is much appreciated.

Frank and I attended the 30 year anniversary celebrations at TSSC headquarters and thoroughly enjoyed it. It gave us the chance to meet some more A/Os that we haven't met before or seen for ages like Andy from the Wirral and Clive Speaks from Wydean and also Sue and Hugh Glossop TR7/8 Register it was well worth coming down just to meet you guys.

We thoroughly enjoyed the run and it was well organised and covered with fantastic pictures taken by the man From Practical Classics.

Getting away from the usual chat of an ALO I was more than a little disappointed at the treatment of one of our TSSC members by another register. After rescuing a P.I. 2500 Saloon from a Barn complete with chickens. (P.I. is called Oscar) they began to restore him back to life. The interior was immaculate, but the engine and gearbox were useless but with the help of 2 of our members and himself Oscar was back on the road and both he and his wife whose P.I. it is are very proud of Oscar. Our 2 members went to the 2000 register stand for a chat on all things TRIUMPH!! and were snubbed as they were told in no uncertain terms that Oscar was no longer original, and indeed wasn't worth much. Surely our priority as owners of these old cars regardless of the marques is to keep them on the road for every body to enjoy and to preserve a little bit of this country's heritage, or am I missing something.

Well that's enough of my ranting; I thought I would include a photo of the offending item Ahem!!!!



Congratulations Devon Area you have won this month's Area Draw please get in touch with H/Q for your regalia vouchers. Cheers from a very calm ALO

Dip / Frank

ALO REPORT . . . ANDOVER . . . AVON EAST BERKS . . .

ANDOVER

Tel. 01672 514241
e-mail: guy.singleton@virgin.net

We had a good turnout at Broadlands for the Hampshire Pageant of Motoring with a joint Andover, Southern and Newbury Area Stand. Great to see Mike C out and about again. During the weekend he managed to sell his Portafold to Mark and Vanessa so we look forward to seeing a mobile creche on the back of the Herald next year.

Suzie and I went to Thruxton's Classic Day at the beginning of September where we met Bob McDay and Bob Fowler - aka Basingstoke Bob and Southampton Bob respectively. It was also great to see Paul and Jane from Southern Area and to hear that Nips the Herald is well on the way to finishing his rebuild.

Unfortunately, since the last change of landlords at the Clatford Arms, the standard of the cuisine has been disappointing so we're considering a change of venue for our Christmas dinner. A couple of suggestions have been made which we'll be investigating and will update you as soon as we know what our plans will be for that.

The next meeting will be at the Clatford Arms, Goodworth Clatford on **9th October**.

Guy

AVON

Tel. 01454 327059

Lots to catch up on this month. First there was Hay on Wye. A big thank you to Mick and Jude for organising a fantastic weekend, and we all got goody bags as well! I guess you had to be there to appreciate the next few comments, so a note to all to prepare for next year.

1. Campsite :- Don't leave your clothes where they will get wet.

Create ongoing entertainment with a badly bruised toe that changes colour through the weekend.

Make sure there is a farmers shop as big as a supermarket for your food.

Ensure you have enjoyed enough beer before using the BBQ- and don't forget the chocolate bananas as a grand finale

2. The car show:-

A fashion parade on how many different ways to wear a black bin liner.

Don't do a parade lap in the arena with a commentator who doesn't know a Herald from a Vitesse, otherwise someone gets railroaded into speaking. (well done Les). Get accused of rivalry between owners??? Get chatted up by the commentator (quote to Jane "Don't know about the car but the owner is quite tasty")

MG owners invading the Triumph display and claiming theirs is the classiest car, but it was for sale.

Sez Les:- always carry a multi tool for when your handbrake gets stuck on.

I am sure there was more, but that is all that I can remember for now.

Les and myself spent 3 days at Goodwood revival playing 1960's coppers. The show just gets better. If you haven't tried it, give it a go next year.

Christmas Dinner

As an area we have not worried about a Christmas meal, but the Cross Hands is offering a 3 course meal for £15.95. I have provisionally booked for **Monday 3 December** at 7.30pm. I will need confirmation and £5 non returnable deposit by 7 October. If this night gets a paid booking before we can confirm it, we will have an alternative date of **7 January**. The menu has a good selection so you do not have to eat the turkey if you don't want to. Please ring me if interested for full menu or come along to the club meet on **1st October**.

Events coming up
Shepton Mallet Restoration show **3-4 November**. Planned to have vitesse from Avon area and engine rebuild and leaf spring replacement from Somerset area.

Classic Car show **16-17 February**. The theme is Spitfire Scramble.

WANTED 3 SPITFIRES, ideally one each of Spitfire 4, Mark 3 and Spitfire IV/1500.

June

EAST BERKS

Tel. 0775 3333500
e-mail: eastberks@tssc.org.uk

I have been out to a couple of events this month. Firstly the "specials day" at the Cotswolds Wildlife Park for kit cars and also a gathering of Peerless/Warwicks. This was an opportunity for the Peerless gathering as the TR International was some what rained out at the end of July as the camp site at the Three Counties Show Ground turned into a river! One of the Peerless members even had to take apart his headlamps following his trip to Malvern to empty the water! There were a good array of cars at the Cotswolds, which was helped along with brilliant sun. This is a lovely place with all the animals to visit too. There were a couple of Herald/Spitfire based specials at this event.

On the 27th August again, another warm sunny day, there was a huge gathering of classic cars at the Littlewick Show on the outskirts of Maidenhead. This was the best attended year for quite some time, with plenty of cars and trade stands to wander around. Dave Young had taken his Herald 13/60 to the show. I did also see a green Vitesse (which has been at quite a few shows this summer) and a GT6 Mk3, which I have seen before at Littlewick. I didn't manage to get the Herald to Littlewick as I had commitments in the morning.

Our next event is the Windsor Classic Car & Carriage show on the 16th September, which should be quite some event with a joint TSSC stand. Many East Berks members have already confirmed their entry to this event, so should be a good turn out. I'm definitely taking the Herald!

For those of you who attended Stubbing Steam Rally I have been informed they will be sending plaques to the participants shortly. Also, this event will run again next year and be called the Royal Berkshire Steam, Wings and Wheels Show. More details to follow on this one.

We will hope to plan a Sunday pub lunch in October, more details shall be announced shortly on this, please let me

SOUTH BUCKS . . . CANTERBURY CHESHIRE . . . COVENTRY

know if you are interested! Also, on the **29th November** we will be challenged by Thames & South Bucks groups to see if we can keep the Tri-Group Bowling Trophy within East Berks! Our next meeting will be on the **9th October** at the Shire Horse Pub on the A4, Maidenhead.

With kind regards

Helen

SOUTH BUCKS

Tel. 07818 052276
www.tssc.org.uk/southbucks
email southbucks@tssc.org.uk

It was like a mid-winter evening in the pub for the monthly meeting in August. The barman even lit a fire for those of us who braved the very wet weather to attend.

Fortunately things improved and we were finally able to hold our annual BBQ on the 2nd of September. From all of us who attended I'd like to say thanks again to Paul and Liz for hosting the event, everyone had a good time. I even did some BBQing, so anyone who wasn't there missed a once in a lifetime opportunity to taste my cooking! Speaking of wonderful things, I also got to see Mark Fields dark purple spitfire 'dog', which I haven't seen since it's appearance matched it's name. Apparently when it was taken apart there was the classic 'newspaper in the windscreen pillars' bodge, which had held together for 10 years, and at least wouldn't rust! Robin and Charles also brought their very nice cars. I'll have to get the Stag back on the road soon or people will think all the cars in our area are concourse condition, and we can't have that!

Our next meeting will be **Wednesday 17th October**, at the Squirrel in Penn from 9pm. when I will hopefully have the dates for bowling. The next classic cars night at the Ace is **October 6th**. Bye for now, see you next month!

Kind Regards

Daniel

CANTERBURY

Tel. 07932 179459

Despite the resumption of summer weather August was quiet with few shows attended. Seems most have been on their holidays. It was a shame about 'Wings and Things' being cancelled, but I have heard rumours that they might have overcome their problems to be able to run the event next year. We had best get in early then.

As mentioned last month a decision will have to be made over our meeting days or find someone to run the area. The general consensus was that another willing horse would be hard to find (read mug) and that moving the meet to Thursday would be the favoured option. I know this will not suit all and apologise for any inconvenience. I should have a couple of day's holiday to come and hopefully will use these to attend **Octobers** and **Novembers Tuesday** meets. If all goes well we will move to **Thursdays** in the **NEW YEAR**. I will keep you informed.

Also in the New Year we will be having our usual Post Xmas Meal. Charles is looking into dates and menus and will probably be at The Clifton Hotel again. I will

advise on the details.

It was so long ago I can't remember when I mentioned that Grahams Vitesse had lost its Windscreen and it has taken until now to come to a satisfactory conclusion. After a screen being at first unavailable and when located, damaged, Mr B was doing his nut. As he works in the trade he ended up getting and fitting it himself and charging his insurance. Good job he doesn't use the Vitesse every day. Might be worth checking if you screen ever fails.

Of course now I have got the Beigemobile to run me about I have got a drive full of cars, the blue Acclaim had to go. How to do it? Scrap it (Grahams favoured method) or wait until some gentleman of the road comes up the drive and offers me fifty pounds less than I paid for it a year ago. Sold. Fifty pounds for a years motoring, can't be bad. Down to two cars up the drive again. Hang on what's this? Another bloke walking up the drive with keys to a tidy Acclaim HLS, all he wants is a few beers (easy to come by in my job) and the deal is done. Good job I have an understanding missus. Graham still reckons the bloke with the beers came off best. Philistine!

See you next month

Dell

CHESHIRE

Tel. 01625 425845
e-mail: cheshire@tssc.org.uk
www.tssc.org.uk/cheshire

For once I have managed to be in the country for the last three weeks and more or less able to catch up on what's been happening over the last month or two. Except I have no reports from Tatton, as I haven't seen those who went yet (hint!). The weather was particularly awful that weekend so I guess it was a mudbath.

I went along to Chateau Adrian to check the progress on the GT6 a few days ago. The GT6 was outside the garage enjoying the sunshine (there has been some in Cheshire this year, it was even warm enough on the day to sit outside) but still needing its windscreen fitting, plus the seats and brakes. However my attention was drawn to a hitherto unseen piece of green metal in the garage which was having its bonnet removed. What's that, I asked, whose is it? I've just bought it, it was a bargain, it's got cheap road tax, and it's only a little hole in the engine where the bits escaped after the oil ran out and that's only a little scrape down the side and all it needs is another engine and that scrape repainting and then it'll be a nice little car for daughter number two.

And it won't stop me getting on with the GT6, honest. I should add that it's a Peugeot, and that Adrian's drive is rather famous for the number of dead and dying Peugeots that pass through there (all bargains, of course).

Yesterday I was in the Peugeot garage buying some bits to service my Citroen and bumped into Adrian (in the social sense). While he was away the exhaust for the above mentioned dead Peugeot grew little legs and walked off his drive, and the replacement engine involves a trip to Brum and lots of folding, and the dead green Peugeot is looking much less of a

bargain than it might have done at the outset.

So when I talked to Paul about Paul's GT6 and got a progress update (a painted shell with suspension and the engine getting new seals and suchlike at present), he was adamant that Adrian was guaranteed to get his GT6 on the road first. All it will take is another dead Peugeot or two and another year in the rebuild of Adrian's car will pass almost unnoticed.

We had one of those cosy meetings at the Cock and Doodah this month. At least everyone turned up in a Triumph, although I was the only one daft enough to leave the roof down while we were in the pub and suffer the consequence of soggy seats afterwards. They seem to have redecorated the pub since I was last in it (which means just about anytime in the last six months) and the more observant members (not me) also spotted the staff wearing new name badges, less people in the place, and the largest smoking area canopy thing imaginable outside.

So it's down to studying the weather forecast and the Atlantic pressure charts to see if I can make the trip to work and back without being rained on (the high pressure in the Atlantic being just what we didn't have in the so called summer) and then I have two weeks in Dusseldorf. At the moment my schedule says I will be in England for our next meeting which is on **Thursday the 4th of October** at the Thingy and Pheasant (actually we neglected to check if the name had been changed!!). That'll be an 8:30 for 9. See you all there.

Henny

COVENTRY

Tel. 02476 410180
e-mail: tssc_coventry@hotmail.com

Summer arrived late this year, shortly after I had sold my Stag! I still have not found myself a replacement car, despite regularly trawling the internet sites for a Triumph Spitfire. Good cars are hard to come-by, but hopefully, like the black and white TV commercial - "All good things come to he who waits..." I do miss the thrill of open top motoring, but have another car to view this week, so I hope I will not be disappointed!

Sorry for arriving late at last months meeting, but it was an arduous journey to get there that evening! We had taken my son and daughter to a well known theme park, and it had been a long but enjoyable day. There were eight cars in the paddock, as the sun set upon Corley Moor. My thanks to Clive, friend of Paul & Joan Cheshire, for kindly giving me a lift home. This meeting is become a regular get-together for the dozen of Triumph supporters who regularly support the event,



COVENTRY . . . CUMBRIA . . . DERWENT VALLEY DEVON . . . ESSEX

COVENTRY Cont

my thanks to you all, whatever the weather or season.

New members are always welcome. Nigel Clark (new TSSC Manager) has recommended that we all get our Triumphs out of the garage and use them more often. I share his view, as this surely is the best way to enjoy the cars. We are unlikely to wear them out, as many are used on Sundays and sunny days only. It is important to support the Triumph suppliers and specialist firms as and when required - as we either use the or lose them!

I hope this late summer continues through October, and that we have another good turn-out at next month's meeting, on **Tuesday 2nd October** at The Bull and Butcher, Corley Moor. We should try and get there earlier if possible, as the evenings are getting shorter. I may even be in a Spitfire, if I am fortunate enough to find the right Spitfire! I would like to see a dozen cars at Corley next month, ...the "last of Summer" noggin of the year.

