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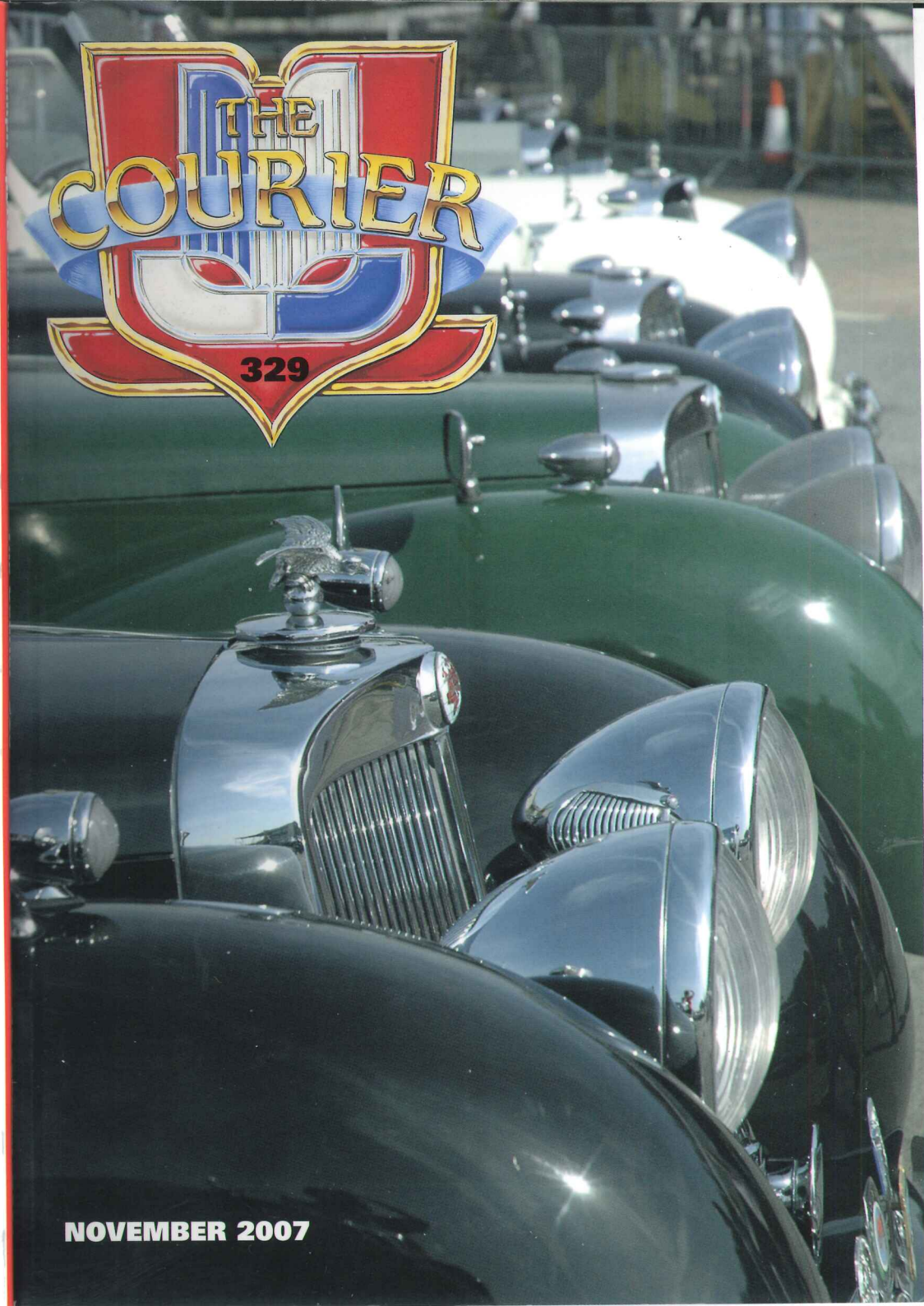
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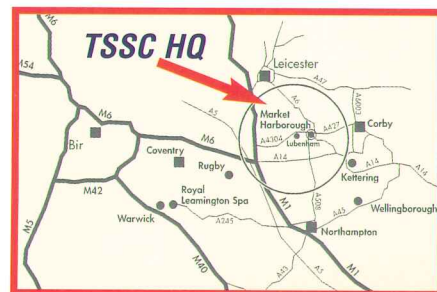


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95% of Club Products are always available over the counter at the Club Shop during normal opening times and some Saturdays (See page 7). Why not pay us a visit and buy your parts at the same time!

Where to find us



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email: clubshop@tssc.org.uk phone: +44 (0)1858 434424 fax: +44 (0)1858 431936

Club HQ: Main Street, Lubenham, Leicestershire, LE16 9TF, United Kingdom.

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The Courier

**The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB**

**No.329 Vol 28. NOVEMBER 2007
Price £3.00 Free to Club Members.**

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Courier Copy By 10th of Each Month

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Courier / Area News

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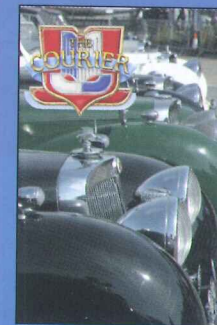
Nigel Clark, Mike Crewes, Pip Flegel,
Nigel Gibbins, Chris Gunby, Claire Hill,
Derek Holman, Garth Jupp, Trudi Prettyjohns,
Simon Roberts, Frank Spencer,
Victor Thompson, Vivien Thompson

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:
"REAL SPARKLERS"
VINTAGE LINE UP AT
STAB 07
PHOTOGRAPH BY
CLAUDIA WILES

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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.**

HQ Christmas Open Weekend December 2007

SATURDAY/SUNDAY 8/9 DECEMBER 2007
TSSC CHRISTMAS OPEN WEEKEND
CELEBRATING TSSC 30TH ANNIVERSARY
OPEN TO ALL MEMBERS
DETAILS ON PAGE 21 THIS ISSUE

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

May 2008

SUNDAY 18 MAY 2008
THE STANDARD TRIUMPH MARQUE DAY
PRESCOTT HILL CLIMB COURSE
GLOUCESTERSHIRE

August 2008

SATURDAY/SUNDAY 16/17 AUGUST 2008
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

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Comment

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

Change is Good

This month, I would like to use this "Comment" article to talk about some important changes, which certainly come into the category of good news.

Firstly, I am pleased to be able to tell you that the TSSC Council of Management has just completed a major review of the Club Insurance Scheme, and has decided to make substantial improvements that will benefit members who choose to insure through the TSSC. The biggest change is that we will in future offer members the option to choose from a panel of three insurers. Footman James have been an excellent partner in the Club Insurance Scheme for many years, working on an exclusive basis, and in future they will continue as a member of the panel. The other panel members will be Adrian Flux who are a very well known specialist in the classic and kit car insurance market, and Peter D James, whose experience in classic car insurance is legendary.

Having a panel of three different insurers will immediately give members wider choice while retaining the benefits of the Club Insurance Scheme, including agreed value classic car insurance and discounted premiums for classic car, modern car and household insurance policies. This is likely to be of particular interest to anyone needing cover for younger drivers, for modified cars or those who simply want to shop around. We will be giving full details of all the improvements to the Club Insurance Scheme in the December issue of the Courier and on the website, so look out for more news.

Another change is coming to the Standard Triumph Marque day, which regular show-goers will remember has been held each Spring, originally at Gaydon and more recently at Brooklands. This event is organised on behalf of the Standard Triumph Forum and brings together all the clubs that represent Standard and Triumph cars.

Traditionally one of the larger clubs has been nominated as lead organiser on behalf of the Standard Triumph Forum but for next year's Marque Day the TSSC, the TR Register and the Stag Owners Club have agreed to collaborate as joint organisers. Mike Crewes (General Secretary) and myself are representing the TSSC on the organising committee, and I am



sure that this will prove to be a great example of how the largest clubs can work together for the overall interest of all Triumph enthusiasts.

And what an event is in store! The 2008 Marque Day will be held at the Prescott Hill Climb Course on Sunday 18th May. Prescott is a beautiful venue, conveniently close to the M4 and M5 motorways. In addition to the usual club stands and displays of cars, you can have the opportunity to take your Triumph up the historic hill climb course, plus social events on the Saturday for those of us who want to make a full weekend of this event. It promises plenty of action as well as the usual static displays. Please see the notice overleaf in this issue of the Courier for more information.

Last but certainly not least, a warm welcome to the 61 new members who joined the TSSC last month.



TSSC NEWS REVIEW

YOUR MONTHLY ROUND UP OF ALL NEWS OF A TRIUMPH NATURE



STANDARD TRIUMPH MARQUE DAY 2008

The Triumph Forum is pleased to announce that the Standard Triumph Marque Day 2008 will be held on Sunday 18th May 2008 at the Prescott Hill Climb, Gotherington, Cheltenham, Gloucestershire, GL52 9RD.

The Triumph Forum is the umbrella organisation of more than 20 clubs catering for Standard and Triumph cars and their derivatives. The Forum meets twice a year to discuss issues of common interest.

Standard Triumph Marque Day is the annual gathering of the Triumph

Clubs and provides the opportunity for members to show their cars and to promote their individual clubs. Previous marque days have been held at other famous motoring venues such as the Heritage Centre, Gaydon and also Brooklands.

Prescott Speed Hill Climb is the home of the Bugatti Owners Club. It is situated on the Prescott Estate on the edge of the glorious Cotswolds five miles from Cheltenham.

The famous and historic hill climb hosts a number of competitive meetings each year as well as club and corporate events. In 2005 it was the venue for the Stag Owners Club very successful National Weekend.

The 2008 event will be organised jointly by the Stag Owners Club, the TR Register and the Triumph Sports Six Club.

The organisers are planning a varied programme of activities which will span both Saturday 17th May as well as the marque day on Sunday.

This will include a Cotswold Run and a social gathering on Saturday evening. On Sunday it is hoped that all the clubs will each have a club display to show prime examples of their cars and to promote their individual clubs.

The hill will be fully marshalled and will be open for participants to make non competitive, un-timed, hill climbs. This can be either a leisurely climb just to take in the views or for those of a sporting nature to attack the hill. For those not wishing to make individual climbs there will be a cavalcade.

The event will provide an opportunity to see the cars of the marque on the move as well as in static displays in a superb Cotswold setting.

For further details please contact **STMD 2008, c/o**

The Triumph Sports Six Club. Telephone: 01858 434424,

E-mail: info@tssc.org.uk. Further information including how to book will be published in future editions of the Courier.



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HQ OPENING TIMES

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

**HQ WILL BE CLOSED FOR THE CHRISTMAS
BREAK ON MONDAY 24TH DECEMBER AND WILL
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**The Club Shop will be attending the forthcoming show
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Council of Management Meetings

NOVEMBER 25TH 2007 FEBRUARY 3RD 2008

**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**

TSSC Annual General Meeting

**THE ANNUAL GENERAL MEETING WILL BE HELD ON
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New Information Service displaying Travel and Delay Times on VMS (Variable Message Signs)



We will soon be providing a new information service for drivers on the Highways Agency network – travel and delay times on variable message signs (the 'TTVMS Project'). The service will be available on the majority of motorways and some major A-roads in England

The service is being delivered by the Traffic Information Development Team in the Information Directorate to help achieve the Agency's aims of reliable journeys and informed travellers. The travel and delay time information is intended to let drivers know about the road conditions ahead, therefore allowing them to make informed decisions during their journey.

This service received ministerial approval earlier in 2007 and is a Highways Agency Business Plan target for 2007/08. The national service follows a successful trial on parts of the M5 and M6 that has been running since July 2006. Customer research on the trial service found that 89% of respondents thought travel and delay time messages on motorways across England were a good idea. Over half of respondents said they would consider taking action, such as changing route, if they saw a delay time message.

The service will be rolled out across the Highways Agency network from 20th August with full implementation complete by 5th September. The service uses existing VMS infrastructure.

We will be actively seeking feedback from our customers (using surveys, HAIL and a website questionnaire) and also from stakeholders to assess the impact of the service.

How the service works

- The software used to provide this service compares historical profile data for a route with the current traffic conditions. Current conditions are monitored using automatic number plate recognition (ANPR) cameras.
- The estimated travel times will be automatically recalculated every five minutes and the display updated.
- If a traffic event causes delays on the network above an agreed threshold, the message will automatically switch from the travel time message to an estimated delay.
- Delay information is captured from the National Traffic Control Centre Events Database.
- The signs will be a lower priority setting than incident, safety and MIDAS messages.

Contact

For more information on the service contact Rosalind Reid or Adrian Johnson Traffic Information Development Team, Information Directorate

Travel time message



Delay time message



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FEEDBACK FROM RECENT TIMES!!

Derek Giles
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13/60
Register

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

CREDIT WHERE IT'S DUE!
SOME TIME AGO I MENTIONED
THAT BY THE END OF 2009
AN EU DIRECTIVE HAD DEEMED
THE UK HAD TO
GIVE UP ONE OF ITS
FEW REMAINING
VESTIGES OF
BRITISHNESS!