Regards,

Kevin

CUMBRIA

Tel. 01946 830663

We eventually got to have lunch on Sunday, (as High Cross was shut) in Broughton, meal and pub were very good. Thanks Roger for giving Helen a lift, yes I was a work again. Some of us later had a lovely cake, hope Anne and Roy enjoyed their custard tart. Nigel and Sue hope your trip home from Egremont went ok. Trevor and Barbara were busy with their kitchen, bit it looks great now it's finished. Next meeting at The Ratty Arms hope to see you all there. Sorry about last month's news we were on holiday.

Tony

DERWENT VALLEY

Tel. 01623 487323
e-mail: derwentvalley@tssc.org.uk

This last month has been a very busy one for me at home and away. Many of you may know I have hosted an 8 year old Russian girl for the last 4 weeks and I can honestly say little Anastasia had the time of her life. She would like to thank everyone who raised money to bring herself and a group of children from Chernobyl to improving their health all the time they are over here.

Derwent and Notts areas went on holiday to Cornwall, hitting the shops and beaches. Nigel even got to float his boat but only with Julie's permission. In the afternoons

we all had cream teas and pasties. Evenings were set aside for drinking lots of cider. It was a great week and I would do it again next year.

Bank Holiday Monday was Moorgreen show and a good turn out for D.V. with myself, Colin and Angie, Stuart and Glennis, Paul and Kim plus lots of friends. We all tired out the new club Barbeque - tucking in and eating our way through sausage's and burgers.

Tuesday nights meet was a time for all to order our new club clothing and then down business with a short quiz from Stuart. Top score and winner of chocolates were Paul and Kim - very well done. Barbara and Derek made me do the raffle early because they had to leave at 9...missing the quiz but gaining a few prizes as her consolation.

One thing talked about on the night was a trip to Le Mans as a group next year, soon to be confirmed by Stuart.

Dates for your Diary

2nd October - Monthly Meet -

8pm at the Smalley Common

Ex-Serviceman's Club.

6th November - Monthly Meet & AGM

8pm at the Smalley Common

Ex-Serviceman's Club.

9th, 10th and 11th November -

Classic Motor Show - The NEC

Birmingham. Ticket line 0870 060 3776.

That's all for now.

Roger

DEVON

Tel. 01548 821348

www.tssc.org.uk/devon

e-mail devon2005@tssc.org.uk

August Club night saw us gathered for the first time this 'summer' in the pub garden at the Star, braving a chilly but dry evening. Ten cars on show, mainly Heralds but joined for the first time by Chris from Tavistock with his GT6. We were pleased to see, for the first time for a long time, Phil from Totnes with his Herald which he has had for many years and who used to be a regular some time ago. Without their cars this time were Vitesse owners Allan and Jackie (poorly gear box), and Liz and Chris (in need of new hood). Dan's estate was sporting new spotlights and Rob M tells us he now has working brakes! Robin had his bonnet up.

Thanks to Stan and Rosemary who arranged a very enjoyable run on 2nd September. 11 cars met at Okehampton Station for coffee before an exploration of the highways and byways of West Devon. A good selection of cars on show - 2 Stags, GT6, Spitfire 1500, Dolly, TR7, 2 Viteses, 2 Heralds and Dan's Estate. Unfortunately due to illness, we were unable to eat as planned at the Station, but Stan quickly arranged for the Fox & Hounds at Bridestowe to take us in! Well fed, most of us returned to the Station to take a short trip on the steam train to Meldon Quarry. A walk over the viaduct, not as scary as I thought, but young Finlay came back with bloody knees. We were pleased to see Sandra & Paul in their Dolly join a run for the first time as did Lindsay & Sheila, and Graham & Karen from

Cornwall came too. Unfortunately most of us missed Andy and young Matt who came along to the Station but hope to catch up with them soon.

Are those Scalextric cars up and ready for the 3rd Annual Championship? This is due to take place on **Sunday 7 October** at the Fisherman's Rest pub at Aveton Gifford on the Modbury - Kingsbridge road A379. Numbers please to Sue 01548 821348 on receipt of the Courier, as we will have lunch at the pub, who are allowing us the use of their function room in the afternoon. When the Championship is decided, Sue and Steve B have kindly invited us back to their place at Chillington for tea. Congratulations to Jackie and Charlotte who are both celebrating their birthdays on that date.

October Club Night will be back at the Star, Liverton on **Wednesday 17th** when we hope to have a good turn out again. Skittles versus Torbay Old Wheels Club and Devon Vintage. Date **Saturday 20 October**. Venue Forde Hall, Brunel Road, Newton Abbot - start time 7.30pm. Buffet will be provided by TOWC but they would appreciate raffle prizes to defray the costs. Numbers please to Sue, (number above) by **10 October**. It will be a fun evening, and it really doesn't matter if you are as useless as we are at skittles.

Fast forward to Christmas - we have decided on a change of venue for the Christmas Meal this year. We have booked for **WEDNESDAY 12TH DECEMBER** - NOTE CHANGED DATE. The venue will be the Teign House Inn on the Teign Valley Road. It has a reputation for good food - a big car park and easy to get to.

More details next month but I will need definite bookings asap, as numbers will be limited.

Sunday 7 October

Lunch and Scalextric, Aveton Gifford

Wednesday 17 October

Club Night at the Star, Liverton

Saturday 20 October

Skittles at Forde Hall, Newton Abbot

Sunday 4 November

Lunch at Kestor Inn, Manaton

Sue & John

ESSEX

Tel. 07906 100783

www.tssc.org.uk/essex

Hello all, The meeting this month had loads of members But only two cars made it My Vitesse Which is for sale at the mo And John Overall's 13/60. I think it had something to do with the weather as it was raining hard. We did manage to fill up one side of the pub with members. Most club things were on the agenda. Shows meetings etc. One thing I did chat about with Dave and Sylvia was the run to Le Mans next year. He had done it with Don Cook and I think I might be tagging along with them. It is a place I have wanted to go for a long time and why not go in a Triumph with a good crowd. If any one else would like to try drop me a line and I will see what I can do as I don't know that much about it myself.

Now on to the show scene, our area seem to be at a show almost every weekend of

the year, or is that show season. They are doing very well and getting good at it. It seems John has a good rabble of people who join the fun. These people are John, Donna, Lucy Keith and Caroline. Chris and the old boy Gary. Allen Janet and Joe have been there some times as well. I also found out that John Overall turned up to the one at Mersey. I think I have name dropped most people in our area who pop up to meetings and shows.

Now on another note I would like it to be known that I'm not too impressed with phone calls after 9pm or texts at 7.30 am. I do this job as I enjoy the Club and the things we do. I do like to help out and help people with things but I do have a life outside of the Club as well. Now I have had my moan I feel much better.

This month we have our last show of the year which is the Castle Point Bus and Transport show. This is a good show with lots to do and see.

The meeting is on the **21st** of the month I hope to see you there. I might be taking orders for the 2008 calendar.

Hope to see you there

Russell and Michelle.

GATWICK

Tel. 01342 892141

Hello everybody, first off this time is the Cranleigh classic car show. I think we have all finally got the mud off our cars now! There was a very good turnout considering the weather. Paul brought along the garage display which we set up alongside the Surrey and Thames areas. We were joined by Phil, Barbara, Alex and Paul in their maroon Vitesse, this was their first event with us so I hope they enjoyed themselves. The rest of the stand was made up of the usual regulars and Steve and Mel who were escaping from the decorating! Next event for us was Goodwood, several of our group go down to the Revival on various days and a great time was had by all, as usual the racing is fantastic, so many more people seemed to make the effort to dress up this year. We saw lots of early Viteses in the pre 66 parking this time. We took the Standard 14 down for all 3 days and it did us proud attracting a lot of attention considering the other exotica in the car park!

The engine rattled a little on the way down and a bit more on the way back, but nothing to worry us too much yet. Those who know us well will know what we have been through to get the car ready for this event and realise how much it meant. Thanks go to all those who pitched up at various times for practical, physical and moral support, you know who you are!

The 1st Wednesday meet at the White Hart saw a new face with Don bringing along his lovely red Stag, a first for our area. Standards were provided by Malcolms 8 and our 14, Spitfires by Paul and Sue, Colin and Tricky. John B brought along his new Mercedes estate which he is really pleased with. So that's two in the area now, we all seem to have very similar tastes in cars!

Last event for this month was the autotest organised by Steve. This was another of Steves' excellent events. We started off all

meeting up for a meal at the Bat and Ball first which was very nice though David did get a rather unwelcome addition to his salad in the shape of a fat green caterpillar, still at least it was a whole one rather than just half! The results are - in first place was Paul, who got to take home a fabulous trophy. One of three that he had very kindly made specially for the event!

Second place went to Mark in his very agile TR6 and Third place went to Tony who not only arrived late so had to catch up on the events but also had to use our GT6 as his car is still not available. So he beat David and I in our own car! Also having fun and taking part were Anthony and James in the Spitfire, Phil, Barbara, Alex and Paul in their Vitesse. Paul looked like he enjoyed the day and Alex turned out to be a whizz with the tennis racket, ball balancing section. Phil and Barbara both handled the car very well as they haven't had it long. Glen and Joseph made a great father and son team in their Vitesse, both with great tans as they were just back from Antigua! Colin had a good time chucking his Spitfire around. All the kids had a great time using Halfords Glen as a climbing frame and he took all the ribbing about his MX5 in good part. Thanks to Paul and Sue for bringing along the new signpost for the club stand it looked great on its first outing. Several people had first driving lessons round the field at the end of the day. We had beautiful weather and the mass hot air balloon display made a perfect ending to a great day. Many Thanks to Steve and Mel for putting such a lot of hard work to make this event a big success, and to all who came along to support them.

We have our outing to the Weald and Downland open air museum on **Sunday 7th of October** so this is a final call for that. Also we would like to make an appeal for anyone who is good with computers who would help set up a simple website that we could put some photos of our area events on. Any takers please give us a call.

We will be doing another New Years Day outing, last year we went down to the Kent and East Sussex Railway. We could do the same this time unless someone has a better idea. Tricky's treasure hunt will be in **November** please ring for details as we have not decided on a date yet. I think that is all see you all at a meeting soon.

David and Lynn.

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/gloucester

This month's area meeting was a half in half out affair. The brave stayed outside until the chilly breeze drove us indoors and the allegedly wiser ones started indoors and stayed for the duration. We had a few new faces too and welcome Pete in his Mk3 spitfire and Paul and Steve who came along in search of help and advice with a MkIV Spitfire they are restoring. It was nice to meet you all and we hope you enjoyed your visit. It was nice to see Don too after an absence due to ill health.

I joined the Worcester areas run to Llandridnod Wells (probably not the cor-

rect spelling) to spend a couple of very enjoyable hours at their classic car show which was part of the Victorian week celebrations. It was great seeing all the people in period costume including Queen Victoria (she looked very well). We continued on to the Elan valley where we had an afternoon picnic at the top of the valley. Thanks to Richard for organising it. It was a scorching hot day and a fantastic tour round. Unfortunately we lost Ian Manderson along the way and not being able to get a mobile signal in the middle of the welsh countryside we couldn't get in touch. Where did you get to then Ian?

On the bank holiday Monday Paul and I joined in on the Worcester/Gloucester club stand at the "new" Malvern show. We had a nice selection of cars on display and again the weather was good for an enjoyable day out.

The club stand took second prize and Barry did the honours collecting the plaque. I caddied a lift with Barry to the Worcester area meeting and enjoyed what seemed to be a Vitesse gathering as they were very much the majority in attendance.

We had a mid month run to the Lower Lode pub last night, six people and two dogs enjoyed an evening by the river. I eventually got there having gone to the wrong pub first. Not to clever for a taxi driver so don't tell anyone ok!

Andy

Events

Monday Oct 1st Worcester area meeting at the Berkely arms, Spetchly
Monday Oct 15th Glos area meeting at the Kings Head, Norton.

Sat & Sun Oct 20th & 21st The Malvern Motoring show at the three counties showground, Malvern.

Sunday Oct 28th The national restoration show at Stoneleigh park.

HANTS & BERKS

Tel. 07715 770689

www.tssc.org.uk/hantsandberks

e-mail: hantsandberks@tssc.org.uk

Bit of short news this month as I've been away on holiday and have otherwise been totally focussed on preparations for the Ten Countries Run tomorrow. Carl & Beckie are also doing the run and were due to come to the monthly meeting as normal. Unfortunately Carl's newly recommissioned Sprint developed a problem and as I write this, their entry is dubious.

Beckie's Spitfire will have to be pressed into service but with no preparation time left and a suspect clutch problem who knows what will happen!

Anyway, the meeting was well attended with most of us bringing our Triumphs but a couple were left at home due to mechan-



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

● HANTS & BERKS Cont.

ical problems - Carlos had a leaky water pump and Paul blew a head gasket, we still don't know what's up with Carl's Sprint.

By the time you read this I will probably be in India, I fly back on the day of our next meeting so I am not up to a meeting, Andy Cook's going to deputise for me. Maybe I'll see you there?

Jason

● HERTS & BEDS

Tel. 01582 862176

Here in the quiet Hertfordshire and Bedfordshire countryside we've had many members on their holidays getting away from the nuts and bolts of running our Triumphs and hopefully relaxing with a sun tan, sand castle and a beer or two. Ken the publican left the Three Moorhens and on Aug 19th Les and a whole group of us went over to present him with a rather snazzy cast tortoise with a concealed boot brush for cleaning his shoes up in Derbyshire. It was a good turn out of cars and regulars, sorry I didn't take any names down. I understand the new publican has a Triumph motor bike so I am hoping the hospitality will continue, he starts in mid September.

The regular area meet on 27th August welcomed Alan & Judith Gower with their 1500 Spitfire as new members and being a bank holiday had a good turn out of 15 members and 10 cars, Carl's Vit2, Dave's TR6, Pete's Herald 13/60, Alex's Spitfire, Stuart's Bond GT4, Ray's Burlington, Barry's Stag, Chris/Tony Spitfire, Pete/Jill/Mike's Vit6, and Les in the Kangoo. Some sad news is that Stuart's Bond was given a serious shunt up the rear while parked outside his house which after smashing into his Mondeo and a neighbour's car fired the poor Bond up in the air and deposited it in the garden, in bits, this car was a 2 owner 50k car their being only 9 left on the road...will it be reborn ??? I believe the commission plate is intact.... we will have to wait and see.

Some made it to the Greenwoods Classic at Knebworth house with a good selection of cars and a number of traders, Myself, we took the Vit6 & grandkids to Quainton for a free day on the steam trains.

Carl reported that a small gathering of local members for the first ever Herts & Beds area BBQ was hosted by Barry & Vivien in their back garden. We all had a good time with the twins providing much of the entertainment as usual! It was nice to get together in a different setting and with more of the family there. Stuart had some pictures of his Bond and it looks a

bit of a mess, but as his brother pointed out he can now load up the boot without opening it. There was even some non Triumph discussions taking place. The mystic ceremony of the lighting of the patio heater was something only a fortunate few have every seen. A big thank you to Barry and Vivien for organising the event and I hope you have finished eating the apply pie.

The AGM has been booked for Rose and Crown Public House, Whitehorse Street, Baldock on **November 26th** at 7.30pm for 8pm in their function room, Les wishes to stand down as our AO so any volunteers or nominations should be sent to Les (see area directory) or come along to our 3 Moorhens meetings on the **4th Monday** each month. To gain enthusiasm for the AGM we propose to rebury the Bond, free beer, grannygram, stripagram, free parking on yellow lines, wash and wax and a whole host of attractions... you wish... come on put apathy in the boot and point the bonnet towards Baldock for our 1st official AGM

Just in case you get this issue early the Herts and Beds All Triumph day at Duxford air museum **30th September** £9.95p Children 16- free, think that's all folks.... if I've left something out please let me know before the **6th** of each month

Peter

● WEST KENT

Tel. 07747 83567
WestKent@tssc.co.uk

Hi all, Another thin-on-the-ground meeting again, but it was good to see Harry there. He's been talking of giving up the Area Organiser post because of his difficulty in getting to meetings - but thankfully Sally has told him not to do anything in haste. Wise woman! So he's still AO at the moment. But maybe we'll need an assistant to help or take over when he can't do any of his functions (if you see what I mean). Volunteers wanted please.

Of those who attended, we've had a strong representation in the Courier recently, with Ann's Hurricane on page 40 of the August edition and two of 6-Bond Dave's in September. And Good Luck to Steve who, as I write this, will be on Club Triumph's 10 Countries Tour - in a Spit. A braver man than I am, Gunga Dhin.

On my V8 front, I've got my painted bonnet back and am in the process of fitting it, but the pram handle and wheel arches need a lot of fettling, and having got the doors, bulkhead and rear body to fit nicely with fine narrow door gaps, the bonnet is being a pig. But for the money, the paint looks good, the welds are covered up and I'll get it all together if it kills me. Just why should Mk 1 Vitesse bonnets be such a misfit with a Herald bulkhead?

For next year, I've just heard about a very small, even intimate, Classic Meeting of like minds that took place this year and will be repeated next on **Saturday 9th August 2008**, (how's that for advance notice?). It's a collection of local restoration enthusiasts at Coolings Garden Centre on Rushmore Hill, Knockholt. All kinds of vehicles gather for a small meet - about 50 in all this year - and it's com-

pletely FREE. Just turn up - and buy some plants.

Don't forget to keep a lookout for the Stoneleigh show, whose date I don't have to hand at the moment, (well it is six minutes past midnight), and NEC on **November 9/10/11th**

Best wishes,

Del

● LANCASHIRE

Tel. 01772 469354
kollertan@hotmail.co.uk

August's meeting was again well attended with about 25 bums on seats at the BAE club, and a fine array of Triumph's on the car park. Much of the evening was spent outside rummaging through a huge trailer full of goodies provided by Bill Stuart who has begun to downsize his fleet and empty his garage of the aforementioned goodies. His offer of "take them or they are going to the tip" was too much temptation for some of us, and the chance to take some "just in case" bits was certainly too good an opportunity to miss. At this point I think Dawn would like to thank Bill for enabling me to further fill my garage with "rusty crap" I one day Dawn you will see, "one persons rusty crap", another persons "elusive part" especially as she is still hoping to get her own classic. Cheers Bill very much appreciated.

Inside the usual banter was bandied about, along with a car card on which Mick won a life changing amount, he promised not to let it change him too much and he would not give up his day job just yet, until the interest mounted up. This years Christmas meal was discussed and we have decided to go to Huntleys again this year, as the meal was so good last year. I hope to have prices and menu's by the time you read this and will be taking bookings. Last year the Christmas meal was held in conjunction with the December meeting, I would like this to be the case again this year as I'm sure you really don't want to see me twice in one month. Please watch your emails for further details. Also discussed was convoy details for the Hoghton towers show, a brief account of the show can be read below.

Seven Triumph's and a Morris 1000 convertible set off in convoy from the Hoghton Arms to travel the short distance to Hoghton Towers with a view that the Lancashire area would arrive at the venue in a blaze of glory, but instead we just arrived in a blaze as my GT6 smoked its way onto the field, after the kenlowe fan failed to kick in and my car seriously over-heated. Also in the short distance Sid jnr's Spitty's gearbox packed up and had to limp onto the site, not quite the entrance we had hoped to make, never mind we were here. Up went the bonnets, up went the club Gazebo, out came the banner and the bunting as we set up our area. One of my aims this year was to raise the profile of the Lancashire area at the car shows we attend, and I can honestly say I was very impressed with our own small area of the field, and we certainly did command a fair few of visitors around our area, who wanted to have a chat with us, something that made me feel proud to be AO. The weath-

LEICESTER & RUTLAND . . . LINCOLNSHIRE

er though chilly did not spoil the day in anyway whatsoever and I feel a good day was had by all. At this point I must once again thank Mark and Sid snr for the time they spent on my GT6 at this event to ensure that I did not leave the same way I arrived, in a blaze, good news also for Sid jnr we think the gearbox is fine and that the universal joints have gone, bad enough, but certainly the lesser of two evils. It was a good day out, supported well by our Lancashire members, and something to look forward to next season.

We will hopefully be holding a run through the backroads of Lancashire early in **October**, starting and finishing in Preston travelling thro Lancaster, Morecombe and Carnforth and a few of the smaller Lancashire villages, please check your emails for further details.

All the best.

Kevin

● LEICESTER & RUTLAND

Tel. 01664 850253

My reader pointed out that he missed last month's area news, well so did I. With all the last minute preparations for a very successful "Sunshine Rally" on the 12th August, I not only missed the deadline, I missed writing the news. So for all of you out there, this is it, one month late.

As you can see, a very quiet July, mainly due to the lovely summer we are enjoying. Local show after show was cancelled and we attended none as an area in late July. However for our show, the sun did make an appearance, or at least the rain stayed away, for both the Saturday and the Sunday.

I hope to write a full report with pictures for the next Courier, but suffice to say we had lots of support from the area and its members and plenty of classic cars on the day. Chris Gunby organised the Coupe's and we had nine make an appearance.

Our show clashed with another larger local show at Belvoir Castle, so we did not see so many Triumph classic cars as we would have hoped, so once I have established the date for the Belvoir Show next year, I will set a date for the "Sunshine Rally 2008" and start planning. As it will be our 25th show, we hope to make it bigger and better and Graham has agreed to delay his decision, to never organise another car show" for one more year. So watch this space.

We decided for this year, as an area, to attend the Shakerstone Family Festival on the weekend of the 1st/2nd September. Some members had been before and it proved to be a good decision. Great local show, with lots going on. Loads of canal boats, some brought by our members. They took a week to get there, us in Triumphs, one hour. Train rides, plane flypasts etc, etc, and a beer tent with twenty-five different real ales on sale. Lots of lovely classic cars, classic army vehicles and even Chitty Chitty Bang Bang. After several pints of Chocolate Stout, I was convinced it flew past the beer tent!! On the Saturday we managed a display of eight club cars and on Sunday, ten. Thanks to all the members who came to the show for the day, including Andrew in his midget

Ford. Who needs a caravan when you can have a Ford Fairlane. "Asbo" Roy entertained the early arrivals on Friday evening, free from any half asleep hecklers, but he has now been in trouble again, and I should soon have the pictures to prove it. Ade upset one of the locals by telling off his little darling for playing with Jean's award winning Dolomite car aerial. Always a risk when you leave your pride and joy on display at this type of show, but from her vantage point just outside the beer tent, Ade came to the rescue. You tell em girl and next time tie a knot in his car aerial, and see how he likes it. We will support you from a safe distance. The girls of the Guinot Wing Walkers put on a great display each day. Volunteers to join them next year, step forward.

Trying to arrange to have our area AGM in November this year in conjunction with a skittles evening and to move the ten pin bowling to January 2008. Will hope to have confirmation at our October meeting. Also trying to get a team from our area to attend the Derwent Valley Bowl on Tuesday 18th September. Report next month if we do well, otherwise this is the last you will hear of it.

Dave

● LINCOLNSHIRE

Tel. 01529 307302
www.lincatscc.co.uk e-mail:
garth@lincatscc.co.uk

Well it was all go for the camping weekend, not only did I have to contend with the last minute arrangements and checking the week before but also on the Tuesday after the Bank Holiday it was my first day at work at the HQ! We managed to get down to the site on Friday about 2pm to find we had already got an encampment started in the corner with Adrian, friend and respective families already having set their tents up and their very nice Vitesse and 13/60 convertibles parked nearby. We soon set up our caravan, flag, bunting and our new (thank you Keith) printed Lincs logo banner. I had had to hastily weld up a framework for it in the morning before setting out. By tea time the site began to fill up, Ellie had to go to Leicester to pick up her sister and boyfriend who wanted to join us for the weekend, by the time she came back with a nice portion of fish and chips for everyone it was getting dark, we ate those and then sat around chatting and also providing light from the cars headlamps to aid tent erecting for the late comers. Needless to say we soon retired to the bar for a couple of drinks before turning in for the night. We had taken the precaution of putting our awning strap on as the wind was now quite strong.

Saturday morning was calmer wind wise and the cloud soon broke to give us a nice sunny day. Keith from Lincoln and Tony from round the corner soon arrived and quickly put their tents up. Once that was done we set off for the convoy to Rutland Water. Phil & Will had Tony and Katherine as passengers in their Herald so Tony did not bring his Spitfire! Complaining about not being able to get all the stuff in it and some lame excuse of "the rear UJ's are

knocking", I thought military types were able to survive on what you could pack into a tobacco tin for at least a month, you would have thought that he could have managed to pack a Spitfire!! We soon were under way and meandered along a pleasant route of mainly back roads and narrow country lanes and duly arrived at Rutland Water. As usual there was a slight change to plan in as much as I had said the parking was £2, which it was when we did our resonance and route planning trip, unfortunately it was now £3, sorry! We arranged the cars in a line on the grass and we all set off in different directions to get food, go for a walk or some of the braver ones amongst us have a go on the climbing wall. Ellie's sister decided to hire a tandem with her boyfriend at about the time we were thinking of going back to the campsite via Stamford to get supplies for the evening BBQ and due to shall we say a slight misunderstanding at the pub, supplies for breakfast for Sunday morning as well!

Keith decided to come with us so we set off for Morrisons in Stamford, we soon had a trolley full of buns, sausages, bacon and a new toaster! We made our way back to Rutland water to pick up Danni and Micah, Ellie's sister and boyfriend. Danni came with us in the Herald and Micah decided to take the opportunity to go with Keith in his very nice Spitfire 1500. On the way back up the A1 the little Herald showed it's mettle and at one point got up to 80mph with three of us in the car which for a little 1147cc engine I was greatly impressed. We had a straightforward drive back, not like some people Alan!! Blaming it on your young navigator is not fair to him!

Once back at the site we set about getting the BBQ ready and got out some games for the younger members of the area to amuse them selves with. 4kg of onions and a lot of salad later we were ready and the BBQ was lit, it was not long before the smells of the cooking onions and the many sausages and burgers got everyone around and we had a pleasant evening of munching and slurping our way through 60 sausages, burgers and plenty of drink. After a washing up session we joined the rest of the people in the pub for a few beers before retiring to bed only to be disturbed by a group of local youngsters who were having an 18th birthday party at the function room the pub has. The music was not too loud but the roaring up and down the drive in their Saxo's and other boy racer cars was not appreciated. I am telling this second hand as I slept through it all!

Sunday was yet another glorious day and we soon had breakfast on the go, I was cooking sausages and bacon on the BBQ while Ellie did fried eggs in the caravan and Tony and Katherine were on toast and beans duty in the awning. Some how it all





LINCOLNSHIRE . . . MANCHESTER

● LINCOLNSHIRE Cont

came together and everyone got a breakfast and enjoyed it. Yet another marathon washing up session and we were ready for the prize giving and raffle. Phil had devised a devious quiz for the Saturday evening which was based around identifying car maker's logos, I had had a go when I was falling asleep in the caravan on Sat evening, I did not do too well but at least I got most of the ones I did correct. Phil took great pleasure in being able to use the immortal line "to the victor the spoils" as the winner was Victor Thompson. The people's choice was a close run thing as before we had the last vote we had three cars each on three votes, and it looked like at one point that Alan could get the prize for the second year running but with a different car! However the deserving winner after the final vote was cast was the Saffron Vitesse UXC858J belonging to Adrian, well done. In joint second place it was Phil's Herald 13/60 and Alan's MKIV Spit. The prize was a £25 TSSC shop voucher that our area won in the draw earlier in the year.