In other words do away with pints, miles and any other imperial silliness we have used for a thousand years or more! No thought was given to how many £ millions it would have cost to change signs, glasses, milk bottles etc, not to

mention the confusion and price hikes, remember the introduction of decimal coinage! Well would you believe it the 'EU' (NOT our government, who played lapdog as usual) has decided to DROP the scheme and let us keep some of the independence we as an island race have enjoyed for a long time! Could this mean we will see gallons back on the forecourts? Perhaps not, but a step in the right direction! Hence, I say well done to the faceless Eurocrats in Brussels, for showing common sense for once! Now we have to fight for our currency and save the £ amongst other things!!

Back in March I told you about the swivel head ratchet spanners I bought in the States, and said I had not seen them over here, well that has changed. It seems Halfords now have them in stock; their metric (set of 8) is on special offer at £39.99. The local manager assures me they can supply imperial sets to order! Like I said, to my mind well worth a look, especially if you are in the market for some new ones or just want to indulge yourself this Christmas!

June saw me ask for some feedback on the Delaney Galley heater valve, or more especially where the capillary temperature sensor might go. Not surprisingly nothing happened until last month when John McNeill from Cambridgeshire dropped me a line. John says his car has the D/G heater fitted and has NO capillary attachment, just as it is shown



John Utterson's Tristran Vitesse

on page 5-256 of the workshop manual. He notes the valve I showed could well be for a more modern and sophisticated heater. John's theory is that in order to sense air temperature between the heater and the air distribution box the sensor would need to be inserted into the small space between the matrix and the air flap. Most likely impossible without interfering with the movement of the flap! I never looked at it from that angle before, so thanks for your observations John!

Finally, last month's article on the Tristan conversion drew a positive comment from John Utterson. John e-mailed with the following. "I enjoyed your article on the Tristan conversion, not least because I thought I was the only one! Mine is fitted to my

Vitesse (sorry) and it's a great bit of kit."

Well this scribe is not averse to using anything I can get my hands on to complete an article so here is John's car in all its glory!! Just remember John it's a Triumph and that's we all like to see.

To all those interested, just a reminder everyone about the restoration show at Shepton Mallet over the weekend 3rd/4th Nov. There will as usual be an area stand with demonstrations on re-building a 6 cylinder engine. Plus (if you need to know) the best way to replace a Spitfire rear spring. Why not come along, say hello and have a chat.

See you there!!

Cheers for now,

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Colin Lindsay

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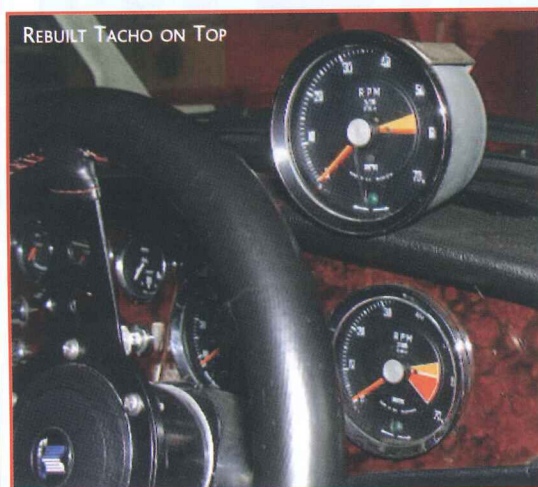
gt6@tssc.org.uk

With the nights drawing in and the Summer well and truly at a close - well the rain has cooled from warm to freezing - the garage is getting cold at night and so I've moved indoors to the utility room as much as possible (or should I say permissible, I can't get an engine in yet but I'm working on her) and I've started the smaller jobs in preparation for next year.

Those of you who followed my progress this year will remember that the timing on my engine is way off and no amount of fettling will bring it back to an acceptable degree, and the distributor I've been using is questionable to say the least, being a stop-gap (borrowed due to the failure of my own unit) which runs like a pig but still managed to last the whole Summer. Consequently during one of those 'feeling flush' moments I've invested in one of the 1-2-3 electronic distributors, to be fitted at a later stage once I've replaced the camshaft and reset

the timing chain just to be sure. I've heard good reports of these distributors but the biggest problem I can see so far is the lack of mechanical distributor drive which either necessitates no rev counter at all, or fitting an electronic model.

This last is something I've been planning for some time, but required a bit of alteration as I wanted the replacement unit to be identical to the original GT6 Mk1 version. Electronic tachos were used on the big-6 saloons but the face and the needle are different; the early GT6 tacho has a red needle plus it has the indicator warning light in the face. The first step was sourcing the parts, and Stafford was able to supply a GT6 MK1 rev counter - I always like to experiment on spare parts so that if something goes wrong, I've still got my originals. The case was battered but the all-



REBUILT TACHO ON TOP

important face and needle were perfect, although slightly different to my early version with the wide red band. I managed to find a 6 cylinder Smiths electronic tacho in the autojumble for £2 which I believe to have come from a Jaguar. Although this was later replaced by a 6 cylinder Triumph model costing £10 from eBay the internals and case are more or less the same. Look for the small text under the needle - the face must read



REPLACEMENT TACHO

6 cylinder. You can get 4 cylinder versions from Dolomites but they'll read 50% too fast. To the rear of the



NO SPINDLE DRIVE!

case there is no central spindle for the cable drive; instead there's a segment-shaped cut-out with two terminals. Make sure the face also reads negative earth. The Jaguar model has twin apertures in the rear for warning lights and may be a straight fit for later GT6 dials with their warning lights for indicator and demister both fitted in the dial face, but I can't confirm this at this time. The first step is the dismantling of the two gauges; twist the outer chrome rim on the face until the locating lugs line up with their corresponding slots in the case behind, and pull the rim off. Be aware that the glass



LOCATING LUGS FOR GLASS

usually follows so be prepared to catch it. Around the face is an inner retaining ring which again just pulls out. The face and needle are now exposed. You need to prise the needle off the electronic tacho very very carefully so as not to damage the very fine central spindle - use gentle vertical force on as many sides as you can grip.

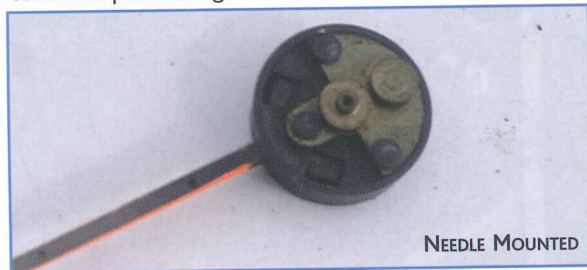
You'll find the plastic needle on the electronic version will come off the brass mount. This is soldered on so a gentle heating using a soldering iron will release it.

Undo the two small screws and the face will drop off leaving the internals exposed to the light of day for the first time in forty years. I found that with very gentle pressure the GT6 needle spun off the spindle as if threaded - which it isn't! - and the face unscrewed easily enough although the sealed light fitting behind the indicator jewel requires gentle pressure to release. If you trial fit the GT6 needle to the electronic spindle you'll find there is a dramatic difference, easily remedied by melting off the larger mount from the GT6 needle and gluing the smaller electronic mount in its' place. The electronic mount has a rear facing extension and I melted a small slot in the underside of the GT6 needle



ELECTRONIC TACHO NEEDLE MOUNT

to accommodate this before gluing the mount in place, as central as painstaking measurement could make it.



NEEDLE MOUNTED

Refitting the GT6 face presented a problem as the mounting screws were originally fitted across the face rather than vertically as on the electronic tachometer. This necessitated making a cardboard template of the electronic mounting holes which was then applied to the GT6 face. Pilot holes were nervously punched before the screw holes were drilled out to the correct size. Once drilled the face was trial fitted and the needle slotted on. Perfect!

Biggest problem was now the indicator warning light - missing from the electronic casing. I wanted to keep the GT6 as original looking as possible so I ruled out mounting



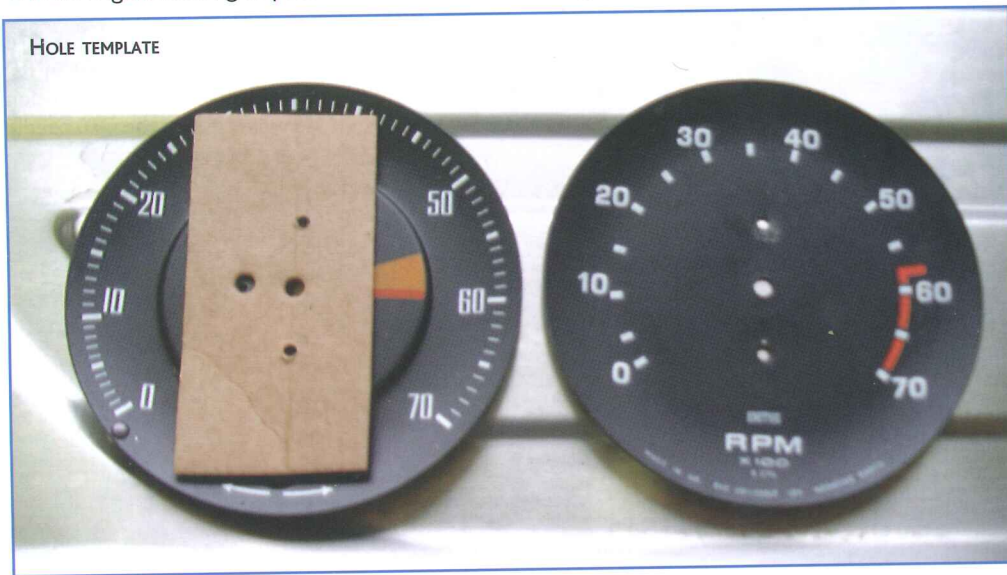
INDICATOR LIGHT

an alternative warning light elsewhere on the dashboard. I noted the location of the warning light on the face then traced this down the side of the casing to the rear. Unfortunately the required location was at exactly the same place as the earthing tab, which had to be ground off - the case can always be earthed using a loop connector on one of the mounting screws.

I drilled a pilot hole and by squinting down this was able to enlarge it bit by bit, keeping it central to the indicator jewel visible on the back of the face. I was so pleased when I trial fitted the bulb holder to the rear of the casing and shone a light back through the indicator jewel to see that I was spot on! One point to be aware of when drilling the case - keep metal filings away from

the magnets of the electronic tachometer otherwise they can interfere with the mechanism. The circuitry is held on with four screws through the rear of

HOLE TEMPLATE



the casing but beware - once removed,



the components separate and are finicky to put back together again, while the fine wires are easily broken if pulled too hard.

Once the indicator light unit is refitted it's an easy reassembly - tighten the face screws, replace the

needle by lining it up with the rest stop at the zero position, and hold it in place with a dab of glue, then replace the inner ring, glass and outer rim which turns to lock.

Remember to clean the glass to remove fingerprints or dust on the inner face before replacement. You now have an electronic GT6 tachometer which looks fully original except for the two unused screwholes in the face - well you can't have everything, can you? I'll cover wiring the tachometer once I get round to fitting the new distributor... once I've replaced the camshaft... it never ends, does it?

Two things before I finish - I've been hard to contact this month due not only to work but also having a family

member in hospital, so I haven't been at home much and I know I've missed a few calls.

Things are getting back on track so feel free to call again.

I'm also running a couple of months behind with the IVRs, so replies will be later than usual, but I'll get there eventually!! See you next month.

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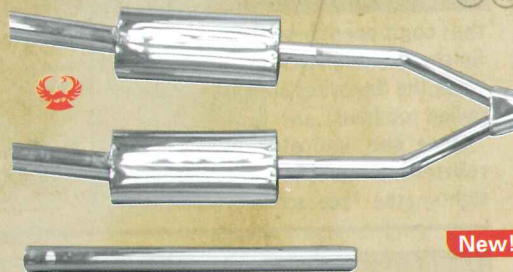
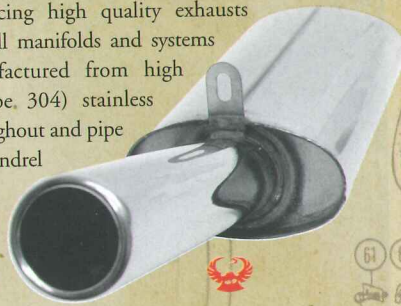
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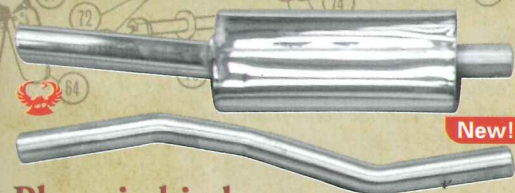
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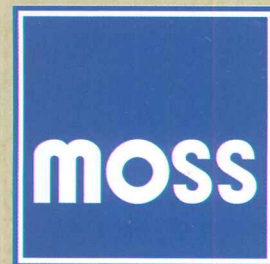
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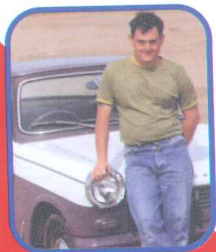
TR5-6



TR7



SPITFIRE



TALES FROM AFAR...

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OVER THE COMING FEW MONTHS
WILL HOPEFULLY BE PUTTING
TOGETHER A FEW ARTICLES ON
OWNERS AND THEIR CARS FROM
AROUND THE WORLD

We all know about the home market cars, but how many of you know of the differences between these and say the US or Australian versions.

This month I will be starting off with Shyam Krishnamachary from India and his latest acquisition, I will

leave it to Shyam to explain in his own words..