I would like to take this opportunity to thank everyone for coming and I hope you enjoyed it and our new venue, also to Ellie for helping me and everyone else from the Lincs area who chipped in.

Well we are off on our hols in the caravan for a few days and look forward to defending our trophy in the Derwent valley Bowl in a couple of weeks, though I somehow think Ellie does not want us to win it again for some reason?

Till next month,

Garth

● MANCHESTER Tel. 01524 791607 www.tssc.org.uk/manchester

Plenty to talk about on the event front again this month starting with the A6 run organised by the 'Thames Valley Vintage Classic Car Club'. This years Charity event was held in the memory of Bob Lester who was sadly killed last June in his classic car

We ascended on The Science and Technology Museum on Sunday morning in beautiful sunshine tops down (yes you heard right) Tracy, Ben, Neil and Chris managed to dress up in 60s hippie style, long hair, head bands, beads and hairy chests (cept Tracy didn't have the Hairy chest)! And I must admit it was late in the afternoon till I realised they were actually Manchester Area members.

The route took us to Macclesfield town Hall where the Lord Mayor judged our cars, well those Triumphs that weren't banished to the side streets? Then through

beautiful Tatton Park, onto The Children's Adventure Farm which was Bobs favourite charity. Classic and Vintage Vehicles stood side by side in the warm sunshine they looked fantastic. The day finished with a BBQ and charity auction. Congratulations to Ben for taking the Lord Mayors Trophy for his Vitesse (original & un-restored). A big Thank You to Bernice and Peter for another well organised event we know how much hard work and effort goes into this event every year.

The last Tatton Park of the year was spent huddled up under the gazebo trying to stay dry! Friday the sun shone while we set up camp a big thanks to Frank 2 for cutting the grass on the stand (9 times before it was anywhere near short). Friday night saw us all huddled in the Scabby Duck trying to keep warm, the only reason we drink alcohol on these events is to keep warm!! and after a few Southern Comforts, Bacardi's and lager the older members, Frank and Les turn into 'Saga louts' and the younger ones like the Gary's, Paul, Kes, Pete, Janet, Steve and me best bog buddy Nic are just louts, and me!

Well I just try to keep everyone in order!!

We were allocated a stand of our own, as too many times in the past our stand has been so overcrowded there has been little room for the public to walk around and members are unable to park their Triumphs, we were planning to display the Le Mans theme but the wet weather put paid to that. Most of us spent the weekend walking around the auto jumble and stalls searching for those elusive parts.

Sunday seen more of the same weather wise though Frank, Pete and me escaped to the football leaving Janet all on her own ahhh! And everyone else still huddled up under the gazebo trying to stay dry.

Two fantastic things came good out of Sunday 19th August, Congratulations to Les for winning yet another trophy for Rosie (Vitesse) you certainly deserve it!!

And City stuck it up the Red *****! Kes captures the events of the weekend in her now famous Odes

Ode to Last Tatton 2007

Another wet weekend at Tatton Park
Saw Manchester Area still making
their mark

We pitched out tents, opened the
Scabby Duck
Perhaps the sun will shine if we've
any luck.

As is the norm Pip soon got hammered
With Southern Comfort she stumbled
and stammered

And it didn't end there, much more
can be said

When in the wee small hours she
fell out of bed.

She hit the deck and sighed with relief

But found to her horror she'd
misplaced her teeth

As she groped in the dark, hope
Frank didn't mind

As the naughty nashers prodded
him from behind.

And thinking of wedgies, we've a
match made in heaven

With Little Gary sporting his new TR7
But our other Gary did find to his cost

That the seats can be tricky when your
balance is lost.

Now Pip's 'Mobile Buddy' is a
cute little duck

Who escaped from its handset, t
'was lost in the muck

Pips search for her buddy left
her feeling quite blue

Till it popped out of her knickers
when she went to the loo.

But when Pete approached another Club
They turned up their noses,
his PI did snub!

The '2000 Register' therefore gets
a quick mention

As keeping Triumphs on the road i
s surely everyone's intention.

On Sunday Man City played
the Derby game

Whooped Man Utd, oh dear
what a shame

But as least we can say the
blues game was divine

As back at the camp the sun
never did shine.

Kerry

On a more serious note I was rather dismayed at the attitude of a certain register, Janet is the proud owner of a 2500 PI. Saloon that was literally a barn find complete with chickens, the interior was immaculate, but the engine and gearbox was caput and after months of hard work replacing these vital components and Les showing Pete how to weld, the PI. (Oscar) is now on the road and she looks gorgeous, cept one small problem the alternator is not charging sufficient when running with lights.

Pete and Janet have tried everything So they went to seek advice and disappointingly were met with remarks like "that's not original" and "that's not worth much money" Surely the priority is to keep our Triumphs on the road for everyone to enjoy and the classic movement alive. I just hope when members of the public approach our club for help and advice they will always find us helpful and friendly.

The area meeting on Tuesday was very lively, nice to see Ian Bishop, Edd, and Richard and it was good to see so many Triumphs on the car park. There were 29 members packed into our room and although it was a bit squashed we still managed to have a good meeting. We are planning to hold one or two Sunday get-togethers during the winter months so we can keep in touch Gary and Jenny have volunteered to plan routes around their particular areas complete with Sunday lunch. We have also started planning for next years events, like a weekend in York after Easter, 4/6th April which Frank and I will be organising. Paul and Les will be organising Silverstone last week in July and Pete and Janet will be organising a week in Scotland near the end of August. Don't forget Stafford International is in August next year and I am hoping to get your usual enthusiastic help and support. Our first ever camping and BBQ weekend will have taken place in September a full report will follow. Please can you bring your £25 payments to Janet for the Xmas Doo at the next meeting? And finally Congratulations to Kerry and Paul on their

NEWBURY . . . NORFOLK



wedding Saturday 29th September a full report coming up in next month's edition of the area news.

Dates to remember in October

Area Meet **Tuesday 2nd October**

Rope & Anchor 8ish

Sunday Lunch **Sunday 21st October**

Cat & Fiddle with Nott's Area

Pip & Frank

● NEWBURY Tel. 01635 868640 dave.rumens@btinternet.com mary.rumens@btinternet.com

A busy month for us. The Newbury classic car show brought out all the cars from the area and we displayed a wide range of cars. We had not been allocated a pitch next to the TR Register this year, so the Triumphs were spread out through the show. Malcolm has to have the prize for dedication (but there isn't one, sorry) as he bought the GT6 and then walked back home 3 miles and bought the Spit. Of course at the end of the day he had to take the Spit home and then walk 3 miles back again to get the GT6. Well done. The weather was kindish with only a few spots of rain in the morning and lots of people seemed to win prizes on the tombola stall.

The next weekend was our mystery picnic to the Crofton Beam Engine. Although it was not a steam weekend it was very interesting and we had a personal introduction to the site. We had hoped to sit outside on the grassy bank and have our picnic and then walk along the canal or take a longer trek to the windmill. Unfortunately the weather had other ideas and didn't stop raining at all. So we had to return to the cars for our picnic and as it was still pouring down after we had eaten, it was time to go home.

We had a very good turnout at our end of month meeting, 21 people came and we made quite a bit for the raffle. Many thanks to Josie, Alastair and Sarah who have recently donated prizes. Nice to see Oli again who is looking for a hardtop for a Mk3 Spit.

Four Newbury cars went down to Broadlands to join Suzie's stand on Bank Holiday Sunday and we all made it there without a hitch, but as there was a very long queue at the entrance temperature gauges rose and Roy had to pull over on the approach road to cool down. Half an hour later all was well and he joined us on the stand. There didn't seem so many cars there this year, but the weather was kind and everyone stopped to watch the Lancaster drone over for a few passes during the afternoon. Bought a few interesting items, but again, there didn't seem to be quite so many stalls. The trip home started well but just before Stockbridge we noticed that Sean and Roy were not with us. Alastair waited in a layby and Dave and I went back to see what had happened. Major knocks from Sean's engine, so only one thing for it - recovery truck. Having been assured that help would arrive within the hour, Roy and Helena and ourselves continued on to catch up with Alastair. We wondered what would happen next as last year 2 cars also had problems on the way

home which, fortunately, were soon remedied. Still, Sean has found the problem: big end bolt at bottom of sump, but crank looks ok.

Our mystery **Sunday** lunch is booked for **14th October**. By the time you read this it will probably be fully booked as there is an upper limit on numbers. We will leave the Frank Hutchings Hall in Thatcham, where we met last year, at 11 a.m. and the venue is within a 15 mile radius. We will be going via the scenic route, so please fill up with petrol before we leave!!! Texaco garage on the A4 nearby.

The Area Committee is now convened (Mary, Sarah, Sean and Alastair) and will be meeting at 7.30 on **Thursday 4th October** at Sarah's house. By sharing some of the workload we hope to be able to draw up a comprehensive calendar of events. Sarah has kindly offered to source and buy a pop-up gazebo which we will pay for from our club funds.

Don't worry there will still be plenty for Christmas presents!

Don't forget that the theme for the Christmas meal on **12th December** (if you want to) is to represent the year of your car. Most people have more than one car so choose the easiest one! Assuming that all those who came last year want to come again we have already reached our max 30. If you have not already let me know if you are coming please do so asap as I need to pay the non-returnable deposit (£5 per head) on the **10th October**. Thanks.

Next meetings:

Wednesdays 10th and 24th October
at the Spotted Dog starting about
7.30pm
Events

14th October Mystery Sunday lunch
12th December Christmas meal
(normal club night)

Keep 'em flying.

Mary and Dave R.

● NORFOLK Tel. 01493 728764

First of all let me apologise for forgetting the news letter for the September Courier. I have no excuse other than extreme forgetfulness so will promise to try harder in the future.

The August meeting was well attended in spite of a number of members being on holiday. There was quite a bit of discussion about the M.O.T. and we were trying to finalise as much as we could. We then had a quiz and, in the absence of any "prizes," there was a great deal of speculation about what prize would have been enjoyable given that members were not allowed to do the quiz with their respective partners. Given the amount of hilarity it appears that everyone enjoyed themselves, and the quiz!! We had the usual raffle and, as many members donated their winnings, Mandy ended up going home with an armful of prizes for the various stalls at the MOT. Many thanks to whoever provided the prizes, I believe it was John and Ann but as my memory is not as it used to be please accept my sincere apologies if I have made a mistake.

Thanks to David for arranging a number

of shows which were attended by members in varying numbers. We had a good turn out for the Worstad Village Festival which has, over the years, become a well supported outing.

Once again it was an excellent day and the weather was very good to us, making it even more enjoyable.

Next came the Lowestoft Classic Car weekend which started with a 30 mile run through sunny Suffolk finishing at Pontins Holiday Camp for the static car display. Congratulations to John and Brenda, who received the runner-up trophy in their class. Very well deserved and it looks as if they may have to extend their mantel piece in the near future. A few of us took advantage of the special deal arranged by the Lowestoft club with Pontins, that for £25.00 per head we could have an over night chalet, dinner, breakfast and use of all the facilities. Whilst the entertainment during the evening left a lot to be desired, and the evening meal may have been more enjoyable had they not run out of several choices of food, it was nice to be able to get together with friends and have a few drinks during the evening and we all tucked into a good breakfast the following morning.

The Police Gala was next and a good turn out was expected, however, due to the chaos on arrival at the showground we lost a number of members to other Triumph sites. Most of us were very disappointed with what seemed to be a distinct lack of organisation which prevented people from getting to their allocated stands. For the first time ever we had to queue from the A47, other people who arrived later had even longer queues to contend with. Of course there is never a policeman about when you need one!!!! Having said all that the large group of us who did all manage to find our way, somehow, to the club stand had a very enjoyable day and met up again with several friends during the course of the day.

Our September meeting was inevitably taken up almost entirely with MOT business and discussion. Given that practically all regular club members volunteered their time to assist over the weekend there was a great deal of organisational details to be finalised. I must, at this stage, say a huge thank you not only to the MOT committee members but to everyone who helped with the event this year - your support has been greatly appreciated. As usual we had a raffle and thanks go to David and Peggy for the provision of the prizes. Mandy agreed to do the raffle for the **October** meeting. The rest of the evening was spent by way of a general noddin and natter.

Well, that's it for this month. Sue and I will not be at the October meeting so all the best. Will be back for the AGM in



NORFOLK Cont

November so give some thought to the post of AO and MOT co-ordinator and this will be vacant.
Best wishes

Joe and Sue

NORTH EAST

Tel. 0771 840 8159
e-mail: northeast@tssc.org.uk

Hi all, August was quite a busy month. The camping weekend was quite successful and a good time was had by all who attended. Chuffed that my 6 year old got two of the quiz questions, and they weren't about the kiddie stuff either. Many thanks to Ken for sorting the campsite, run and Saturday lunch, Joe for the quiz, Joy for the entertainment! Now I know why Ian is so quiet! The hide and seek and games with the young ones was a laugh as well.

The Burnhope rally was a fun if slightly wet and windy day out. Don't know if any of us won a prize as I left before the results and haven't had any through the post yet.

In case you're wondering the TTOTM on the last report was missing 'than walk three miles to get some more!' off the end. Well done Ken.

Cheers to Geoff for sorting the Karting out which will have been and gone now, also me for the supper run that has also been and gone.

We have booked the Travellers for our now annual dinner (Christmas Fayre) on **Sunday 2nd December** at 6pm. £17-95 per head with a £10 per person deposit to be paid before hand. There's at least 20 already, bring the money to the **October** meet please, also you'll need to choose your starter and main course before the day. Let me know. There'll be a picture board and quiz after courtesy of Joe Grundy again.

Car news, Andy's Vitesse looks clear of recent running problems, Steve O's Spit has had some extensive suspension and brake work done recently, broken back spring, dodgy front caliper, and wheel alignment. Good to know Steve's moving into Health and Safety then! Mick regaled us with his prune cheek syndrome, caused by water coming in through his Spit floors and soaking up through the seat during the BVVR.

Brians Herald needs quite a lot of work on it. Aaron is slowly accumulating the bits and pieces (and knowledge) he needs to fit the 1500 into his Herald 1200. John Oliver has got a GT6 project car, chassis and running gear done, body needs work now, anyone interested in taking it on?

Don't know really what went on at the meeting as I was late and they started without me. Probably enjoyed it more than my usual prattling on.

Not a lot else coming up in the near future.

NORFOLK . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

Keep on using your cars though, leaving them standing aint good for them, have a think about next years stuff as well, anything new to try? How about a bowling night? Another curry trip? Maybe a combined curry supper run. Somewhere else to go camping?

Keep them running on as many as you can get to fire! All the best

Mark

I've got 8 legs of venison for sale £100, is that two deer?

NORTHANTS

Tel. 01604 820231

Well, firstly my apologies for lack of write up last month but really could not think of anything to put so didn't bother. I attended the clubs 30th anniversary with family in tow, excellent spread put on by the club, and big thanks to Trudi for having a can of Carlsberg tucked away for me.

Pat and John attended Lincolns camping weekend at there new venue, but we couldn't make it; it's the first one I have missed. Hope it was good.

Have sent my money to Norfolk area for the mot, and hopefully it will have been dry and warm, will follow up next month. We are travelling up early on **Friday** so hopefully we will get a good attendance from our area.

Hopefully we will be able to confirm **Christmas** party next month and get the ball rolling.

Yet another month and am running out of steam again, my enthusiasm is waning and my interest disappearing. So I think that in **December** the A.O position for northants is up for grabs. I think we need someone to take on the role with the amount of enthusiasm that I had, and the ability to motivate that I haven't. It's been a fun two years but I think that it is time someone else took over.

Don't worry, Clare, I will still be up for bouncy castles next year.....

Wednesday meeting was a bit low on numbers although there was three new members turned up from Milton Keynes (Luton overspill!!!!!!) Good to see them and hope they join us again, as it would be two six's and a TR6 to the fold.

John was feeling a little "deflated" upon his late arrival, but this was probably due to his hot air balloon experience, I wonder if it was self powering (he-he)

Christmas party has been finalised in absence of regulars due to impending closure of dates, so am trying to get us into Overstone club for **Sat 1st December**, cost to be advised.

That's it
Next one **Halloween**.

Jonathan

August 19 saw our first car rally of the year. Six cars only, never mind! Chris and Jane came first with Adam and Karen second. I think all enjoyed it. We finished up at the Tolemache Arms which did NOT do baguettes and sannyns as informed but did do meals that were a little too expensive even for our pallets! Thanks for coming you regulars, it makes the work worth it. Friday, August 31 saw Oakley loaded up with all essentials for weekend, cider, Old Tom etc and a few camping items. Arrived at Rutland Arms just before dark, tent up, open bottle, socialise in semi dark and then off to pub. Bit windy but dry.

Saturday morning, fried breakfast and

socialise and chat about cars etc, competitions handed out (only plus 180 IQ to compete please) and the convoy gathered for a run to Rutland Water. Pat and myself had determined to go to the Bubble Car Museum (a promise made 4 years previously) mainly to see Monty Woodpigg's (a hedgehog, but you all knew that!) Messerschmidt 1751 A fascinating museum for those who remember these compact and economical cars of the 50s and 60s. A good afternoon out. Back to the camp site and Elie and Garth laid on a very good spread with sausages, burgers, all the salads and to top it all, NO TICKETS REQUIRED! Well done both. The youngsters were playing ball games etc on the very flat field, ideal for tents. Over to the pub for a couple of pints and watch the local retards fighting, Pat (Richards wife) put them all to shame (and flight), good on ya Pat. Sunday the results of the competition, I won a prize. for being last, never mind, a good selection of prizes Garth, much clapping and thanks to all who organised a very enjoyable weekend marred only by the pub letting Elie and Garth down on breakfasts which they did themselves, well done again. Pat and myself stayed till about 3 and took the switchback home via Melton Mowbray, Oakham, Corby etc, try it sometime, The Big Dipper!

John Fairney.

NORTHERN IRELAND

Tel. 028 2564 2770
northernireland@tssc.org.uk

Well what a wonderful summer we've had with all the rain falling everywhere. Thankfully it hasn't dampened the enthusiasm of the club members here in Northern Ireland. Despite the weather we've had very good turnouts throughout the year with a slight blip in mid August on our "Round the Lough" run that was in the middle of the holiday season. The run itself was very good although I do remember seeing a lot of Lurgan at the beginning to such an extent I thought that we were searching for "Willie the Greek" when we arrived in Moira. The lunch stop was at Peatlands Park which was a well chosen setting by Paul although it did have its problems for me.

I do remember Heather telling me before we left home that two rounds of sandwiches were for me and she was just having one. Of course I didn't realise that they were of different fillings - she hates Branston pickle - and it was only when I had eaten my "allocated" amount that I discovered that the round that was left was - yes you've guessed it - Branston pickle.

Thankfully the rest of the run round Lough Neagh was uneventful as we enjoyed the roads and scenery as we followed Paul and Jacqui to our afternoon stop for a BBQ at Randalstown forest park. Here we were joined by the "Raine" family in more ways than one as I tried to make up for my earlier mistake by cooking the food while Heather rested under her umbrella. Just before we left that morning we had it confirmed that the Kilbroney Show on Sat 1st September was cancelled due to the weather. I must say that we were all disappointed considering all the plans that we had made for our stand at the show. I hope we have better luck next year

PETERBOROUGH . . . SALISBURY

as the dates were changed in the hope of getting better weather.

After a quick chat it was agreed that we should have a run in the Sperrins and South Derry area, in lieu, meeting at the Elk Inn. I wasn't too sure how the run would turn out in view of the late notice and the distance some people would have to travel just to get to the starting point. I should have known better. Seventeen cars turned up, all of them Triumphs, in various colours, condition and models. We welcomed a number of new faces and members as we waited in the car park for all to arrive, Richard being joined by Sarah, from Troon in Scotland, a work colleague of Paul. Just as we were about to leave Ernie and Valerie arrived and so we all joined them on their extended honeymoon. Harry took photographs of each vehicle along with their occupants. No doubt there will be some sights when they are printed. The first part of the run took us along the back roads to Maghera before turning right for the main road to Garvagh as we travelled through places some of us had only heard of before. We nearly ended up as part of the local vintage rally in Garvagh as we took to the hills travelling towards Dungiven. At the top we had a beautiful view of Lough Foyle as we descended towards Dungiven where we had some difficulty making the right turn towards Feeny and Claudy. Our lunch stop was at the local Fillin' Station where we were joined by two of the local cars from the Maiden City driven by Drew and Tim. Both cars were in excellent condition but that didn't stop us giving our free advice on what we thought of them - the cars that is. I suppose when any restaurant has over thirty people arriving at once for lunch on a Saturday afternoon there is always some delay. Well the Fillin' Station at Claudy is no different when all the hungry occupants of seventeen Triumphs arrive and are then seated. I nearly felt a pity for Ernie when he attempted to jump the queue in his quest to get his meal before the rest of us at the table. A Chicken Maryland was on offer but as Ernie found out, "politely", by the young girl serving us "you will have to wait your turn I'm serving this table first". Being on honeymoon doesn't wash in Claudy although we did get a large pot of tea and plenty of hot water to keep us going until the meal arrived. I must say that it was worth the wait judging by the comments of everyone afterwards. I did overhear Barbara say that it was the best gammon that she had had. I hope Frank that you weren't using it as her 65th birthday treat - oh sorry - was I not to mention that. After lunch we drove to Park and then along a very narrow road over the Sperrins to, would you believe, the village of Sperrin nestling in the Glenally valley between Plumbridge and Draperstown. I must say the view from the top of the hill was a sight to behold - we even had sunshine at the time. To be fair the weather was fairly good during the whole run. After driving along the valley we arrived in the Draperstown and surrounding area. There appeared to be a traffic problem as all the streets had speed humps to slow us down. After another few miles we arrived in Tobmore where we turned towards Maghera completing our run and finishing in the Park and Ride car park beside the main road between Londonderry and Belfast. Further discussions took place

among a number of members although I did notice that John G was taking a particular interest in the "rubbish" that was lying about the car park - must have something to do with the name. Well I must finish now as I'm running out of time. Its late Sat night and I leave on Mon for a two week cruise in the Greek Islands and Crimea. By the time you read this I will have returned, the Castleward run will be over - with or without music - but you will still have time to make your arrangements to attend the latest Glens Run on **Sat 13th October** - meeting at the Pavilion Restaurant, Galgorm at 1 pm for a 1.30pm start.

Just noticed that in a previous notice I gave an incorrect early morning start. My fault - again. Don't forget the meal afterwards and then to a local house for tea and coffee. Just a reminder that means that you don't need to have tea or coffee AT THE RESTAURANT. Then two weeks later we have the Mournes Meander Mystery Tour on **Sat 27th October** meeting at The Square, Comber at 10.30 am for an 11 start. Try and make contact with those who have been missing for a time and let's see if we can have the same numbers again, or more, at these runs.

Be on time ye all.

Douglas.

PETERBOROUGH

Tel. 01778 560507/01780470358

I know it is a pre-occupation of the British to talk about the weather but you have to agree this has been one of the wettest summers (if not the wettest) in living memory and it has had disastrous repercussions for many of this summer's car shows - you have to feel for the hard working organisers.

It isn't that good for our cars either as I have recently discovered. Following a thunderous deluge at the Kimbolton Sporting Bears Show at the end of July I got the car home and into the garage. Holidays coupled with poor weather did mean I didn't then use it for about 3 weeks - and this was long enough to discover that mould had started growing on my damp carpet mats!

Fortunately they are rubber backed and so nothing got through to the relatively new carpet underneath. Please remember though, if you do get caught in wet weather our cars are not 100% water proof and they will need drying out as soon as possible when you get home!

All that said, I'm pleased to report that the end of August, and September to-date, have been largely fine and things have been looking up. Our members have certainly been out and about in their Triumphs and I have heard good reports about the Goodwood Revival, the Lincolnshire area camping weekend (apart from the bar room brawl!!!) and the Stamford Classic Car Show.

This coming weekend (16th Sept) sees our area's re-scheduled 'Cromer Crab Run' so we hope the weather stays fine for this. I'll report in detail in the October Area News, as well as on the Duxford All Triumph Day - which will pretty well close the show season for us here in the Peterborough Area.

I'm pleased to say that the weather also stayed fine for our September monthly meeting and this resulted in another very

strong turnout. On the way to the meeting I was filling up with petrol when a TR7 pulled alongside 'just to have a look' at my Vitesse. 5 minutes later I met the same TR7 and driver Wayne at the Bertie Arms. He had spotted the Triumphs in the car park and stopped off on spec. for a chat. Wayne - now you know where we meet we hope to see you again.

Another new Triumph in our area has been acquired by Brian Lawson, one of our regulars. He only has plans to show at the moment but I look forward in the not too distant future to seeing Brian's 1961 Herald saloon-ish in the flesh. I say saloon-ish because this car has had most of the roof cut out and replaced with a tarpaulin style cover - making it a strange half house between a saloon and convertible. The rest of the car certainly looks nice and solid and I'm sure Brian will soon have it looking and running magnificent.

That's about it for another month. If you are a Triumph enthusiast in or around the Peterborough area and you fancy a beer, natter and onion ring, do come along to the Bertie Arms, Uffington near Stamford. **Monday 8th October** from around 8pm is our next meet and we really would like to see you there!! Cheers

Paul

SALISBURY

Tel. 01722 421427
e-mail: adam@broadreachcomms.co.uk

It was great to see ten people turn up at The Greyhound in Wilton last month and chew-the-cud about all things Triumph and motoring in general and bearing in mind we are still a fledgling area it was even more pleasing to see all the cheery faces.

However, we have decided to change pub venues for the September meeting and beyond and meet at **The Swan Public House** which is in Stoford on the A36 leading in (or out) of Salisbury, depending on how you look at it!

The Swan has a large car park opposite and is a friendly pub with good beer and so should serve our purposes very well - if there is a mass revolution and no one decides to turn up or moans endlessly about the venue, then we can easily revert back to The Greyhound at a later date - so please don't panic - let's give it a try!

I had a very enjoyable outing with the family to Gurston Down Hillclimb on Sunday to watch the final round of the Gurston Championship and their Top Ten Challenge which was very enjoyable - there's always good viewing spots at Gurston and it's one of the few motorsport venues that I know of where you can actually hear the PA system and the commentator speaking.

A bunch of us are off to Castle Coombe Circuit on Saturday 15th Sept to see a round of the TR Register / TSSC





SALISBURY Cont

Championship, along with a load of other MG, FF1600 and various other classic car racing bits and pieces, so fingers crossed that this Indian-ish summer stays over until then at least.

JUST TO REMIND YOU ONCE AGAIN - IT'S THE SWAN AT STOFORD ON THE A36 ON TUESDAY 18TH SEPTEMBER FROM 7.30PM AND THEREAFTER ON EACH 3RD TUESDAY OF THE MONTH - AND NOT THE GREYHOUND!