Hi Rob, I bought AAX 7035, a 1962 Standard Herald mark 1 in April this year, or rather got it in exchange for a Fiat 1100 with the previous owner who had actually wanted a Standard 10 but upon not being able to find one, settled for a Fiat. This happens to be a rare, early Indian Herald (comm.no. G 65151) with most of the features common to UK Herald 948s. It has the 948 type bonnet vent, front indicators (although they had plastic lenses instead of glass ones), 948 type interiors, notably the Herald 'S' type of dashboard although made of cardboard pressing, 948 type stitch pattern on seats and the steering wheel/column (I might add here that these early Indian Heralds are said to have been available with 3 or 4 different column & horn push colours- grey (as on UK 948s), black, creamish/off-white & also a metallic silver shade! I might also add that you often had the above steering wheels & horn pushes in different permutations & combinations!) I was told that



my car's steering wheel, painted white by the ex-owner, was originally grey although it later got fitted with black column covers & a later horn push. The headlamp cowl, however were incorrect, being the short-peak ones from the later models. I am also aware that the earliest batch of the Indian Heralds were fitted with the 'standard' 948 bonnet handle, a year later with the strip included (as on 948 Coupes) but I suspect that my car was fitted with just the strip as standard. The early cars were also available only in 3 types of duotone colours, Black being the only monotone, before 1963. As you can see, my car needs a complete, body-off-chassis restoration, having been neglected for more than a decade (presumably unused as the log book

Having passed through five owners and at some



point been painted fully white before it was sold to the local breakers in 2004/05, it was rescued in time by a local mechanic who made a half-hearted attempt at restoring it before eventually selling it (at a rather exorbitant rate!) to the previous owner, a homeopathic doctor who got some work done on the front footwells and

shows that the regn. has not been renewed since 1990!) Digging a little into the history, it was originally duotone Litchfield green & white with presumably a red interior and first registered in the hillside town of Coonoor near Madras as MDN 5193, moved to the state of Mysore in 1967 and reassigned as MYG 102, then to the state of Kerala to be changed to KLI 8874 before finally being brought here to Hyderabad in 1971 and getting its current regn. AAX 7035, thus having lived throughout Southern India!



engine head during the 2 years that he had the car, besides a 'temporary' hand-painted overcoat to prevent the body rusting!

The body on this car is reasonably straight (compared to most other Heralds in this condition that I've seen here!) but the chassis, as is the case with most 'abused' Indian Heralds, has seen much neglect and is just salvageable, thus making me think it sensible to proceed with a full-fledged resto. rather than doing just a superficial do-it-up job on the outside as many people here suggested! The engine also sadly yearns for long-lost attention, needing new pistons, sleeves and valve sets (most of which I managed to procure locally) and the suspension a complete overhaul. I'm still in the process of collecting all the parts needed (including the cosmetic ones, most of which I ordered from the UK) before I proceed with stripping the car down. I'm also all for reverting to the original duotone paint scheme, however, in case I can't find the right shade to match the original litchfield green, I'm keen to switch to signal red but duotone it is going to be! Also trying to procure white-walled tyres (being an early Herald it



would've had broad white-walls) but now unfortunately not available anymore although I did manage to get good (2nd hand) non-whitewalls. I intend to bring forward a continuous series on the restoration of this car with more pics. as I proceed. 'hope it all goes well!

And here's a very interesting period photograph of a 63-65 mk1 Herald sent to me by a friend & fellow classic car enthusiast, B Surendran, from his family photo album. This was one of 3 successive Heralds owned by his late father in Madras

in the 60s, the other one being a black mk1 (photos not clear enough due to age) and finally a 4-door (mk3) Herald, followed by a couple of Standard Pennants and a Gazel in the 70s (photos of which couldn't be found so far.) He couldn't recall the colour of this particular Herald though. And in case you were wondering about the missing right half of the front grille, Suren recollected his father telling him that it was damaged on being hit

by a stray chicken that came in the way of the car while on the road! I wonder if it had led to that popular joke "Why did the chicken cross the road?" Regards,

Shyam

Next month hopefully will bring us tales from down under.....as long as someone will co-operate with me after we beat them at rugby again.....Here's hoping

Rob



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TR7 Register

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THIS MONTH WE'LL TAKE THE 2LTR 8 VALVE

A lot of which also applies to the Dolomite 1850 engine (same crank same block different bore). With everything from the radiator and up to and including the clutch into consideration, in future months will take the 16 valve engine and the V8 in 3.5 to 4.6 litre under consideration this one might be a long article as it's my favourite! Having a 4.6 in my TR7 Anyway now on to all things 2 Litre 8 valve: first the radiator which is actually a very good unit being a cross flow type with loads of cooling (flows top left to bottom right, not top to bottom as most Triumphs)

The usual leaking problems are just down to old age and missing mounting rubbers twisting the radiator. Or plain ham fisted mechanics wrenching old "stuck" hoses off without any thought of stressing the radiator. To get the hoses off remove the clamp completely and use a blunt object such as an old screwdriver to break the seal the hose should then come off easily, if not slit the hose with a Stanley knife and spread the hose, the second method has the disadvantage of having to replace the

hose but it's a lot cheaper than a new radiator. The thermostat must be fitted to avoid uneven temperatures in the head if it overheats with a new thermostat fitted you have another problem which should be investigated as soon as



possible. The viscous cooling fan (picture 1) can seize causing a lot of noise, the bearing inside the viscous assembly can also fail causing horrendous vibration and is an absolute sod to get off the shaft, if this happens to you should think (seriously) about fitting an electric fan instead as and hub and bearing assembly bolted to the front cover is horrendously expensive to replace as is the viscous unit.



What you do is remove the assembly (picture 2) and throw

away, replacing the fan belt with a shorter item | pistons are all perfectly adequate even on a tuned

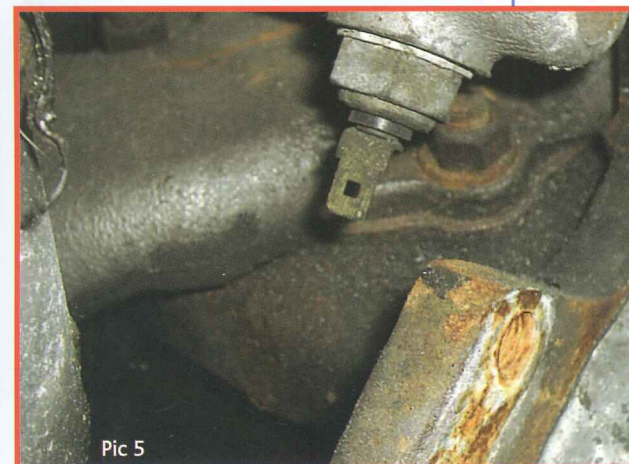
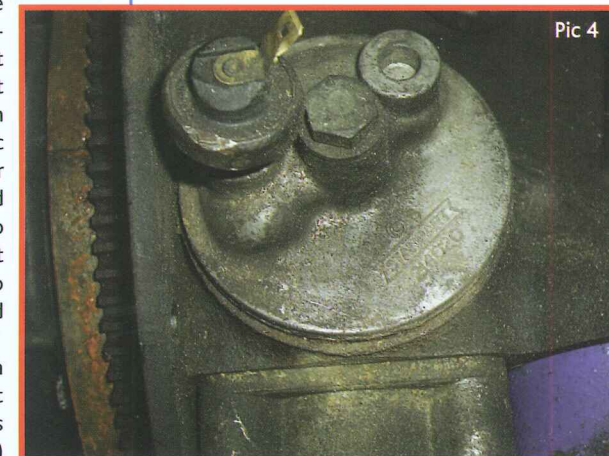


engine with the proviso you don't over rev the engine. 6000 really is its top limit in spite of the tachometer saying 6500 or you will break piston rings.

The oil pump (picture 3) is externally accessible and driven by a skew gear from the timing chain driven jack shaft that also drives the water pump and distributor. The oil pump is easily replaceable if you have a problem, there is also a circular cover plate (picture 4) on the oil gallery with 1 circular blanked off hole and one oil take off (to be moved into the oil line) that can be tapped to take an oil cooler, but please use a thermostat in the oil cooler if you fit one, as the oil runs considerably cooler than a Spitfire

(738mm if memory serves me correctly!) that just goes to the alternator. The fan assembly removal (4 short bolts) also has the advantage that it leaves a large gap to fit an electric fan behind the radiator, as for the electric fan to use, anything off a 1.6-2ltr car that is convenient to mount will do, and Radiospares (see www.rswww.com) do an adjustable capillary thermostat part no 561-460 that will fit into the top hose, but please wire with a relay and fuse for your car's safety

The bottom end of the engine is tough being a 5 bearing short stroke unit that is quite free revving. (Not as much as the 16 valve unit, more of which later) For road use the crank rods block and



1500 and without a thermostat in the cooler weather you will get "mayonnaise" in the cylinder head timing cover which makes it look like the head gasket has gone and has resulted in the unnecessary removal of many a cylinder head.

Working up the block we get to the water pump (picture 5) which has been the downfall of many a home mechanic sorry about the lousy pic but it's almost impossible to see.

There are two types 6 and 12 vane which are not interchangeable unless you replace the top housing/cover with the matching type to the impeller i.e. 6 vane to 6 vane cover



below the water pump - do not as I have seen many times in the past fill this hole up with araldite / filler / silicon rtv to stop water leaking out it is specifically designed to be there to show that the water pump seals are failing and attention is needed to the water pump, blocking the hole will only result in water getting into the oil and again unnecessary cylinder head removal, you have been warned.

and 12 vane to 12 vane cover (the 12 vane is the more efficient later type) the impeller (picture 6) can be very tight in the block housing and will necessitate removal of the inlet manifold and carbs to get at the top cover if the bolts are threatening to snap, liberally dose with WD40 or similar and leave for 24 hours re treating a couple of times and they usually come off .

The top of the impeller once exposed has a half depth bolt on the top this is a **LEFT HAND THREAD** beware as many are snapped off resulting in a throw away pump impeller and a bill for about £160 for a non exchange new water pump. If the pump is tight the only successful way to remove the pump is the special Triumph tool or a generic slide hammer with an adaptor made up to fit the left hand thread hole from the bolt you have just successfully removed! And you may leave the brass carrier behind which will have to be pulled out separately Once you have got the impeller out you can either exchange the impeller with one of the specialists or buy a £25 kit and rebuild it yourself but you will need a press to remove the impeller and bearings from the shaft and even garages get it wrong sometimes, ask Clive Speaks, they managed to snap the cast impeller on his TR7 in half, the golden rule here is that **HEAT** helps enormously in the stripping of the impeller shaft.

While on the subject of water pumps there is an almost rectangular hole in the block (picture 7) just

The distributor I mentioned under the electrics last month so I won't go into this again

The timing chain and tensioners are fine provided the oil is changed regularly (the tensioner is oil pressure driven and can block causing a slack chain, the consensus is that the single row chain should be replaced on a similar timescale to the Stag i.e. 30-40000 miles if you want to play safe and the engine is used reasonably hard.

Do not ignore a rattling timing chain it can cause all sorts of problems including distributor timing erratic running and in the worst case bent valves and damaged pistons and con rods, when it slips and the valves and pistons make contact, again it is relatively simple to change and can be done without



removing the cylinder head if you are careful.

Now the bit everybody has heard about the cylinder head and gasket, everyone has heard horror stories of

stuck heads on TR7s and Dolomite/Stags for that matter, unfortunately it's all to true, the problem is down to half the head studs being exposed to the atmosphere and electrolytic corrosion setting in between the studs and the head (the bolts that are within the timing cover and exposed to the oil almost always come out as do all the studs on the sprint engine where there is oil round all the studs being internal to the rocker cover There is no easy answer to the stuck head problem, I've seen heard and tried everything, if really bad try and lift the head slightly and cut the offending studs off with a hacksaw blade but try and not damage the head and block as once out of the way the remains of the studs come out relatively easily, tricks I've seen attempted in the past include levers acid on the studs, heat on the studs

and making a tube drill up to go over the stud with teeth cut in the bottom and working this down through the head to free the stud, I've also seen a car left hanging in the air on a crane overnight to pull the head off, my favourite to actually shift the head is to use the compression of the engine and turn it over this usually lifts the head enough to cut the studs failing that an amount of string fed in through the spark plug hole and crank the engine over, works, but it is possible to bend a con rod, although I've never seen one bent using this method, but remember to lift the camshaft first so you don't bend valves

As the head is aluminium my advice is to always skim the head once it is off, as it will not be flat, but instruct your machine shop to only take the minimum off.