Adam

SOMERSET

somersetareameet@tiscali.co.uk
Tel. 01275 340336

STOP PRESS.....Wingnut has managed to loosen his much debated nuts and bolts since the last meeting and the seized Diff was removed and replaced with an alternative one!! For those who are interested, he managed to rotate the old diff and get to the aforementioned nuts after a long technical debate and the largest, heaviest hammer was brought into play. Wingnut and I then couldn't resist and dismantled his old diff to find the problem.....place your bets - It was the front pinion bearing had got hot, disintegrated and the bits mashed into the crown wheel teeth causing it to lock solid.

One diff in the bin - or so I thought. Pete and Carl then turned up, I mentioned it to them and they went into the bin, fished it out and had a look as well!!!

Talking of Carl, September was his first meeting, along with his partner Charlotte and there smart looking white Spit 1500. Also newcomers Paul and Shelly who turned up in a MKIV Spit. Having had a chat with Paul, those who like modified motors, may be interested in his mates Spit which hopefully will also turn up soon. A welcome to the four of you and I hope you will come along again. Finally welcome to Max, who was dragged along kicking and screaming, and managed not to look to bored! (he's 12)

For the first time, I managed to get into the car park and have a look at the 11 Triumphs that had turned up, even though it was dark - I was rather taken by Rods 948 Convertible and I found myself wishing I hadn't sold mine - oops, my much loved wife's 948.

The breakdown mantle was unclaimed this month, although I have a radiator leak on my Spitfire and Rich has Clutch Cylinder issues, but both cars are/were still running so we sort of qualify I assume?

We went to the Lions show in Weston with a club stand and it was really hot, and a good turn out of cars and members, so thanks to those who went and helped make it a bit of fun. The local press went along as well, and the photographer took a photo

SALISBURY . . . SOMERSET SOUTHERN . . . SUFFOLK

of our very own Derek Giles, sat in the boot of his Herald drinking tea!!! To date, I haven't seen it in the paper though.

Also the christmas meal is being organised by Ann Kinsella, and will be at the Crown on **December 10th** instead of the meeting. Menus have been E-mailed out - if you want one and haven't got one let me know. Menu numbers, meal choice and £10 p/p deposit by 8th October please. Cost £16.95 for 3 course.

Next event is RNLI 23rd Sept and we have several cars going. So should be a good 'un.

Next meeting **October 8th**
7.30 for 8pm start.

November meeting is cancelled.
Restoration Show Shepton Mallet 3rd and 4th November - Avon Organising.
December 8th Christmas Meal.

Contact me

somersetareameet@tiscali.co.uk

In the words of our photographic 13/60 register man - Cheers for now.

Phil

SOUTHERN

Tel. 01672 514 241

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

The August roaming meet at the Pub with no name brought out a wide variety of Triumphs including Steve smart mimosa GT6, carrying Mark S who was recovering from a recent knee operation.

Those members who attended the Goodwood Revival Meeting at the end of August enjoyed their day with some sneaking in as potential racers or exhibitors.

The Hampshire Pageant of motoring at Broadlands, Romsey again brought out a variety of Triumphs ranging from Guys Standard Teignmouth, several Herolds, Vitesse, Pauls TR5 and Alistairs GT6, with the weather being kind to all those who attended.

Guy and Suzie and Paul and Jane attended the Custom, Classic car and Motorbike show, at Thruxton race circuit near Andover.

The September regular meet was once more back at The George and Falcon after last month's temporary closure. The meeting was well attended by members and their Triumphs, with Pauls TR5, Mark D TR6, Guy and Suzies TR7, Alan and Wendys Vitesse and Neil and Shona, Geoff and Ritchie in Spitfires.

Ritchie reported that his Spitfire was still cutting out despite many attempts to fix the fuel problem, but Geoff had fixed his broken gear change, and brought it along to show us.

The prize draw winners for September were Suzie, Trevor and Mark D.

We always welcome new members/enthusiasts at any meet, or perhaps some who have not been able to attend for a while, with or without their Triumph. Any member wishing to find out more can visit our Yahoo group at

http://groups.yahoo.com/group/TriumphSouth/

October Events:

2nd October: Regular meeting, The George and Falcon at Warnford on the A32.

6th/7th October: London Classic Motor Show, Alexandra Palace (Greenwoods)

7th October: Southern Classics Autumn

Show, Ricardos Shoreham.

20th/21st October:

Malvern Classic Car Show,

21st October: Roaming Sunday lunch

Seven Stars at Stroud,

near Petersfield, GU32 3PG

28th October: Restoration Show,

Stoneleigh, near Coventry

4th November: London to Brighton

Veteran Car Run

6th November: Regular meeting at 'The George and Falcon', Warnford on the A32

Mark

SUFFOLK

Tel. 01206 250360

Suffolk@tssc.org.uk

The Magpie seems to be busier recently as the carpark was fairly full - not with TSSC members but with other patrons of the pub. However we added to the numbers and it was good to see Ian's Mayflower there again. Still a few things to do to it, but it's looking good. By now, Chris's Herald convertible should have been spayed and baked in the oven. He now has 7 months to complete the car before a certain birthday when the car has to be ready. Watch this space (no pressure Chris). There was a good discussion about seats - their split covers, crumbling foam, you know the picture. It was rumoured that although Newton Commercial make much of the foams and covers for Triumph seats (and many other marques), that it can be cheaper to buy them from other suppliers than direct from Newton. Don't know if this is true or not; I bought my seat foams from Newton and was very good service.

As I write this Colin should be somewhere in Europe in his Spitfire doing the 10 Countries Run organised by Club Triumph. According to the latest SMS messages they got lost in Rheims, have bathed in EP90, bought a new battery and are continuing with the roof down despite needing to bail out the car. (Mind you, I seem to remember that if Colin put up the hood it would not stop much rain getting in). I guess we will be able to quiz him about it all at the next meeting.

Arrangements for the Le Mans Classic (11th, 12th, 13th July 2008) is progressing. Currently discussions are taking place about the price of the campsite - issues over the price increase and the addition of VAT. However no doubt this will be sorted. As it doesn't clash with Stafford this time there should be even more Triumphs attending. Apparently over 40 people have already registered an interest to attend - see you there.

Finally, Colin apparently knows of 2 Bonds and a PI saloon for sale - give him a call if you have an interest.

The next meeting dates are: **Tuesday 2nd October Tuesday 6th November Tuesday 4th December.** See you at the Magpie, 8:00 on **Tuesday 2nd October.**

Peter

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 10th Month please

SUSSEX . . . THAMES

SUSSEX

Tel. 01323 842870

The weather was nice enough for me to drive to the September meeting with the roof down. The evenings are getting quite cool now so the trip home at the end of the evening was initially a bit shivery.

Vic, Pete, Dave Russell and a newcomer, Tim, were already there when I arrived. Tim had brought along his 1960 Herald; a proper one lady owner, low mileage, near-as-damn-it original gem in lovely condition. Chatting to Tim I found out he also has a Volvo Amazon as his everyday car on a huge mileage and one of the last proper Mini Coopers. He is also heavily involved with the Hellingly Festival of Transport. I bumped into Clive at the Festival of Transport on the Saturday and he had floated the idea then of maybe attending next year for the weekend so that's one to consider.

Dave was along on his Harley Davidson this month, his Spitfire having failed it's MOT I believe. Ian joined us later and he was planning on fitting the engine in his GT6 the weekend after the meeting with assistance from Pete. Phil Bedford was another new face in a freshly rebuilt MkIV Spitfire following an accident that his son had. I didn't actually work out if the car was Phil's or his sons but hopefully we'll see you again.

The work on the Spitfire was done by Jentree and the car looked very nice.

I had a message left by a Mr Reed asking for recommendations for someone to carry out a restoration. Unfortunately, the number I have doesn't work so I haven't been able to return your call. However, Jentree are the only people who I have personal experience of. They resprayed my Spitfire back in 2001 and I've now seen their more recent work on this other Spitfire which all seems good. Jentree's number is 01323 767354 and they are located in Westham just north of Eastbourne. They have a website at www.jentreeclassiccars.co.uk.

Martin came along in his Spitfire which had also had a run recently all the way to Poole in Dorset! He was wielding details of a Phantom Grip limited slip diff conversion kit. It's available for the club-car diff's so perhaps Martin is hoping to tame the rampant torque of his 6 cylinder. Hopefully his Spitfire's performance hasn't been shaded to much by a quick trip in Colin's Noble. John was also along again in his TR6 which is apparently running much smoother than before having had an electronic ignition module replaced. It certainly sounded smoother when he arrived.

Peter, Maria and Chris arrived late-on but I didn't get chance to find out any news from them as I was stuck the other side of the big table.

I mentioned in the last news that Christmas will be upon us before we know it. Keeping things simple and having the meal at the Green Man was put to me and several people seemed keen on this idea. I've looked at the menu on their website and it looks good so I'll probably go with that. The date will be **Saturday 8th or 15th December.** We'll firm-up the details at the **October** meeting.

In light of my plans to sell my club cars I will be standing-down as AO so we'll be

looking for a new leader. No-one ever seems keen to take on the role so anyone with the inclination don't be shy putting yourself forward.

The next meeting will be **Tuesday 2nd October.**

Neil

THAMES

Tel. 0777 362 3807

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

Hello All. Well with the better weather and the return of summer (briefly anyhow) we are still keeping busy with the odd car shows and other events. My Vitesse has had a lot of work done on it getting it ready for its MoT, new trunnions, a steering rack, top swivel joint and I've finally got around to renewing the tired bolts on the roto-flexes (hopefully no more snapped ones to deal with for a while). I've also brought another Triumph.. an Acclaim to keep Daisy company (Julie's Acclaim), another MoT that needs sorting out very soon. Daisy's Insurance was due to be renewed with Footman James but the quote was so sky high that Julie had to shop around. She got one for a third of the price, with Lancaster Insurance, so do check yours before you renew. Back to the monthly stuff, Mike H has been busy writing some reports 4th/5th Aug Linfield Show at Blindley Heath. This was the weekend when summer appeared to have arrived. Sunday particularly was the hottest day of 2007 to date. Accordingly there was a very large turn out at the Linfield show. This is very similar to Ardingly and some familiar vehicles and faces could be seen. I arrived early on Saturday to be greeted by George B and Chris of Thames area TSSC already in residence from Friday night. We appeared to be the only representatives of TSSC but George B had friends in the Club Triumph so we were made very welcome and invited to join them in their gazebo.

The ground was packed with vehicles, mainly cars but also the steam traction engines, fire service vehicles, military vehicles, motor bikes etc. A fair ground also provided entertainment, plus auto jumble and of course the all important refreshments and beer tent! A cider stall dispensed powerful Chiddingfold cider. Various classes of vehicles were displayed in the parade ring throughout, interspersed with falconry and other events. Saturday evening was just perfect - the sky was cloudless, the stars shone, and a (loud) group played in the beer tent. The customised vans put on a light show to keep us entertained. Highlight of the evening was the late night cheese and wine session with George, Chris, and Henry TR regiser.

Sunday dawned bright and very sunny, temperature rising to levels which made the Club Triumph gazebo even more inviting. Making regular forays to the displays I noticed that among the interesting special vehicles were a two tone blue Midge that looked identical to that featured last year in the Courier (but I think it must be another example as it is a different registration.) and a Moss Malvern. A white TR4 for sale, in need of some restoration, appeared in different locations throughout the weekend but I was not tempted. I



noticed two contrasting Mayflowers - one a familiar vehicle in the shows, nicely restored in traditional maroon and black, and another in an unusual if rather sudden blue and white. Other unusual vehicles included a 1919 Harrods electric delivery van and a number of GPO vans and trucks. There was also a large display from a Chrysler PT cruiser club - not a vehicle I would expect to have a large following. At Uxbridge show there was another modern car display of Subaru Imprezas - now that may be a future classic. Mike H

16th Aug A lovely sunny evening at the Fox & Castle. As we walk into the pub Julie and I were greeted by Nina J back from her travels again. George N whom we've missed for the last couple of months. His GT6 has found a new home in the family (so he can still get to drive it every so often) and their Herald is waiting to hit the road soon. John & Anthea L. also put in a pleasant appearance after a long absence, their Spitfire Mk4 is still going strong, but the GT6 is still waiting for a paint job. It was so good see you all again. Regular's were George B & Mike H with tales from Lingfield (see above), Dave L & Oliver from the 2000 & 2.5 reg. Triumph's in the car park this evening were, Dave's 2.5Pi Mk2 saloon now with power assisted steering. Nina's Mk2 Spitfire, which has a bent hood frame (making it very hard to fit), we sorted it out temporarily but need to take a closer look to get it right. Mike's Herald 13/60 convertible now has no knocking noises and a happier driver. John & Anthea's Spitfire Mk4, & Daisy the Acclaim.

There was a lot to catch up on and we had a very enjoyable night.

19th Aug Cranleigh Car Show, Julie and myself made our way there in separate cars (no we had not been arguing) on this wet morning. The entry road leading into the show ground was muddy but hard standing, the field was very wet but it took the traffic well which was very reassuring. We parked up amongst other the Triumphs already there and added a third gazebo to keep the drizzle off us. As the weather improved more cars turned up throughout the morning. Although the wet weather had kept some traders away there was still a good attendance of cars, lorries, motorbikes and jumble stalls. There was musical entertainment and plenty refreshment stands as well as a beer (table top) stall.

The TSSC stand was well supported by three local areas, Surrey, Gatwick & Thames. Gatwick Area had set up their garage display. Triumphs on the stand were Six Vitesse's, Five Spitfire's, Two GT6's, Two Herald's, an Acclaim, a TR6 & 2000 estate. There were club flags and banners through out and no mistaking that we had a strong presence. Due to the wet ground car movement was kept to a minimum so no cars entered the arena, but the organisers did go around with the microphone to talk to some of the owners. As the



THAMES Cont

day went on the weather improved and we had a good time at the show, finishing it off with tea and selection of cakes before packing up and heading home. Hope to see you all there next year.