The head is unleaded compatible out of the factory and needs nothing doing to it, the shim and bucket valve clearances area little involved but providing you have a micrometer to measure the old shims it is within the scope of the home mechanic, having said that I've seen many 60-80000 mile engines where the valve clearances were fine and had probably never been adjusted from new in other words the valve cam area is tough, occasionally you get loose buckets in the head the only cure is a new bucket

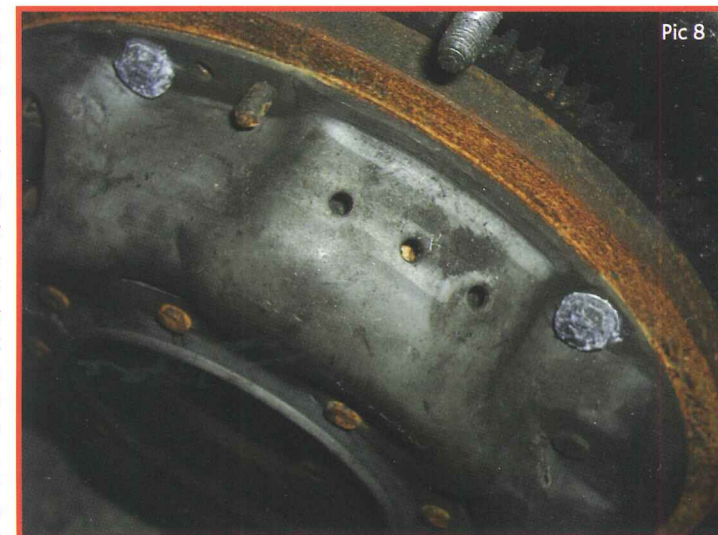
(oversize are available but a machine shop is then needed)

The head gasket contrary to popular belief is not that bad (see above) the golden rule is warm up, let cool and retorque, retorque at 500 miles again at 1500 miles and finally at 5000 miles, use a quality head gasket, they then seem to go on forever but do investigate any water loss as this can cause hotspots in the head and will make the gasket blow again (see radiator and water pump)

Exhaust manifold studs and bolts are the usual hassle and stretch as on all Triumphs

The carbs are the SUHS6 that we all know and love/hate depending on your point of view

The clutch (picture 8) is technically different for 4 and 5 speed and most suppliers tend to supply the



4 speed as a common part for both as the 5 speed friction plate has been delisted by most suppliers, it is an 8.5 inch clutch and quite strong and long lived, oil contamination can cause judder and the thrust bearing can get rattly at high mileages, if you are stuck for a 5 speed friction plate (the pressure plate is usually ok) ring me I have a couple of spare new AP driveline articles.

So its basically a good unit but any water loss requires immediate investigation and rectification. That about it for this month, the IVR's (2) I've had in will be answered in due course thanks for your patience.

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Doors FHC WKC5286/7 . . .	£260.00
Door skins YKC74/75 . . .	£47.50
Body shell FHC with sunroof . . .	£2,950.00
Body shell convertible . . .	£4,450.00
LH rear wing Coupe, original . . .	£295.00
Late type boot lid KXC3854 . . .	£175.00
Rear deck assembly convertible WKC4255 . . .	£87.50
Window regulators KXC325/6 . . .	£22.50
Door/glass outer weather strip R/H YKC101 . . .	£6.00
New hood frame (exchange) . . .	£120.00
Radiator grille R/H convertible WKC3674 . . .	£25.00
Petrol tank retaining strap . . .	£8.00
Petrol tank . . .	£145.00
Petrol tank sender TKC3408 . . .	£25.00
Rear lamp assembly R/H TKC232 . . .	£75.00
Recon TR7 (exchange) distributor . . .	£45.00
TR7 distributor cap . . .	£6.00
HT lead set (early) GHT 167 . . .	£9.50
Gearbox 4 speed (exchange) . . .	£160.00
Recon steering rack (exchange) . . .	£45.00
Front strut assembly recon (exchange) . . .	£65.00
Front lower ball joint GSJ154 . . .	£14.00
Front suspension strut gaiter UKC4981 . . .	£9.50
Rear shock absorbers . . .	£19.50
Upper steering joint UKC2449 . . .	£32.00
Lower steering shaft TKC1084 . . .	£35.00
Track rod ends GSJ185 . . .	£17.50 pair
Steering wheel (early) RK0509 . . .	£15.00
Brake pads GBP233 . . .	£9.50 set
Brake discs TKC780 . . .	£17.00 each
Brake servo recon (exchange) . . .	£75.00
Uprated brake master cyl/servo assy (exchange) £200.00	
Brake pressure valve TKC 3667 . . .	£40.00
Recon exchange brake caliper . . .	£45.00
Brake shoes 5 speed GBS813 . . .	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994 . . .	£20.00 kit
Wheel cylinders 4-5 speed . . .	£15.00
New 4 speed differential TKC2619 (exchange) . . .	£245.00
Jackshaft 215207 . . .	£130.00
Recon starter motor (exchange) . . .	£65.00
Service exchange oil pump 215573 . . .	£22.50
Petrol pump TKC3419 . . .	£20.00
Fan idler pulley bearing . . .	£9.50
Recon w/wiper motor (exchange) . . .	£40.00
Clutch kit TR8 Q/H . . .	£105.00

STAG

Inertia seat belts non sensor original . . .	£115.00
Seatbelts, non sensor . . .	£85.00
Front suspension leg insert . . .	£32.50
Recon steering rack (exchange) . . .	£125.00
Steering column shaft 151032 . . .	£65.00
Track rod end GSJ157 . . .	£11.50
Gearbox (exchange) . . .	£250.00
Rear shock absorbers . . .	£19.50
Rear sub frame mounting 150382 . . .	£21.00
Rear wheel bearing kit . . .	£18.00
Service exchange drive shaft 311914 . . .	£125.00
Recon rear hub assy (exchange) . . .	£92.50
Recon Brake Calipers (exchange) . . .	£55.00
Caliper seal kit inc pistons . . .	£27.50
Set brake pads . . .	£13.50 set
Recon brake master-cylinder (exchange) . . .	£120.00
Recon Servo (exchange) . . .	£145.00
Rear wheel cylinder GWC1211 . . .	£18.50
Service exchange oil pump 215573 . . .	£22.50
Viscous fan coupling TKC101 . . .	£72.50
Window regulator and motor assy 309024/5 . . .	£76.00

TR6

Front and rear wings . . .	£215.00 each
Front L/H flitch panel 907097/576477 . . .	£105.00
Late type rear centre bumper O.E. . .	£82.50
Rear quarter bumper O.E. . .	£57.50
Seat belts with sensor wire type . . .	£85.00 pair
Prop shafts recon (exchange) . . .	£65.00
Recon exchange water pump GWP201 . . .	£29.50
Recon steering rack (exchange) . . .	£57.50
Front trunnion 142377/8 . . .	£17.50
Top ball joint GSJ131 . . .	£19.50
New Brake servo (exchange) . . .	£110.00
Brake disc 209327 . . .	£15.00
Recon (exchange) caliper type 16P/16PB . . .	£55.50
Brake pads early/late type . . .	£10.00
Gearbox (exchange) . . .	£250.00
Recon drive shaft assy (exchange) . . .	£135.00
Recon rear hub assy (exchange) . . .	£92.50
Diff mounting upper 134235 . . .	£2.50
Diff mounting lower 134236 . . .	£2.50
HT lead set . . .	£10.00

SPITFIRE MK I & II & III

Spitfire Mk III bonnet . . .	£665.00
Nearside/offside front wings . . .	£69.50 each
Front wing 'D' plate 706311/2 . . .	£11.00 each
Front outer wheel arch 903137/8 . . .	£41.00
Front inner wheel arch 706548/9 . . .	£35.00
Bonnet hinge tubes 81679/811680 . . .	£35.00 each
Light mounting panel 907157/8 . . .	£48.00
Door skins . . .	£47.50
Battery box 806707 . . .	£15.50
Rear valance lamp panel 569900 . . .	£55.00
Boot lid 575787 . . .	£250.00
Dash top cover 714482 . . .	£32.50
Vinyl hood Mk III inc zip window . . .	£115.00
Hood Mk III original material/zip window . . .	£160.00
Chrome bonnet catch 607663 . . .	£21.00
Rear lamp assembly 208532/217025 . . .	£42.50
Track rod ends . . .	£9.50
Gearbox 4 Syncro (exchange) . . .	£160.00
Rear leaf spring 305894 . . .	£79.50
Recon exchange brake caliper type 12 . . .	£45.00
Recon exchange brake caliper type 14 . . .	£40.00
Original head gasket GEG314 . . .	£8.00
Distributor cap . . .	£4.00

Front valance support bracket 712567/8 . . .	£6.00
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SPITFIRE MK IV & 1500

Bonnet stay 613045/613751 . . .	£12.50 pair
Front wings 909663/4 . . .	£39.50
Front wheel arch outer 909351/2 . . .	£35.00
Front wheel arch inner 909797/8 . . .	£34.00
Headlamp support panel assembly 818871/2 . . .	£32.00
Front quarter valance 815391/2 . . .	£60.00
Door skins . . .	£47.50
Sills non O.E. 903097/8 . . .	£33.50
Sills O.E. 903097/8 . . .	£55.00
Sill reinforcement panel 806634/5 . . .	£6.50
Inner sill 806638/9 . . .	£21.00
Front sill end plate 706422/3 . . .	£6.50
Half floor (deep pressing) . . .	£95.00
'A' post lower filler panel 706288/9 . . .	£17.00
Bonnet hinge pivot box RK3362/3 . . .	£40.00
Chassis front gusset 218526/7 . . .	£17.00
Bonnet hinge tube L/H-R/H 911077/8 . . .	£48.50
Rear wing non O.E. . .	£97.50
Rear wing front repair panel . . .	£18.50
Rear wing rear repair panel . . .	£22.50
Rear lamp panel 716182 . . .	£125.00
Rear valance 908970 . . .	£42.50
Boot floor . . .	£97.50
Boot lid 911327 . . .	£325.00
Rear inner wheel arch 725563/4 . . .	£105.00
Rear outer wheel arch 909661/2 . . .	£55.00
Windscreens aperture drip channels . . .	£12.00 pair
Stainless steel oversill kit . . .	£75.00 kit
Hard top rear screen seal 911040 . . .	£36.50
H/ top seal roof/ door glass 716183/4 . . .	£8.00
Front windscreens chrome insert kit . . .	£34.00
Door hinges 607824 . . .	£16.00
Exterior door handle (black) YKC2837/8 . . .	£47.50
Window regulator 911271/2 . . .	£45.00
Window regulator glazing channel . . .	£55.00
Front outriggers 209398/9 . . .	£25.00
S/steel tread plate finishers . . .	£22.50 pair
Oil pump TKC 1974 (exchange) . . .	£29.50
Water pump 216939/GWP128 (exchange) . . .	£29.50
Late type water pump (viscous) UKC774 . . .	£40.00
Oil filter GFE119/150 . . .	£4.50
Heater valve 724021 . . .	£18.00
Front wheel bearing kit GHK1021 . . .	£16.50
Front wishbone bushes 119451 (set of 8) . . .	£10.00
Front shock absorber GSA364 . . .	£20.00
Front suspension vertical link/trunnion assy . . .	£82.50
Front suspension top ball joint GSJ155 . . .	£10.00
Stub axle UKC697 . . .	£20.00
Recon steering rack exchange . . .	£45.00
Track rod end GSJ158 . . .	£9.50
Steering joint 142140/FAM1718 . . .	£22.50
Steering lock 216449/UKC2719 . . .	£40.00
Gearbox exchange . . .	£150.00
Rear wheel bearing kit GHK1029 . . .	£14.50
Early/late rear drive shaft . . .	£65.00
Recon exchange drive shaft assembly . . .	£147.50
Rear shock absorber GSA385 . . .	£17.50
Rear leaf spring 159640 . . .	£69.50
Recon exchange brake caliper type 14 . . .	£40.00
Brake disc 208715 . . .	£15.00
Caliper repair kit inc pistons type 14 . . .	£20.00
Handbrake front cable 121766 . . .	£4.75
Handbrake cable end fork 104749 . . .	£1.95
Rear wheel brake cylinder 7 dia . . .	£12.50
Rear brake lever 123135 . . .	£5.50
Clutch slave cylinder GSY103 . . .	£35.00

Clutch kit GCK160 (original) . . .	£77.50
New distributor 1500 (exchange) . . .	£57.50
Recon distributor 1500 (exchange) . . .	£47.50
Distributor cap Mk IV . . .	£4.00
HT lead set . . .	£7.00
Recon starter motor (exchange) . . .	£25.00
Recon w/wiper motor (exchange) . . .	£40.00
Universal joint with grease nipple . . .	£8.50
Dash top cover 815281 . . .	£29.50
Seat cover set, brown houndstooth material . . .	£115.00
Gearbox tunnel retaining plate 608383 . . .	£1.20
Wheel arch to bulkhead seal 613666 . . .	£2.75
Hoods original I.C.I. material inc zip window . . .	£160.00
Hoods vinyl inc zip window . . .	£115.00
Inertia seat belts less warning light wire . . .	£50.00 pair
Inertia seat belts less sensor OE . . .	£60.00 pair
Inertia seat belts less warning light wire Red . . .	£45.00 pair
Radiator cradle TKC 1761 . . .	£15.00

GT6

Bonnet assembly Mk II . . .	£695.00
Bonnet assembly Mk III 913766 . . .	£785.00
Front wings Mk II 908113/4 . . .	£92.50
Front wings Mk I 907154/5 . . .	£69.50
R/H front overrider Mk I 710717 . . .	£35.00
Boot floor carpet Mk I/II 810841 . . .	£32.50
Main carpet early Mk III new tan 819813 . . .	£29.50
Main carpet late Mk III new tan 822633 . . .	£23.50
Main carpet Mk III black 822631 . . .	£29.50
Dash veneer set Mk III 820073 . . .	£120.00
Steering lock 216449/UKC2719 . . .	£40.00
Recon Steering Rack (exchange) . . .	£45.00
Seat belts . . .	£50.00 pair
New crankshaft 308034 (exchange) . . .	£115.00
Recon (exchange) water pump GWP201 . . .	£29.50
Gearbox (exchange) . . .	£170.00
Clutch kit . . .	£75.00
Front suspension vertical link . . .	£67.50
Front shock absorbers . . .	£20.00
Track rod ends . . .	£9.50
Rotolux coupling 152273 . . .	£26.50
Rotolux bush kit inc tubes . . .	£15.00
Brake shoe Mk I/II/III rotolux GBS750 . . .	£17.00
Brake shoe non rotolux GBS746 . . .	£15.00
Front side/flasher lamp assembly 155416 . . .	£20.50
Delco distributor cap . . .	£9.00
Manifold Banjo Bolt 145155 . . .	£9.00