25th Aug Mike H went to Egham show here's his report

This year's Egham show had two days of perfect weather - very good fortune in view of other shows this year. Apart from one or two boggy patches there was no sign of the rain and wind experienced only a day or so earlier. Once again a varied set of attractions - a steam power area (traction engines, static and agricultural machinery), handicrafts and agricultural displays, arena events and of course the all important classic cars! Also Egham requires a not too early start: to be in position by 11am is quite relaxing for those of us living close by.

Triumphs were not well represented: again not one Spitfire on Saturday. However lots of old acquaintances were there among the Triumphs - an immaculately presented Dolomite Sprint (David H - a winner last year), a yellow Stag (Straight 6 transplant!), a nice red/white Herald coupe (last seen in Lingfield Show and a TSSC member), and an eclectic selection from Stuart C's collection. There was a very mixed albeit interesting selection of other makes. I was parked between an immaculate woody Austin A70 shooting brake and an equally immaculate Jaguar XK120 coupe, so I was glad I had at least polished my 14 previous owners Herald. As usual the Rolls and Bentley contingent put in a dignified appearance. A RR coupe, with one off bodywork, individually designed by the owner, attracted a lot of interest. I enjoyed the shows in the arena, - falcons, motor cyclists (jumping 4 cars!), dogs herding ducks, and I got to ring the bell in a classic bus and activate the siren on a police car. The refreshment tent served a good pint of Flowers IPA, the food stalls offered the usual fare, and all in all a very pleasant day. Mike H

30th Aug Julie and I are in an Acclaim, but this one does not have soft music crackling in the back ground and the doors are a different shade of metallic green from the rest of the bodywork. No Daisy has not changed, this one is mine...all mine! My latest e-bay purchase not a CD model just a HLS to get me around through out the coming winter months (hopefully). Anyway I like it and it drives well. At the Fox & Castle we are joined by George B, Dave L (2000 & 2.5 reg), Andy K and his mate Paul, Mike H, Oliver. We were then joined by an old member wishing to rejoin. Primula d'H who owns a very lovely looking Mk1 GT6. John & Anthea also turned up a little while later. So we had Five Triumph's in the car park that evening, being Dave's 2.5Pi, Mike's Herald, John's

THAMES . . . NORTH WALES SOUTH WEST WALES

Spitfire, Primula's GT6 and my Acclaim. Andy had some more bad luck as his Vauxhall Carlton was involved in an accident (& not his fault), luckily he was not in his GT6. Mike has a new used radio fitted into the Herald 13/60. Dave and Oliver visited Littlewick Show & had a great time, George found another local show in St John at Winston Churchill School, were he entered his Mk1 Vitesse. So we've had a happy & busy time of late.

Our next meetings at the Fox & Castle are in **October** on the **11th & 25th** and in **November** on the **8th & 22nd**. Come and join us for a warm welcome. Call me for further details on 07773623807 please, up coming events are:

Oct 6th/7th Ally Pally Classic Car Show
Oct 28th Stoneleigh Restoration Show
Nov 9th/11th Classic Motor Show
NEC Birmingham

Nov 29th S.Bucks, E.Berks and Thames
Bowling Competition
Best Wishes

Wickey

NORTH WALES

Tel. 01978 359263
www.triumphwales.co.uk

Events last month went well with members attending Woodvale, Oswestry and Bersham and Trencham. 4 events in one weekend made it impossible for anyone to attend all and as I was working I could make none! We had members at Tatton on both days and I went as navigator on MG Snowdon Run which was interesting but appalling weather with wind and rain most of the day however nearly 200 vehicles turned up for the 92 mile run over the mountains to a park near Caernafon.

Have to mention Derrick again as he had a couple of great photographs in recent Triumph World showing himself and the 'silver bullet'. Gather he is planning to attack his Vitesse next year, wonder if it will be as good as the 'bullet'!

Club had a good turnout at Cholmondeley Castle but understand overall turnout of Cars was low, maybe the weather turned people away.

I went down to Coventry to attend the Festival of Transport, a 2 day event, very well attended with 540 vehicles of all ages taking part. Numbers seem to increase each year. It's a very well organised event and our guest speaker on Saturday evening was ex Rally Driver Rosemary Smith, recounting her experiences driving for the Rootes team with Hillman Imps, Sunbeam Rapier and the Tiger V8. Some great moments were discussed and a love/hate relationship with Paddy Hopkirk until he left to join the BMC team.

The Classic Car Run on the Sunday covered a route of around 60 miles along back roads North of Coventry and took in a visit to MIRA, the Motor Industry Research Association Test Centre. We had a chance to travel up a test hill then onto the measured straight mile and around a banked curve before returning to the start. A speed limit of 60 m.p.h. had to be kept and strictly no photographs to be taken, but why I know not!

Looking ahead we have Llanarman-Ynall Village show on 15th September, a Bar-B-Q on 23rd and Walled Town Trail on 30th, and by the way Christmas Dinner at

Pandy on **14th December!**
Safe Motoring

Michael

STH WEST WALES

southwestwales@tssc.org.uk
Tel. 01269 594578

Sunday June 17th Swansea Festival of Transport at the Liberty Stadium was well attended and a good day out.

Twenty two members and friends turned up for the Sunday Lunch on July 15th at the Tregib Arms, Ffairfach followed by a run to Aberglasney. The day turned out well with the lunch being well up to standard and Aberglasney Gardens were up to the excellence we have always found. The new glass-covered old kitchen area was in full bloom and a delight to see.

Thanks to Joy and Barbara undertaking the organisation.

Sunday 19th August - As the Annual BBQ this year coincided with the charity event at Ina Bearings, Llanelli for the Welsh Air Ambulance it was decided that, as it was a charity event, we would make an effort to attend and still have the BBQ but the weather was dull and miserable and quite cold. We did set up and tried to enjoy but it turned out cold and windy. It was decided to retire back to Barbara and Bryan's garden and try again at it turned out well although we were down in numbers this year. Thank you to Alison for organising the food and Barbara and Bryan for being our hosts.

Saturday 25th August was a trip to the Victorian Festival at Llandrindod Wells on the Heart of Wales Line train which is now free to some OAP's holding bus passes. All three carriages on the train were full and the atmosphere was very jolly. It was a beautiful sunny day and the town was all decked out for the festival. We met Jeff and Celia who had travelled from Kidderminster Worcester Area to joined in the car show. It was well worth the trip. We caught the early train back as the children were getting tired but it was suggested we could arrange to take the train again, have a meal and catch the late train home. It would be a great day out.

Watch this space.

September club night at the Conservative Club, Pontardulais was attended by Keith and Joy, Mark and Alison, Bryan and Barbara, Dave and Vera, Marryl and Ken and Steve. Dave was feeling better following his hip operation although he had been quite ill with a chest infection after the anaesthetic. It was nice to see him back fit and well. Joy won the raffle donated by Vera. Thank you very much.

A reminder was given for The Tredegar House Show 16th September. We are all going to the Abergavenny Food Festival on the Saturday 15th - meeting at McDonald's, Neath Abbey at 9 am. Perhaps some of us will have a bacon and egg muffin!! If you wish to join us contact Alison 07896132030.

Just to let you know that Joy is again this year hosting a Macmillan Cancer Coffee Morning on Friday 28th September 2007 between 10.30am and 12.30pm.

Also for those of you who may be interested The National Botanic Gardens of Wales is holding a free day for OAP's next Wednesday 12th September. 10am to 6pm. Tel: 01558 668768

WEST MIDLANDS WIRRAL . . . WYEDEAN

Events Diary

October 2nd Club Night - The Conservative Club, Pontardulais at 8 pm
October 21st Sunday Meet TBA
November 6th Club Night - The Conservative Club, Pontardulais at 8 pm
November 18th Sunday Meet TBA
December 4th Club Night - The Conservative Club, Pontardulais at 8 pm
December 15th

Annual Christmas Dinner

That's all for this month, see you next month. If you require details of any of the above events contact

Ken.

01269 594578

WEST MIDLANDS

Tel. 07969 024999

September is here, and with the nights drawing in, our meeting at the Drakes Drum on Tuesday 3rd was held with the later part in darkness. It was pleasant however to see that with the evening being mild, everyone still wanted to stay on the forecourt of the pub, and as well as sharing a jar or two of the local brew, pass the evening talking and wandering amongst the cars. I am happy to report that we had 21 classics parked on the forecourt, ranging from the Triumph Courier Van through the Heralds and Spitfires to three Triumph Stags.

We still have people turning up at our monthly meetings who have never been before, the majority reading of our monthly meetings in the area reports in the rear of the monthly 'Courier' magazine. See folks it pays to advertise your presence. A West Midlands welcome is given to James Edge of Tividale in the Black Country who arrived in his Mk 4 Spitfire, and to Bal Singh of Oldbury turning up in his Stag. Do come again and be part of the West Midlands Triumph team.



Member of the Month

Chris Allen is our first member of the month. 52 years of age, Chris has been a fanatical collector of Triumph cars since 1974 when he obtained his first Triumph a 1200 Saloon. He even remembers the registered number of that car, YMF 439G, which he owned for between 5 - 6 years. Sadly the car is no longer with us it has gone to that large collection in the sky. (Taroni's) His next was a 13/60 Estate - TXC 55J, which has also joined the first. A member of the TSSC since 1980, Chris has also been member of Club Triumph since 1988, and with Club Triumph has completed the Road Britain Rally many times. Since his first car in 1974, Chris has owned and driven 50 Triumph cars in total and at one time owned 12. At the present moment he owns and drives a beautiful

1972 - 2000 Estate, and an even better Triumph Courier Van, which you will be able to see at the Classic Motor Show to be held at the NEC in Birmingham on the **9/10/11 November 2007**. For every day motoring he drives a Skoda (No, come on, no jokes about Skoda's. after all they are probably recycled Triumphs). Well done Chris we are proud to nominate you as the first West Midlands Member of the Month.

Cheers everyone, do not forget the AGM set for **Tuesday 6th November** and items for that agenda by our next meeting at the Drakes Drum on **Tuesday 2nd October 2007**. Enjoy September we will be soon putting those hoods up.....

Roger

WIRRAL

Tel. 0151 339 4150

Hi Everyone. There are two shows to report on this month, in mid August we attended Tatton Park, I arrived on the Saturday as did Ray & Bettine. The show itself was quite well attended considering the weather, the morning started rather overcast but dry, however by late morning the rain had arrived and didn't stop for the rest of the day. I can only guess what Sunday was like as it was still raining!

I couldn't attend Cholmondeley Castle show, but Ray informs me that it was well attended as usual, and although it did rain, it wasn't until late afternoon.

The September meeting was well attended again with about twenty five people in attendance, and about six Triumphs in the car park.

I do not have any news of the Christmas Dinner yet, but when I do I will let you know.

On Saturday 1st September I attended the TSSC 30th Anniversary celebrations at club HQ, I would just like to thank everyone at HQ for their hospitality and making it a very enjoyable afternoon, the run around the Leicestershire countryside was particularly enjoyable.

I think there may be a Sunday run in **October** sometime, once we have a firm date I'm sure Ray will let us know in next months write up. That's about it for this month. Take care.

Andy

WYEDEAN

Tel. 01531 650035 / 0782 850517

A good turnout at the August Greyhound meeting and nice to see Barry down from Bromsgrove and making it straight to the meet without any of his usual deviations:- Sat nav. doesn't seem to understand the Forest! Only a couple of items were on the agenda: Karina and I as WyeDean AO and Hugh and Sue Glossop (in his capacity as TR7/B register Sec) had been invited up to Lubenham for the Clubs' 30th birthday bash. After a lovely drive up the Foss Way in Karina's 2000 saloon, we arrived to a lovely day of drinking, food and chat with a drive out as a bonus.

Classics Monthly and Practical Classics were both in attendance although the guys from Classics monthly got much more involved, using Hugh's TR7 V8 as the camera platform (plenty quick enough to get up and down the convoy).

I expect Hugh will have more on this and the possibility of an article on his car in their magazine?

The general feeling that I came away with was that the new regime at HQ are determined to make a difference to us the ordinary members.

Things really seemed to be humming up there and the Club's future looks very bright indeed.

The re-scheduled visit to the Worcester area's September meet clashed with a number of members diaries but in the finish 4 of us made the trip.

Dave Bent picked me up in his Bond and Hugh Glossop and Barry Lane attended from the other direction (They were in the middle of fitting an extra 4 cylinders under the bonnet of Barry's TR7).

As a result of which activity, a very good Sprint engine will be looking for a new home, together with sports exhaust, bunch of bananas etc. Anyway, we were made very welcome by Mike and the crew at Worcester and had a very enjoyable meeting.

Definitely one to be repeated in the future. Oh and I now know where all the Vitesse's have gone.

Worcester! that's where.

By the time you read this our trip to 'Combe to watch the TSSC/TR racing will have come and gone, really looking forward to that one and hoping for a good support.

The Area visit on the **13th October** to Lubenham is nearly upon us, meeting at Ross Labels car Park 9:30am.

Free Buffet lunch provided at HQ (there that got your attention didn't it?).

The drive up there is a really pleasant one, across to Stowe and then all the way up the Foss Way nearly to the M6 before turning right for Lutterworth. Lovely roads and almost the perfect ones for a convoy of Triumphs.

Please let me know if attending ASAP so HQ can ensure we are all adequately fed and watered.

The Club Shop and Museum will all be open so we can all make the most of the day. I look forward to seeing you all on the day, and so to the Calendar:

As always, for any event you wish to attend, please let me know in plenty of time for numbers.