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6 . . .	£125.00
Mk I front panel (nose cone) 903258 . . .	£65.00
Mk I bonnet 903477 . . .	£115.00
Mk II headlamp panel 575894/ZKC1972 . . .	£75.00
Mk II bonnet 910507 . . .	£125.00
Mk II boot lid 910506 . . .	£111.50
Mk II rear lamp panel 910509 . . .	£95.00
Mk II boot reinforcement panel 910505 . . .	£60.00
Bonnet seal 613894 . . .	£12.00
Rear centre bumper (estate) plain 576530 . . .	£85.00
Rear centre bumper (estate) for insert 917813 . . .	£85.00
Rear quarter bumper (saloon) plain 910158/9 . . .	£60.00
Rear quarter bumper (estate) 923444/5 . . .	£60.00
Rear bumper moulding (saloon) 824479 . . .	£20.00
Interior door knob 615888 . . .	£1.25
Dash veneer set 2000TC/2500TC - ZKC1552 . . .	£57.50
Dash veneer set 2000TC/2500TC - 730397 . . .	£57.50
Interior grab handle ZKC 701711 . . .	£17.50

Boot carpet 728551 . . .	£18.00
Late Mk I 2000 steering wheel 307493 . . .	£20.00
Recon power steering rack (exchange) . . .	£125.00
Recon manual steering rack (exchange) . . .	£45.00
Gearbox (exchange) . . .	£175.00
Mk II front side/flasher lamp 216149/216150 . . .	£42.00
HT lead set . . .	£10.00
Clutch kit . . .	£75.00
Recon (exchange) water pump GWP201 . . .	£29.50
Rear wheel bearing kit . . .	£18.00
Rear shock absorber . . .	£19.50
Recon exchange brake caliper . . .	£45.00
Brake shoes Mk I (axle set) . . .	£22.50
Brake shoes Mk II (axle set) GBS803 . . .	£16.50
Rear wheel cylinder GWC1205 . . .	£17.50

DOLOMITE RANGE

Toledo Static Seat Belts O.E . . .	£29.50 pair
Dolomite Sensor Seat Belts . . .	£60.00 pair
Dolomite h/lamp mount panel 724263/4 . . .	£27.50
Front underlier XKC 83/84 .	£22.50 pair
Rear lamp assembly 1300 F.W.D. 211874 .	£30.00
Dolomite Rear lamp assembly R/H T/KC938 .	£50.00
Head lamp assembly 1300/1500 Dolo .	£52.50
Headlamp bowl 1300/1500 Dolo .	£22.50
Rear screen rubber 913937 .	£32.00
Boot floor carpet 1300 F.W.D. 617831 .	£15.00
Recon windscreen wiper motor (exchange) .	£40.00
Dolomite 1300/1500 new exchange distributor .	£52.50
Dolo 1300/1500 recon exch distributor .	£47.50
Set of HT leads 1300/1500 .	£7.00
Set of Sprint H.T. leads .	£37.50
Sprint Lucas distributor cap GDC134 .	£22.50
Set of HT leads 18.50 .	£9.50
Distributor cap 1300/1500 GDC136 .	£4.50
Oil filter 1300/1500 GFE119/150 .	£4.50
Service exch oil pump 18/50 - Sprint 215573 .	£22.50
Sprint gearbox (exchange) .	£175.00
Sprint clutch kit .	£75.00
Gearbox exchange 1300/1500/18/50 .	£150.00
Gearbox exchange 18/50 3 rail .	£170.00
Input shaft 1300 F.W.D. 518673 .	£23.50
CV joint 1300 F.W.D. 130991/UKC 1160 .	£35.00
Front subframe mounting cup washer 138626 .	£6.50
Recon steering rack (exchange) .	£45.00
Track rod end .	£9.50
Upper steering column joint 157659 .	£30.00
Lower steering column joint FAM1718 .	£22.50
Front/Rear shock absorber (Dolo) .	£18.00
Toledo front shock/spring assembly .	£45.00
Front lower ball joint GSJ135/RH .	£45.00each
Anti-roll bar mount bracket 154688 .	£6.50
Anti-roll bar mount bracket 153669 .	£10.00
Dolo recon exchange caliper .	£40.00
Brake pads Dolo/Toledo .	£9.50
Brake pads Sprint .	£12.00
New Sprint brake servo (exchange) .	£155.00
Sprint brake shoes Original.E. GBS780 .	£16.50 set
Dolo 1500/18-50 brake shoes GBS746 .	£15.00
Dolo 1500/18-50 wheel cylinder GWC1502 .	£12.50
Sprint wheel cylinder GWC1121 .	£12.50
Tank sender 1500H/1850H/Sprint 215652 .	£22.50



REBUILD/DUXFORD GEARBOX SWAP P.3

Richard Briscoe

STAG Register

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AT LAST THERE SEEMS TO HAVE BEEN
A SURGE ON THE RESTORATION
OF MY STAG.

Last time I spoke about it I had just begun replacing the drivers side box section behind the wing and repairing the bottom of the screen surround. Well after nearly two weeks of work (OK Mick - a few cups of tea as well!) here is the end result - a Stag with a front end welded back on! (Picture 1)



Pic 1.



Pic 2.

The grey paint is not a creative paint scheme, but a protective paint for the welds and to cover any scratches on the wings before I get ready to paint the car. I have got to confess that I was beginning to struggle with the rebuild as with the lamp panel left in place the wings just would not line up on the horse shoe corners.

Well after removing the lamp panel and blasting it everything seems to have gone back together extremely well, with one exception on the drivers side screen frame. If you look down the top of the wing you can see I made a 1/8th inch of an error on the bottom of the frame! (Picture 2) Ah well a little filler may be required to smooth it out. The picture also shows the extent of the repairs to the bottom of the screen surround. As can be seen from the photo 3, I have taken the trouble to paint all internal surfaces with

zinc bridge paint with a coat of blue Hammerite to make it look nice (Not that you can see it anymore!). Although a



Pic 3.

small amount of paint will burn away when near to the welding, plenty more will remain to protect the metalwork.



Pic 4.

Wax oil will be added once the final painting is completed. Picture 3 also illustrates how much of the car needed to be removed to sort out the panel work. You can imagine how I was pleasantly surprised how it all came together. The doors and bonnet all bolt on and the gaps are spot on. The hardest part of aligning the panels was the front wings. The front outer wings have to be positioned on the car with the lamp panel, nose panel and front valance all blind riveted and clamped in place. Easier said than done! Picture 4 That small operation took the best part of a half day. The next job then was to insert the inner wing repair panels into the curve of the outer wing

and weld them in position from the underside of the car. Anyone who has welded under a car will know what I mean when I say OUCH! - I still have the burn marks even though I was wearing gauntlets, face mask, overalls and welders apron! You then have to remove all of the clamps and rivets to remove the outer panels to weld the other side of the inner wing repair panels. I have to admit fitting repair panels on the inner wings is to me a false economy as they are extremely difficult to get to fit and the arch shape is not as good as the full panel leaving some quite large gaps between the inner and outer arch which will need filling with flexible sealant. In hindsight I would have fitted complete new inner wheel arch panels. You are paying £60-£70 for a repair panel and the full panel is £85-£95, I don't think it is worth trying to save money on the parts as the fitting costs in a garage would be much higher. I didn't exchange the repair panels I had as one had already been cut to try to fit it. I still have to re-skin the doors, which will be an article in itself - better to use the original parts for lining up the rest of the body shell and adjust the new door skins where necessary. Thanks to Victor Thompson for coming across and



Pic 5.

removing the remaining paint from the rear of the car (Picture 5) and Ian Cottam for the loan of the spot welder which really speeded up the welding. One thing to bear in mind for future reference - spot welders are heavy and

get hot! My back definitely needed the rest after that days work!

Whilst there is a least a full day of welding remaining at the front end to fill all the rivet holes used to secure the panels on trial fitting, the list of welding jobs is at last shrinking. All that remains is the rear deck, which will be replaced with one from the car we scrapped last year.

The gutters around the top of the rear wings and boot aperture need a little work to complete the list – that hopefully is that! (Well apart from the filling, painting and rebuilding part!!!!!!!)

The club day at Duxford was a great day out, there were a few Stags out there, as well a large number of other Triumphs. Got to admit though it is definitely asking a lot to see the whole museum and the Triumphs in as well!

The noise of Supermarine Spitfires taking off in the morning is well worth hearing. The land warfare museum was a great excuse to go looking for a new project, although I don't think my mum would approve!

Now over to **Victor Thompson** to continue the gearbox swap article.

ATTACHING THE NEW GEARBOX

As I've already mentioned, the manual gearbox was a Rimmer Brother's re-build and purchased as a kit, however it's surprising the number of additional items you still require, i.e. spigot bush, speedometer angle drive, gear box mounting (which incidentally there are two types) and various bolts which are different on the manual gear box. My first challenge was in getting the right gearbox mounting. I didn't realise until Peter had pointed out to me that Richard at Spitfire Graveyard had actually given me a TR7 mounting. The Stag mounting consists of a U shaped bracket which bolts to the gearbox and is attached to a bottom mounting bracket by two bobbin type bushes, so off I went to Sheffield, exchanged the mounting originally given to me and obtained another in the usual Richard fashion as in 'there's one on a gear box in that pile, tools are there, help yourself'. On returning and breathing a bit of a sigh of relief, as to buy two new items would have cost the best part of £100 my stress levels were raised again as Peter thought I'd got the wrong one as this was for a Mk1 Stag, fortunately our Mk11 needed the earlier bracket, so my bacon was saved.

Removing the auto gearbox is very straight forward and simply consists of undoing nuts and bolts. A point to remember is that on the flywheel,

which on an auto is very thin by comparison with its manual opposite, the bolts can only be accessed through the starter motor aperture.

The Stag has an adaptor plate between the engine and gearbox, once again they are different on the auto and manual. I think it probably makes sense to renew bolts anyway but some of the bolts are of different lengths.

There are two spacers on the auto flywheel, when replacing this with the manual flywheel you still need to use the thinner of the two as I found out when the dowel on the end of the crankshaft pushed through and made a small crack in the flywheel, the answer here was to drill it out so at least there weren't any loose bits of metal to fly off and was assured this wouldn't put the fly wheel out of balance.

Around this point it is very important not to forget to insert the spigot bush in the end of the crank, this isn't required on an auto, but it is on a manual. Next you bolt on the clutch and centralise as normal, of course a further thing you'll find you need is a clutch master and slave cylinder. Although I did have an old slave cylinder which came apart easily and I thought of installing a repair kit as I would on my Spitfire, I was told by Peter that these tend not to be successful on a Stag, the best solution is always to buy a new one, and I found they aren't that expensive.

The master cylinder is a rather odd arrangement with what appears to be a feebly small master cylinder with a small tin reservoir which sits on top connected by a short piece of hose (I think by this time I'd managed to get on first name terms with the people at Paddock's and Robsports, which is rather worrying to my bank balance however they were always very friendly and extremely helpful).

Once satisfied that the clutch was on correctly, all that remained to do was to bolt the gear box onto the adaptor plate.

At this point whilst the engine is out its a good idea to bolt the starter motor on as it's a bit of a faff to get access to do it when the engine is in the car as I found because I didn't have the correct screws (yes again they are different on the auto!) It was then a case of putting everything back on the engine that had been removed for cleaning and painting. I had been told the inlet manifold could be a bit of a pain to put back, sitting between the two heads it can be difficult to locate the bolts. Patience is needed for this, however I was very lucky and it went back on fairly easily. I of course

renewed all the gaskets including the water pump. The engine now looked pretty good, a new coat of engine lacquer and all its ancillaries looking very smart it was much tidier and hopeful more water tight. Whilst I'd been doing this I rubbed down and painted the engine bay which took quite a while, but at the end it looked much better and at least I knew there wasn't any rot.

I also completely removed the front wiring loom as Richard and I had decided it would be far better to replace the wiring loom than try to repair it, he was certain he could get a good one from the Spitfire graveyard. In fact it turned out to be the loom out of the car that my gearbox came from. It was now time for the Stag engine removal / installation team to return!

PUTTING IT ALL BACK

It's here where the good old Haynes manual will state, '**refitting is the reverse of the removal procedure**', ha! If only it was that simple!

Ian, Mike and Richard once more came around to help reinstall the engine. We considered moving the car outside as the lip of the garage entrance would have made the car lower than the hoist, however the garage door restricted height therefore we opted for lifting the engine in the garage once more.

I'd already renewed the engine mounts, the gear box mount was in place so once more we attached chains to the lifting eyes of the engine and started to lift.