13th October Area Visit to Club HQ, meeting at Ross Labels car Park 9:30am. Buffet lunch provided at HQ. All welcome

18 October 2007 Pub Meet Yew Tree Preston on Wye 8pm on

15 November 2007 Pub Meet Greyhound Inn Popeshill, Littledean 8pm on
20 December 2007 Pub Meet Yew Tree Preston on Wye 8pm on

Some more events in the pipe line but that will do to be going on with. Please do contact me about attending anything or with ideas for events that you may have.

01531 650035 or 07828 250517

Clive



NORTH YORKS

Tel. 01723 500385

7 cars; 1 GT6, 1 TR6, 3 Spitfires, 1 Stag and a Vitesse - that was September's line up of cars basking in the 'glorious sunshine' in the White Swan car park at Deighton. We had two new cars and another two new members in the line up too. These were Ted and Mal from Haxey. Ted came along in his immaculate Spitfire 1500 which he had just acquired and Mal came in his equally nice TR6. Don't ask me what colour they were, I'm just going to say the light was fading by the time I arrived so I could entirely be sure. (It's not true Richard that I can't remember - ok!!) Jude made a quick appearance to buy some eggs, but then had to dash back as she'd left Scott literally holding up the roof. Jude's words not mine; gosh they get up to some mischief those two.

We made the most of the nice weather, actually I should rephrase that, we made the most of the fact that it wasn't raining, by spending the start of the meeting outside in the car park. There was no Mike this month, but more of that later, so we could safely talk about washing cars, what we like to polished them with and arguing about what colour they are. As you might imagine this got rather difficult as the night progressed and it got darker. It didn't stop the arguments though did it - you know who I'm talking about don't you! Still half a pint of coke later and all the cross words were forgotten.

I mentioned that Mike was missing, well not so much missing as not there - Linda took him shopping. Now that he's a kept man he has to do as he's told you know. Anyway, Mike's business associate (Linda) has taken Mike on a sending spree to Germany. They've gone to look at the Mercedes car plant and pick up Linda's new Mercedes convertible. Come along next month to see what colour it is!!

Alan from the West Yorkshire area made another visit on to way to a work related job. He managed to stay for his requisite apple pie and custard and to remind everyone about the camping weekend on the 15th and 16th. (It's too late looking on the calendar now, if you weren't there, you've missed it, if you were in September.) If you're not from the North Yorkshire area and you're reading this, goodness knows what you must think of our members. Well Alan is a bit eccentric you know. Well you have to be when you're a millionaire. Alan has homes all over the place you know. Well strictly speaking where ever he parks his camper van. But he is a millionaire; well he did have a lottery ticket so he may well be by now. Talking about eccentrics I can't fail to mention Richard's Tee-shirt.

That was a unique shirt Richard, apparently it was once clean, probably when he left home and before he'd cleaned everyone's car with it. What will your mother say. Tut, tut.

NORTH YORKS . . . SOUTH YORKS WEST YORKS . . . SCOT CENTRAL WEST

While I remember, we did talk about having another chip shop meeting next month. To be on the safe side, ie not to fall out with anyone (nudge, nudge, wink, wink.) We'll meet at the chippy at 20:00 then drive down to the pub. See you then. Mike are you allowed in the new car eating chips? Until next month or more precisely mouthful, all the best.

Nigel

SOUTH YORKS

Tel. 01909 501714/01302 850740
www.southyorks-tssc.org.uk

When we arrived we were again met by many people standing around outside. I think this is more to do with the smoking ban rather than the warm summer evenings. A nice array of Triumphs adorned the carpark and as usual their were heads under bonnets.

Since the last meeting we have had a wonderful weekend at Pickering and a great sociable weekend at the Stag National.

There is quite a lot happening again over the coming weeks starting with West Yorks Area second camping weekend on the 14 to 16 September. Tuesday 18 September is the Derwent Valley Bowl night where each area competes against each other for the famous trophy. The MOT is on the weekend of 21 to 23 September.

We are currently trying to organise a trip to HQ one Saturday in **October** but due to problems at the club we have been unable to make contact but will keep trying. **Sunday 28 October** is a trip to Mabelthorpe beach to watch the sandracing, this involves bikes and quads racing around the beach at speed. Further details regarding the meeting place will be given out at the next meeting. Hopefully we will be able to take in a carvery lunch before heading back home.

Already plenty of ideas are coming in for the next year, so watch this space and happy driving.

Sue & Vivien

WEST YORKS

Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi all it as been a hectic month for me preparing for the weekend camp at Major Bridge Park at Home upon Spalding Moor in September a full report will appear next month as it will all be over when the Courier comes through your letter box!

I hope you enjoyed the weekend and all the other shows in September. I myself have been to 3 shows and I completed the Bradford to Morecombe run with my 2 sons in the Herald and the Vitesse to give them a good run out.

Martins' Spitfire has been doing a good turn by running a groom to church for his wedding! I hope you got him there on time Martin! Martin has had problems with the electrics on his Spit. He was scratching his head and kicking the cat!! (NOT REALLY!!) But it is now up and running with a new dizzy.

CAN I HAVE YOUR NAMES FOR THE CLASSIC CAR SHOW ON THE 11th OF NOVEMBER AT THE NEC SO I CAN BOOK TRANSPORT. I ALSO NEED NAMES FOR

THE CHRISTMAS DO

The club night was quite busy with 10 club cars (worst excuse for a smoke break ever by Alan "I am going outside to count the cars") The quiz was up to Alan's usual standard with the missing question from last month making a guest appearance - I still got it wrong despite Alan giving the answer the month before! George got another yellow card so could be in for a match ban next month!

There were 2 new members Ann and Andy Lindley in their 1500 Spitfire and Chris Mills in his Mark 2 Vitesse

Richard

STOP PRESS!

SCOT CENT WEST

Tel. 0141 952 4624
centralandwestscotland@tssc.org.uk

Firstly reports on the shows. Chatelherault? It was dry all day. There were 3 cars on the stand. The heavy rain the night before made the grass a little muddy. A chance to try the banners and bunting this time. It worked too, as the stand had a good flow of visitors all day. Some new membership requests, scantily clad girls (from the Fast and Modified Show arena) had photos taken with the Classic Cars (David's Vitesse was ideal as it took Best TSSC Car Trophy). The stand will also have been on Reporting Scotland who were filming the event and Mark's Spitfire. Could be on t'interweb only vague details were given. So a change from the last show and we all got a goody bag for attending. After the flying display from a Tiger Moth and Barnstormers overhead, it was time to pack up after what is always a good show, and it was completely free.

Callander Show - almost 3 days camping with some of the largest insects living, out with the Avon skin lotion then. A proven remedy. The Spitfire managed to hold the camping gear as well as the gazebo and stand stuff. A little rain on the Saturday morning when I was setting up but I ended up with 5 cars on the stand 3 Scottish and two English. Ken and his navigator went on the photo rally in the Herald, but I gather the clues were a little out of sync. Steven and Becky entrusted their cars to the stand which helped fill it. The usual Saturday night activities prevailed and the rain stayed off. The skies cleared on Sunday morning and our stand swelled to 8 cars. Thanks to all who came through and helped man our area stand. A lot of interest for the Club and the meetings in Glasgow, some membership enquiries should be on their way to HQ. Eric, from Sheffield took the TSSC Most Loved Car Award with his Courier Van, with window conversion, and towing a caravan. David's (ton up) Vitesse took TSSC Best Car Award and generated a lot of interest. Dorothy sold her Spitfire on Sunday, so we hope to see it about with its new owner. What is capable of filling the empty Triumph space? The other Triumph owners at the show came over to the stand and promised to support us next year. A lot old friends

SCOTLAND CENTRAL WEST

were out too and all came over to say hello. Ian McK. Who had the very bad garage fire and lost his 13/60 is well and now has an MX5. I think we covered all age ranges over the weekend ranging from babies to retired persons. The Triumphs seem to have a universal appeal. With the lowering of the flag all was packed back into the Spitfire.

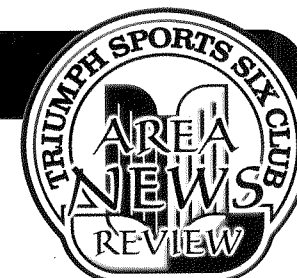
News from Peter S and his crash is that he is fine, but not surprisingly, the Spitfire was classed a write off. The Triumph driving gloves have been hung up temporarily. But watch this space, it won't last, once Triumph always Triumph.

The September meeting - Well, after the promises of attendance at the shows, there

were exactly 3 people at the September meeting. Die hards Jim, Iain and myself. My Spitfire was the only Club car. It will be going into hibernation soon to dry out after a busy summer!! I will be looking for suggestions or comments at the area meetings for the future.

Darker nights will probably mean less club cars at the meetings, but come along anyway and join in all things Triumph. The next meeting is on Wednesday 3rd October at Lochinch. Bring your photos, sales and wants etc and we will try to build these up during autumn and winter. See you on the 3rd October.

Gregor G



IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 10th Month please.
If I don't Confirm receipt - it means I haven't received it! ED.

HQ OPENING TIMES OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 13TH - 9.00 AM - 1.00 PM

SATURDAY 20TH - 9.00 AM - 1.00 PM

NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

SATURDAY 24TH - 9.00 AM - 1.00 PM

DECEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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13/60 CONVERTIBLE 1971. Damson. Tax Exempt. Owned from 1972. Always garaged. MOT. Genuine 33,000 miles. S/S Exhaust. Full Tonneau. £3,500. Don (Northampton) 01604 890713.

Reluctant sale. Present owner 8 years. Used daily until July 2007. Some Spares and Manuals. Bob (Middlesex) 0797 400 3826.

13/60 SALOON. Green. Has been on road up until recently. Amanda (Surrey) 07958 713369.

13/60 CONVERTIBLE. 1969. Damson. Loads of history including a TV appearance! Mot 'til July '08. Fine example. £3,750. Willis. 01702 712847. or sue_willis@talk21.com

1200 1969. White, Black Stripe. 71,000 miles.

13/60 ESTATE 1971. Valencia Blue. MOT June 2008. Overdrive, Towbar, Twin SU's etc. Some History. 82,000 miles. Valuation £1,900. £1,800 ONO. Martin (London) 020 8567 5613.

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SPITFIRE

Cars for Sale
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Cars for Sale

MKII 1966. Red. 1296 cc. Single Weber. Stainless exhaust. Wire wheels. Kenlowe fan. Tonneau plus Hardtop. MOT June 08. Featured Courier 321. £2,250 ONO. Al. (Lincolnshire) 01400 263130.

Graham (London) 07967 343420

1500 1979. New soft top, Hardtop. MOT Aug 08. Spares. Vermillion Red/Orange. Great runner. Photos on request. David (Mid Devon) 07921 502549.

MKIV. OFJ 2W. MOT May 08. Recent Differential, Gearbox, Tyres, Exhaust, Clutch. Sound Chassis. Hardtop. Tonneau. Soft top. Body needs minor cosmetics. Condition two. £1,450 ONO. Bob (Herefordshire) 07771 821548.

1500 1976 with overdrive and hard top. Stainless Steel exhaust system. Blue. Mot'd in February, needs some body work TLC. Solid car. All original with history. £1350 ovno Jordan 01293 563163, Eve 01444 412987, Mob 07734 876200.

1500 1981. Overdrive. White. 78,000 miles. MOT Feb. More than £5,000 spent in 6 years. Good condition and superb reliability. TSSC Valuation £5,000. Accept £3,500 ONO.

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STAG MKII Rear corner bumper Offside. Must be in good condition. Michael (Wrexham) 01978 359 263.

REAR HUB puller for Triumph Herald/Spitfire/GT6. Rimmer part no. HP001. Will pay postage. Call after 6pm. Adrian (Farnham) 01252 715781.

VITESSE 1600 Saloon. Wood trim for drivers side door, for refinishing. Must be rot

and water stain free. Peter. (Staffs). 01782 786394.

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VITESSE

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MKII SALOON 1968. 2.0L. 85,000 miles. Owned by me since 1985. Last MOT 1991. Wire wheels and hubs only 10 miles. For Restoration or will break. Martin (Devon) 01647 277563.

*Cars for Sale
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PARTS

*Parts For Sale
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VITESSE Convertible Body Tub in poor condition and Herald Saloon Body Tub. Both free to collector. Chris (Suffolk) 01394 282866.

13/60 SALOON complete car, no MOT, Good Chrome, seats doors, bootlid, bonnet etc Trailer away £150 ONO Other parts available, for details. Bryan (Sutton Coldfield) 0121 308 1543

SPITFIRE III New set of carpets, still in wrapper. Not Moulded. £60 ONO. Septi (Harrow) 07905 286383

SPITFIRE 1500 1977 Fully stripped suitable for spares. Engine and Gearbox complete. Quick Sale. Offers welcome. Jeremy (Derby) 01332 700622.

HERALD 13/60 Front seats, Shadow Blue £25 pair. Windscreen plus seal, Herald/Vitesse £20. Diff 13/60 £15. Other spares, ask. Michael (Wrexham) 01978 359263.

HERALD 13/60 Estate. Engine. Gearbox. Rear glass. Petrol Tank. All running gear. Stainless back box. Propshaft. Plus lots more Spitfire and Herald stuff. John (Midlands) 07816 643925.

VITESSE SALOON Rear seat base and back, colour Black. Good condition. Space needed. Offers. Peter (Staffs) 01782 786394.

TR7 2ltr engine complete with carbs alternator manifolds distributor flywheel and clutch, ran very well with no overheating, removed for v8 conversion £75.00 Hugh (nr brecon powys) 01591 610433.

MINI LITES. Set 4, may have 5, good Firestone 175/70/13s. £100. John (Northants) 01933 38843, 07748 113792.

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Send completed form with remittance to: Triumph Sports Six Club - Main Street Lubenham Leics LE16 9TE

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