Lifting the engine as high as it would go again, we lashed a stout piece of timber to the end of the gear box, then inching the lifting hoist towards the car two of us lifted the gearbox over the front of the car, then with the engine in a vertical position we lowered the end of the gearbox into the engine bay. Once it was low enough we rested it on a trolley jack and slowly inched this backward, lowering the rest of the engine into position. As we tried to align the front engine mounts with their brackets, Ian proclaimed, that the gear box mount is 'on the p###', a technical term I'd not heard before meaning apparently "out of alignment".

The holes that allow the gear box to be attached to the U shaped mounting are off set, and guess what, yes I'd put the mounting on the wrong way. Never mind, Ian removed the mounting under the car with very little space, so all was well. As the engine moved backwards, it fouled the bulkhead slightly, never the less with lots of nudging, prising and some swearing, the engine moved into

position and all the mountings were secured, sigh of relief. The only casualty was a brake pipe which had been crushed, a minor problem though. The prop shaft was installed and we started to attach the new exhaust system, the old one I found had holes when I started cleaning it. It was at this point we realised that the two centre sections which have the silencers, which are handed were the same, urghh.

We'd bought the system from Robsports at Stoneleigh along with a large box full of other assorted items for the project and I'd not really examined it until now. I have to say in defence of Robsports when I rang them the next day, they had the replacement section couriered to my home the next day and took the duplicate section away, so full marks for that. The radiator was re-installed, the fan had been put back on the car before we moved the engine and we re-attached every thing we could short of re-wiring the front of the car and finishing the exhaust, once again doesn't sound much but took most of the day.

THE EXHAUST

Fitting the remainder of the exhaust proved to be a bit of a challenge in itself. The front pipes mate with the mid sections which as previously stated house the silencers. These sections have communicating pipes which balance the exhaust and of course all need to be clamped. The rear of the centre sections pass through the rear trailing arms and here it gets interesting because Triumph came up with a very novel hanger arrangement.

Above where the exhaust passes through each of the trailing arms there are two brackets, a bolt and spacer goes through these two sets of brackets from which hang further brackets which the exhaust pipes are suspended from.

A U-clamp here has a further bolt going through which attaches the exhaust pipe to the brackets hanging down (see photo). These brackets hold the exhaust not only to suspend the pipes but also to stop them moving and fouling the trailing arms and rattling.

All well and good, but it's one of those jobs where you need six pair of hands and only have room for one, holding everything in place and getting the bolts through whilst ensuring the pipe sits in the middle of the hole through the arms was a nightmare. To further complicate matters when Mike Sales (who'd come through that day to help me) looked the other side where the next short sections meet the tail pipe one of the short inter-

mediate sections were completely different lengths. I telephoned Robsports and they explained they are manufactured different lengths, they normally cut them to length, but this system had got through. It seemed far too much messing about to return the bit that was too long so I telephoned another member Alistair Banks who with his brother Duncan have a business manufacturing Land Rover chassis and he kindly let me go through and cut the exhaust on one of his machines. Having measured the pipe and marked it, Mike and I set off across Doncaster. When we arrived Peter Johnson was there and he confirmed that they are often different lengths and you have to cut it to fit.

I find this amazing that you pay hundreds of pounds for a system and then you have to start cutting it!!!

On the way back poor Mike developed a stinker of a migraine and had to go home ill never the less Tony Nicholls who also happened to be at Alistair's (which seems to be a meeting place for a number of local members) very kindly came through and

helped me carry on with fitting.

We battled with it and finally got everything to fit, more or less. One side of the exhaust was perilously close to the hole in the trailing arm. There didn't seem to be

Pic 6 Amount cut to fit the rear intermediate section.



much movement however that explained why when we had taken the old system off I found lots of rubber pieces around the exhaust pipes, presumably to cushion the exhaust.

That's it for this month.

Keep running on eight -

RICHARD



Pic 7 Exhaust hanger arrangement.

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Hose Kit MK2-4	£19.95
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GT6

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Thermostat 88 Winter	£2.95
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H/Brake Cable MK3	£5.88
Brake Pad Set MK1-2	£11.50
Greenstuff Pad Set MK3-1500	£29.38
Brake Hose (COPV)	£4.15
Braided Brake Hose (UPRATED)	£15.86

GT6

Brake Caliper	£39.99
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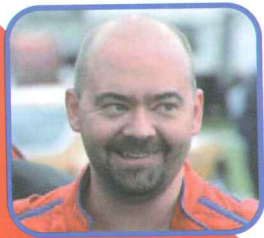


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Nigel Gibbins

RACE NEWS

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ROUNDS 7 AND 8 HELD AT
SNETTERTON OVER THE
WEEKEND OF THE 6TH
OCTOBER WERE
UNFORTUNATELY POORLY
ATTENDED BY OUR
COMPETITORS

Many reasons account for this from preparing for the Birkett, about to ship the car abroad, just arrived back from abroad or having raced the previous weekend. Most class championships had already been decided and with Andy Vowell not entered due to work commitments John Yarnell was guaranteed the Overall TSSC Championship and Ian Agnew and Martyn Adams were left to

END OF AN ERA!?

fight it out for the TR Crown. Never the less, there was a healthy number of driver's out in support and after breaking a half-shaft in qualifying, John went on to race against the Metro's of the MG Metro Cup and provided the spectators with some great entertainment.

The TR7s of Ian Agnew, Martyn Adams and Mark Humphries dominated the front of the grid by clear seconds (as you'd expect) but some extremely rapid MG Metro Turbos' were not that far behind. John was in



JY tries Pushing through

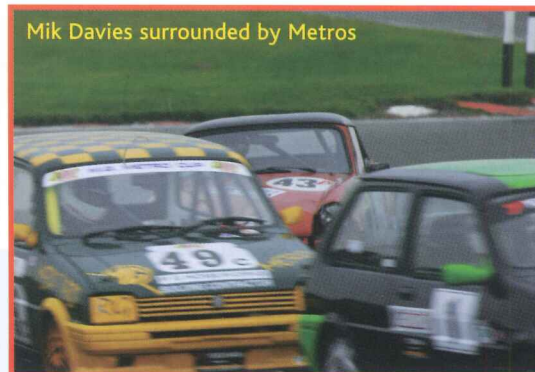
16th overall and surrounded by Rover Metro GTI's,



Ian Agnew clears a path for John

while Mik Davies had a similar situation some places further back. At the lights the TRs were away, showing

Mik Davies surrounded by Metros



a clean pair of heels to the 4th place | Ian with the overall win, Martyn second and Mark third. John

Metro although Mark took the first lap a little slowly he still managed to pull away. These three quickly got into the groove and kept each other honest through the race, especially as there was a LOT of lapping for them to do with even the 7th place car being lapped by the end. Ian took the top points and Martyn was second. John got involved in a terrific struggle with three Metros and was gradually picking his way through as Ian Agnew flew past them while lapping the group, John managed to use his experience of the TRs when they came around to lap his group to make good use of the spaces they made and managed to get past the group he was with. Unfortunately a spin at Sears



John Yarnell - TSSC Overall Champion 2007

won class A and Mik finished second (but not last). Another entertaining race from the triumphs put an end to the season and we all settled down around Jon Wolfe's motor home for a welcome drink and end of season barbecue... Yum!

CHAMPIONS

So the TSSC Championship for 2007 came to an end on with John Yarnell (of JY Classics) taking two class wins and



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Ian Agnew - TRR Champion 2007

.... go figure?

Only the Birkett 6-Hour Relay to go now, but by the time you're reading this it will already be done and hopefully dusted.... fingers crossed!

"Pictures courtesy of Kevin Rochfort ©"

securing the Overall TSSC Championship along with his class.

Andy Vowell had already wrapped up the Class C championship and Ian Agnew came out on top of Class F.

Regular readers will know that driver numbers have been falling this year due to poor organisation at our host club (The MGCC) and a number of other opportunities to race in a Triumph with other clubs.

Taking all this into account, it may not come as a surprise that for 2008, we are attaching ourselves to one of these clubs and will continue racing our Triumphs with the Classics Sports Car Club (CSCC) in the Swinging Sixties and Future Classics race series'.

Rising entry fees has resulted in a demand for greater value for money and 15 minute sprint races are losing out to 40 minute 'pit stop' style endurance races offered by the CSCC.

All Triumphs will still continue to be bound by our technical regulations but the normal classes will no longer apply.

So look out next year for Triumph 'teams' as both these series' allow for two driver racing, and the Future Classics even allows for two drivers in two cars running in relay. Because these series do not have championship licenses we will not be allowed to award championship points or award prizes to 'class winners'.

However, in an odd loophole, I can award a prize to the Triumph that completes the most number of laps in the shortest time...

FINAL POINTS STANDING AFTER 8 ROUNDS WITH BEST 7 SCORING.

Class A

John Yarnell	(54)	51
Mik Davies	(26)	23
Alistair Pugh		5

Class C

Andy Vowell	29
Simon Congdon	21
Steve Adams	21
John Thomason	15
Dave Thompson	14
Nigel Gibbins	12
Ian Smythe	11
Clive Gimson	9

Class D

Steve Small	17
Craig Jepson	4
Dave Bailey	4
Kev Hadfield	3

Class E

Joe Henderson	11
Mike Hughes	7
Peter Kennely	1

Class F

Ian Agnew	54
Martyn Adams	(52) 50
Mark Humphries	26
Hugh Maund	23
Steve Crane	12
Malcolm Chapman	11
Craig Jepson	4



TEAM TRIUMPH AT LE MANS CLASSIC 2008

The Le Mans circuit will, for the fourth time, roll out its 13.6 km-red-carpet... for a three-day enthusiastic celebration of half a century of the 24 Hours history.

Classic Le Mans 2008 will be held over 11, 12 and 13th July 2008. At the full 13.7 km race circuit of Le Mans in France

The races are longer than last time so will be more of an experience for the spectators and an endurance for the drivers.

TSSC & TR Register working together as 'Team Triumph', will be co-hosting a visit to the Le Mans Classic with a choice of on-site private camping overlooking the circuit, and off-site at a selection of hotels/chateau close to the circuit.

Team Triumph have again managed to book the most prestigious campsite that Le Mans has available, at Tertre Rouge corner, and again will host a private bar and the best shower and toilet facilities on the entire circuit.

Initial booking is open to members of the TSSC or TR Register (and their entourage); associated clubs and special guests. Later on, availability will be offered to the larger Triumph community.

The camping package will include camping/vehicle pass, entry tickets, car sticker, rally-plaque, basic maps and use of the bar, shower & toilet facilities.

The hotel/chalet package will include accommodation, entry tickets, car sticker, rally-plaque, basic maps, and day-visitor use of the bar, parking, shower & toilet facilities.

Camping tickets are required per



vehicle. You must have a Tertre Rouge camping ticket for each vehicle, these tickets are exclusively available from Team Triumph.

Entry tickets are required per person. You must purchase your entry tickets as part of the camping/accommodation package. Children under 16 are admitted free.

Circuit Laps, [an entirely optional extra] also known as discovery laps, are a great way of finding the dynamics of the circuit. They will consist of [from past experience] at least two laps taken in your own vehicle following a pace car, they are non-competitive and you should drive well within your abilities. Discovery laps do not require any special safety equipment but can be harsh on the brakes and suspension, they are entirely taken at your own risk. We are only able to offer one discovery lap ticket per car. These do require normal road licence and insurance.

Tee shirts, mugs and other regalia will be available closer to the event.

Arranging Channel crossing tickets and getting to the circuit is your own responsibility, however a number of areas/groups are already booking group crossings and you may be able to book and travel down with them. We suggest you organise this as soon as possible, the overnight crossing will sell out very quickly.

Prices have risen compared to 2006 (which we held at 2004 rates!) and we are now paying an increased rate for the campsite facilities. As I write, we are still setting the ticket prices, the following prices should be approximately correct.

Entry ticket (per person)	=£45
Camping ticket (per car)	=£95
Hotel/chalet	= to be confirmed
Discovery laps	=£84
Postage and packing	=£16

Please look at the club website or call HQ for the final pricing and booking information.

This year, due to the upfront costs being required by the organisers, we will require the full-amount to be paid with your booking, we are unable to take part-deposits.

TIMETABLE

- 05/11/2007 - Tickets go on sale for TSSC, TRR, associated clubs and invited guests.
- 03/12/2007 - Tickets available to all Triumph car clubs.
- 01/07/2008 - Tickets posted out to participants
- 10/07/2008 - Campsite opens at 10am, bar and reception opens at 6pm
- 11/07/2008 - Event opens
- 13/07/2008 - Event closes
- 14/07/2008 - campsite closes at Midday.



IT ALL STARTED IN THE DESERT

John Macartney

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**THERE HAD ALREADY BEEN
A FEW
"THWWWWIIIIIPPPPPPPPS"
OF PASSING BULLETS AND
THE LAST ONE WAS FAR TOO
CLOSE FOR COMFORT.**

What's more, about forty yards away was a tell-tale puff of smoke from the end of the barrel from which it had come. Pulling the AK47's butt tight to my shoulder, I waited until he moved. It wasn't long.

He seemed to drag himself sideways, half-crouching, and for just a moment the crosshairs in my sight moved over his chest and I squeezed the trigger - holding it there until the ammo clip was empty.

Ten minutes later, I was able to see what I had done.

He was the last of his colleagues to die and it was an action on my part of which I am not at all proud.

That mind-shattering experience came after having witnessed a firing squad a week earlier and upon my return to Baghdad later that day, my colleagues and I found out what it was like to be on the receiving end of highly accurate precision bombing, strafing and missile attacks. They continued without a break - day and night - and lasted for three weeks. There is no word to my knowledge in the English language that can truly describe that type of experience.

Yes, I got home - but with some extra baggage I had to carry for a further twenty-seven years.

To you, the enthusiast, those few preceding paragraphs certainly have nothing to do with Triumphs and you may well feel they are somewhat sensationalist and possibly inappropriate?

In fact, they're neither sensationalist nor inappropriate and are necessary to put the rest of this article in true perspective.

My return home after that month of stark terror and horror at what I had done in the desert left me with what is now known as P.T.S.D.

P.T.S.D. is a mental illness caused by the confrontation of a horror such as rape, attempted murder, the sudden loss of a loved one in tragic circumstances and other acts of extreme violence where the later sufferer is either a victim or witness. Members of the Police, Fire Service and Paramedics are all seriously over-exposed to P.T.S.D. situations and statistically, some 4% of our population (2.43 million) is currently suffering from some form of that illness.

Needless to say, serving members of all military organisations in 'front line' situations are also wide-open to the illness.

In my case, and despite me diligently searching to obtain help for my condition, I soon discovered our NHS does not have the highly qualified people in place within all Primary Care Trusts to help those who need their skills. Perhaps because of this, one or two highly specialised support groups, with not-for-profit charity status, have come into existence. These are dedicated to resolving problems for

people who contact them seeking their help. It was a specialist charity in Rugby - Assist Trauma Care who gave me back my life after all those long years - and Assist, like many other small charities, is desperately in need of money!

With all this in view, I'm going to do something I've wanted to do since the 1960's. It seems sensible therefore, to try to give something back to the people who gave me back my life - and in a way that they can hopefully do the same for others. To achieve all this, I'd be so appreciative of your help and support.

In the summer of 2009, from about late July until early October, I plan to be joining forces with a number of Triumph clubs in the United States and Canada to do a sort of 'Round Britain Run' à la Club Triumph.

The only difference in this case is it will be a 'Round North America Run' and it won't be done in a weekend - but it will be raising money!

That said, the journey does have to be completed in less than 90 days because that is the maximum time allowed for a USA Visitor Visa. Yes, I could apply for a longer,

multiple entry visa, but I cannot be away from the UK for more than 90 days anyway.

Two principal cars will be com-

pleting the full 10,000 mile route (which detail will hopefully be fully sorted by Christmas 2007) though of course, Triumph enthusiasts from all sides of the Atlantic are welcome to join in for all or part of the event - either with or without their cars. There will be fundraising initiatives to enable any enthusiast to either travel as a passenger in one or both cars and, subject to insurance conditions, drive them as well.

Be in no doubt, this is an event for ALL Standard-Triumph enthusiasts and is in no way limited only to those in North America.

The two cars which will do the whole run (and I'm referring to them as 'the factory cars') will be a Stag that has yet to be sourced in the States, and the second is my own 2.5PI, known to



many down the years as 'Canley Girl.' The long-stop is another



non-injection 'Innsbruck' I've lately acquired, for which there's currently no photograph. Whichever car is chosen in the end, it's ownership will be transferred to the Trust as an asset and before the event gets underway.

Now, to enable this trip to take place, it's going to be called The Triumph Trans-America Charity Drive,

From the outset, it has to be structured in such a way that confidence is built in the administration of how raised funds are managed for maximum effect. I am in the process of creating The Macartney Charitable Trust (MCT) which will be an award-granting charity in its own right. The Trust plans to raise funds in future years, through the use of British classic cars of any make, motorcy-



THE MACARTNEY CHARITABLE TRUST

cles, traction engines, much-loved trucks and buses - and all in events and road runs, with the objective of raising money for needy causes while their owners have fun.

To the best of my knowledge, I don't think a non-profit entity exists in the UK for old vehicle collectors and I'm hopeful that over time, MCT will come to be known as 'the old car charity that exists to help others' because it has no allegiances to any make or model. It will soon have its own website and on that site will be an outline of the charity's scope, together with a programme of events for 2008.

In the case of Triumph Trans-America Charity Drive, the Trust is effectively providing the two 'Works' cars. I have committed £5000 of my own very limited funds as an interest free loan to the charity to start funding the many costs to be faced, so I hope that sponsorship, together with much active fundraising by enthusiasts and clubs with different allegiances to the models Standard-Triumph made in the post-war years, will raise much more.

TRIUMPH

TRANS-AMERICA Charity Drive 2009

from England



- with love X

I'd like to think enthusiasts on both sides of the Atlantic, could represent 'the factory' in terms of 'thinking' resource and determination to make this event happen. I'm especially anxious to see ALL Standard-Triumph enthusiasts coming together for this

one. I see it as an event where specific club loyalties can still keep together but where we can all pull together as well.

This trip is one that I'm told by many Americans has never previously been attempted.

In that regard, I know the Americans are going to do their very best to resurrect a Stag in such a way that it'll look and sound like one just off the line - but without the warranty claims of some of the early models. Equally, I'm VERY anxious to ensure the 'Innsbruck' is equally well prepared and glossy to the beholder.

With that in view, Mike Crewes (General Secretary) and Nigel Clark (Club Manager) at Triumph Sports Six Club have most generously offered the workshop facilities at the Lubenham, Leicestershire H/Q. To that, I'm now anxious to create a project team of enthusiastic and competent club members from any and all of the UK's Standard-Triumph clubs to work together to get the UK car ready.

At this point, maybe one of the many Triumph specialist repairers reading this article might want to play a part in some of the more specialist work that has to be done after a detailed examination of the car by the Project Team?

Of course, a shopping list of parts will have to be compiled, so if any of the parts suppliers would be willing to join in on this and sponsor (in whole or in part) the components we'll need, the car will proudly bear your sticker to prove your sponsorship.

Triumph World Editor Ted Connolly, has also generously offered to keep TW readers regularly involved in the evolution of things as a whole and I'll also be sending regular updates to all Club editors, so members who don't take TW

or have internet access will know what's afoot.

Finally - just for this edition, what will the event do?

Our objective is to raise at least £50,000 each for one American, one British and one Canadian charity who uniquely specialise in P.T.S.D. treatment.

All monetary proceeds, regardless of source, will be divided equally between the three charities at the event conclusion and when the money has been gathered in.

Currently two non-profit organisations have been selected.

In the UK, Assist Trauma Care in Rugby

(www.traumatic-stress.freesevice.co.uk) will be the British

beneficiary and in the United States, Gift from Within

(www.giftfromwithin.org) wishes to take part.

All that's now needed is to identify another non-profit in Canada. We're close to announcing who that partner will be.

The event will start from somewhere on the East Coast of the States - or maybe even Toronto, and in will visit one Triumph Club per Chapter (Region or Zone) where a car show for all British makes will be held.

There will be extensive fundraising and publicity leading up to each event and at its conclusion, the Innsbruck and Stag will move on to the next event.

It's foreseen that there will be six car shows across the States and Canada to support the event and raffle tickets will soon start being sold. Only 2,993 Stags were sold in North America and inevitably that number is now much reduced. While GT6, Spitfire and TR are still relatively abundant, the Stag is not nearly so common and is now being much sought after. With that in view, the Stag that completes this trip will be first prize in the North America wide raffle.

The Innsbruck however, will return to the UK and the MCT Trustees are more than willing for it to be made available for exhibitions at any Standard-Triumph Club National weekend, and as a classic car fundraiser for future events to support MCT's fundraising activities.



WHAT ROUTE ARE WE TAKING?

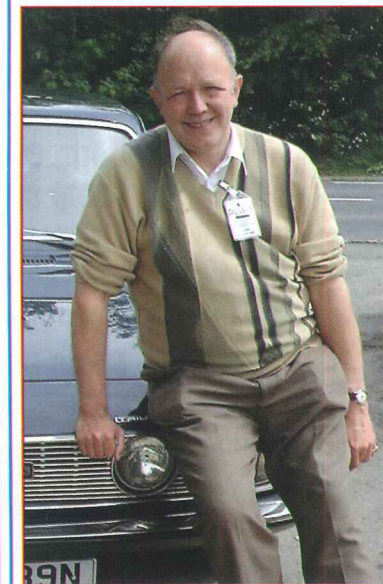
Well, that's entirely in the hands of the Americans and we're presently facing a Catch 22 issue. We can't plot a route until

US clubs come forward to offer their help, so the map at this stage has to remain blank - but in all other respects and on many different fronts, it's go-go-go as of now.

Subject to your Editor's approval, I'll be keeping you up to date - hopefully in each of your Club Magazines, with info on how things develop, but if you want to contact me on any matter to do with this trip, then call me on 01386 424401 or write to me at standardtriumph@btinternet.com.

I've also prepared a simple presentation in Powerpoint that could be linked into your website and by this time next month, there'll be an event website running as well. As far as the website is concerned, all Webmasters are welcome to put a link to it from your own website and all I ask is you notify me so I can keep a track of where the links are coming from.

That's it, folks.



The choke (sorry, Cold Start) is pulled out, the ignition is switched on, the fuel pump is whining in the boot - and as far as I'm concerned there's finger and thumb pressure on the key to turn to **START!**



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	Discs	Pads/R/Shoes	From	Std	Spax	Koni	Gaz	Std	Spax	Koni	Gaz	Std	H/Duty	Std	H/Duty
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
Spit/Herald	£17.50	£10.49	£15.00	£17.50	£127.08	£167.44	£117.44	£17.50	£116.80	£135.13	£114.56	£22.44	£23.44	£76.50	n/a
GT6/Vitesse	£13.95	£9.99	£18.02	£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	£31.14	£38.06	£29.86	£38.06

BODY PANELS & BUMPERS

	F/Wing	R/Wing	D/Skin	Sill	Bonnet	Boot Lid	F/Bumper	R/Bumper
Stag	£199.95	£635.38	£64.33	£101.99	Enquire	£155.53	£358.38	£527.58
TR4/5	£534.95	£489.95	£69.50	£37.34	Enquire	£499.95	£88.13	£234.94
TR6	£248.59	£248.59	£69.50	£37.34	£410.79	£280.47	£211.44	£226.85
TR7/8	£158.63	£323.13	£52.88	£35.00	£180.63	£235.00	£111.63	£102.81
Spitfire	£49.61	£107.47	£49.91	£41.43	£821.58	£92.50	£246.00	£305.50
GT6 (Mk3)	£49.61	£107.47	£49.91	£41.43	£867.23	Enquire	£246.00	£305.50
Herald	£90.01	£105.00	£80.01	£25.00	N/A	Enquire	£146.88	£146.88
Vitesse	£125.00	£105.00	£80.01	£25.00	N/A	Enquire	£146.88	£146.88
Dolomite	£78.67	£223.25	£89.44	£27.24	£142.50	£117.21	£223.90	£139.83
2000/2500	£482.98	Enquire	£86.10	£29.88	£206.38	Enquire	£272.31	£192.54
SD1	£52.88	£111.63	£76.32	£52.88	£117.21	£146.88	£115.00	£115.00

WIRE WHEELS

	Chrome	Painted
Stag	£1086.88	£851.88
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TR5/6	£1115.08	£793.13
TR7/8	£1028.13	-
Spitfire/GT6/Herald & Vitesse	from £962.33	£750.83

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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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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	£293.75
Spitfire	£133.13	£155.82	£202.69	£211.91	£286.65
Herald/Vit	£140.25	£194.67	£165.17	£212.89	£312.22

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Dolomite	£145.23
2000/2500/2.5	£139.18
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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

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	Stag	Pair
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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TR7	- Standard £146.88
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TR8	- Twin (2 Box) £280.83
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Spitfire 1500	- Standard £170.00
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GT6 MK3	- Standard £193.88
	- Sports (Full) £445.33
Herald	- Standard £139.83
	- Sports Part £217.38
Vitesse	- Standard £155.69
	- Sports (Part) £217.38
Dolomite	- Standard £233.83
	1850 £343.69
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OVERHEADS

Trevor Collett SPECIALS Register

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A BIT QUIET ON THE CAR FRONT THIS MONTH

A quick follow up from my last month's piece on the Ashley hardtop I had acquired. When I was writing the article I wanted a photograph of a Spitfire fitted with an Ashley hardtop and although I prefer to use photos I've taken myself all the ones that I used I pinched from the Internet.

Here I am four weeks later scratching my head for something to write about and looking through my box of car photos hoping for inspiration, and what do you think I find? Blow me down, I had a couple of excellent photos of an excellent Spitfire fitted with not only an Ashley hardtop but a

Ashley bonnet, taken, by me, at the Leatherhead SEM in 2002. Looks good doesn't it?

You might be interested to know what response I got from my offer to give the hard top away. Tough if you're not because I'm going to tell you anyway. The first contact was an email from John who said he had a similar top going spare and asked me pass any spare takers for mine on to him! Then I got a phone call from a member who also had an Ashley hard top – this was not going to plan. This chap did offer to send me some pictures and sketches on how the top attaches to a Spitfire, which would be useful if I ever find a taker for mine.

Then, a few days later I picked up a voicemail from Tony from Gatwick; he was sure that I had given the top away already but I phoned him straight away to say he was the first and the Ashley top was his.

Tony collected his acquisition the other day and I asked him about his plans for it. He said he had a special Spitfire that had recently been damaged in an accident, but was being repaired, and he had liked the idea of a fastback top ever since he had



seen one on a Spitfire at SEM a few years ago. Of course that was the green car here.

By the way, if the owner of this car is reading this Tony would love to see it again, to get some references for fitting and details.

Tony showed me a photo of his Spitfire – I recognised it; it is very special, I've got several photos of it in my archive. I'm not going to show you Tony's car now – I don't want to put him under pressure – but if his plans for the Ashley come off (and I reckon they will) we will have a very, very special car to show you in a few months time. Watch this space.

While we're thinking about roofing options for our cars I thought you might like to see a few other non-standard roofs I've seen around the shows. I can't tell you any more about the cars other than what you can see for yourself. We've got a the yellow GT6 with targa-style cut outs, the white GT6-thing with a T-top, four headlights and



skirts, the convertible GT6 with the fibre-glass hard top with sun roof and, finally, a Macau-like Spitfire – with no roof at all.

Aren't they all great?

I just love to see people personalise their cars – long may it continue.





Dave Rumens

**VITESSE
Register**

www.tssc.org.uk/vitesse

e-mail.

vitesse@tssc.org.uk

HELLO ALL

November is now with us and we can look back on what has been one of the wettest summers on record. Over the 2007 season most of this year's events were wetter than normal and many rained off, though thankfully some parts of the UK have had a very warm and dry late August/September which has given us a chance to enjoy our cars.

I wonder if you are having problems with the quality of the replacement parts now available. Over the last twelve months I have had a number of replacement parts made to a poor quality. The following are a couple of examples. The first was on the Vitesse where I have had two sets of rear brake linings disintegrate, *See Pictures 1 & 2*, which was not caused by defective brake drums. The second was on my TR7 where the replacement carburettor mounts started to come apart. Having talked to the

SPARE PARTS & STEERING WHEELS

suppliers they make the point that they are in the middle and usually end up losing money in handling the returns.



Picture 1.

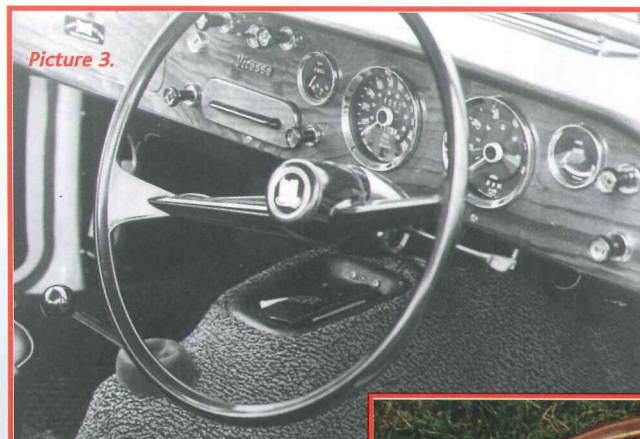
They went on to say that they can seek to improve the quality of the parts but made the point that in their experience most customers are looking for the lowest price and



Picture 2

an increase in quality would increase the costs. I would suggest to all that there is always a balance between quality and cost in the production of any item. My own experience from talking to local members of both the TSSC and the TR Register they are only too glad to pay a bit more for parts that are made either to or better than the original quality. Though I should say this is a very small sample and probably does not represent the view of all Triumph owners. From my point of view, as far as the customer is concerned, in the long term it is generally more costly to fit parts that last less than a year, let alone the hassle of having to keep changing them and not forgetting it may reduce the reliability when using the car. So I guess the moral is if we require the original quality parts then we may have to pay a bit more for them.

Well that's my gripe for this month and now on to the



Picture 3.

subject of steering wheels. Over the production, 1962-1971, of the Vitesse there were only two types of steering wheels fitted. Though there are some detail differences, much of the 1600 Vitesse interior is common with the 1200 Herald of the same period. This includes the steering wheel, *See Picture 3*. Nothing new here as car manufacturers have been using their parts bin to build a number of different models for years. Some may consider this to be a cop out in not designing new parts for a new



Picture 4.

model. However, in our case this is an advantage as it means a supply of parts is more likely to be



Picture 5

available either second hand or new. With the introduction of the 2 Litre model in October 1966 the steering wheel was changed from the Herald type to a more sporting version, *See Picture 4*. Once again this came from the parts bin as it was first fitted to the TR4 in July 1961. This steering wheel was carried over to the 2 Litre Mk2 in October 1968. Originally this wheel was fitted with a leather cover but

over the years many have become very worn and then been removed or may have come away in the drivers hands! As there are no replacements available this wheel is now often seen without the cover. An optional wood rimmed steering wheel, *See Picture 5*, was available from Standard Triumph and the Stanpart number was 307245. In 1967 it would have cost you eight Pounds and four Shillings and could be ordered from any Triumph main agent. These wheels were made by Formula and could also be purchased in both wood or leather rimmed form from the well known supplier of

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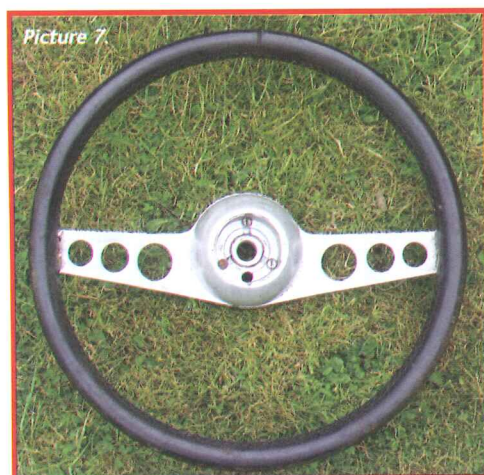
The above 15 1/2" overall dia., Leather or Wood type Wheel is specially designed for the TRIUMPH 2000. New central Horn-button is included, as shown.



15 1/2" dia., Wood-Rim only with slotted frame (as shown) for early models TR2/3/3A.

Picture 6.

after market goodies, SAH. **Picture 6** shows a mouth watering advert from SAH. I have raised in the past the problems with these steering wheels where the ageing wood is now cracking and the rim could disintegrate in your hand when



you are driving your Vitesse. So if you have one of these wheels please give it a thorough check out before using it. The 1960's was a time when

there was a plethora of aftermarket items for your car. Another supplier of aftermarket steering wheels was a company known as Cosmic and a leather rimmed version can be seen in **picture 7**.

Lastly I would like to welcome the new TR7 Register Secretary, Hugh Glossop to our ranks. Hmm - Hugh I wonder if anybody has tried the Triumph 2.5 Litre 6 cylinder engine in the TR7! That's my stuff for this month.

Safe Driving & Keep Running On All Six

DAVID.

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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**.



BELGIAN BEER CHOCOLATE & SPITFIRES

Suzie Singleton

SPITFIRE
Mk I - II - III
Register

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**WELL, THE FIRST TWO ARE A
GIVEN WITH A TRIP TO BELGIUM**

I was pleased to see so many lovely Spitfires at the Belgian Triumph Club's Festival in Durbuy in the Ardennes which Guy & I went to in August. You can read more about our adventures in his Bond article this month.



They say that pictures speak louder than words so I'll see if that's true this month by including photos of all the early Spitfires we saw there, including some with variations of boot rack as well as a very nice



Hurricane. Every nearby country around



seemed to be represented, Belgium, France, Holland, Germany and Luxembourg.

It's also interesting to see, when compared against a library photo I have of a UK car, just



how Triumph's dash design made it easy to produce either LHD or RHD versions of these early cars.



We had a great weekend, with glorious weather, and hope to visit the event again. It was very well organised and a lovely part of Belgium to visit and we'd like to send our thanks to the Belgian Club.

Although I didn't get to speak to the owners of these lovely cars, not just because of my abysmal knowledge of French, but also because we seemed to keep finding cars without their owners – probably off

in town enjoying the delights of the beer festival or, as with our own home-grown shows, meeting up with old friends or checking out all the other great cars there.

To show I'm not the only Spitfire-spotter in the family, here's one Guy saw in Marlborough High Street in mid-September from his office window. Sorry about the slightly fuzzy picture but it was taken on his phone. If anyone recog-



nises this car, we'd love to know the story behind the picture above.

We had a bit of a car shuffle last weekend and Sybil, our Spitfire 4 now has a bit more space around



back together. The next problem we have with her is with the dash top. A few weeks ago Guy rooted amongst our early car bits and pulled out a good one for her. Unfortunately, after putting it in place we've now realised that it's the wrong one for a 1962 car. The very early ones were cut straight across until it was realised that this allowed a reflection of the dials to show on the windscreen so it was adapted to include small lip in the centre part.

It's one of this later type that Guy used but we very much want to rebuild Sybil as accurately as possible so want to correct this.

We've found Sybil's original dash top but, although the vinyl is actually pretty good for its age, the metal brace underneath is rather poor. I know this is a long shot but we wondered if anyone might have a spare pristine 1962 straight dash top lurking in their garage? Ok, I know I said it was a long shot but

I guess that's more like wishing for the moon.



her so that Guy can get back to putting her

Perhaps if I modify that to asking about a



Spitfire4, Mk2 or Mk3 dash top, vinyl doesn't have to be good, but with a sound metal base, which we might be able to transfer Sybil's vinyl onto, I might have a little more luck. So, if you have such a beast surplus to requirements I'd very much like to hear from you

And, just so as not to disappoint any of you who look forward to my trailer series, hopefully I've just got room to squeeze one in here, this time of a Hillman Imp and trailer which we saw at Popham this spring, a few miles from where we first saw it at the Callender show in Scotland 4 years ago.

And finally, some more Safety First tips.

39. Do not attempt to board or alight from a vehicle in motion.

Our picture illustrates the great danger of boarding or alighting from a vehicle in motion; many a man has lost his life in attempting to save a second in this manner. All public service



motors have recognised stopping places, and if one is injured in jumping off or on to a moving vehicle between stopping places its owners can,

and do, disclaim liability. Caution is necessary when stepping into the roadway behind a stationary vehicle, for, as the drivers of oncoming traffic cannot see you, they are unaware of your presence until it is too late.

40. Beware of tramlines for they are most treacherous, especially when wet.

Avoid crossing them at points or at sharp corners, where the worn edges of the rail often



present knife-like edges to your tyres. To obviate the risk of catching your tyre in the groove of the rail, cross the lines at as nearly right angles as possible, after giving the appropriate signal to warn the following traffic of your intention (see illustration).

As wet tramlines are the most "skid-provoking" of surfaces, special care is required in wet weather, when it is desirable to reduce speed and free-wheel over the rails.



BONDS ABROAD

Guy Singleton

BOND EQUIPE Register

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AS I MENTIONED IN MY LAST ARTICLE
SUZIE & I TOOK MY 2 LITRE
CONVERTIBLE TO BELGIUM TO THE
BELGIAN TRIUMPH FESTIVAL.

In this we were ably supported by Alastair and Emma Galbraith in their GT6. We had a good trip to Dover – 8.30am on the M25 and no hold-ups – and arrived at the port about 10.30am, 2 hours before sailing. Al and Em joined us about an hour later, their only hold-up being shortly after leaving home on the M4 near Reading, but otherwise having a clear run too, this being the first long run they had done in the car. The weather too being very kind to us as it continued to be for most of the weekend.

The 2 hour crossing by Norfolk Line to Dunkirk was a bit

lumpy but otherwise no problem and a good time to refuel ourselves.

We decided to drive through France as far as Lille (giving us our only traffic jam) and then across the border (tempting to wave at the two 'non-border' police on their smoke break but we restrained ourselves – just in case...).



Our route ahead then lay via Mons and Charleroi to Durbuy in the Ardennes,



mostly by motorway until the last half hour or so.

All went well, saffron Bond followed by yellow GT6, making good progress until – as we left the A7 to join the A15 at La Louviere, just a few hundred yards onto the slip road – a puff of smoke came out under the dashboard. Luckily I spotted this at the same moment that Suzie calmly said 'We're on fire', and I smartly pulled over onto the hard shoulder. Alastair pulled in behind us and hopped out grabbing his warning triangle to put behind us and joined me as I opened the bonnet to locate the cause – steam.

The fan belt had started to disintegrate and had come off the water pump but it was still turning the alternator, water had flown out of the overflow hitting the exhaust – hence the steam/smoke coming into the car.

Fortunately I had an old fan belt in the boot so this was changed and the radiator topped up with Al's spare water and a couple of bottles of mineral water, originally packed to sustain the passengers, not the car, and progress towards Durbuy resumed.



We arrived at the Le Nid d'Hirondelle (translating to the Swallow's Nest) Hotel which was about 2km

outside Durbuy at about 6.30pm pulling into the car park to see a RHD Vitesse convertible and 3 TRs. A few minutes later, as we were starting to unravel ourselves, John Snook strolled down the path to greet us, he and some other Club Triumph members also staying at the same hotel.

Thought I recognised that Vitesse!

We had a very pleasant evening at the hotel, making our first acquaintance of Leffe beer, and the following morning set off to find the 'Parc des Topiaires' in Durbuy where the event was to be held, coming into the town via a back road – it was just as well we were driving Triumphs as the entrance was a very, very



sharp right turn off the lane. We were guided into position by a bit of a blast from the past – a 1960s English Bobby!

We were told that Saturday was going to be a quiet day but there were 40 or so parked up so a good turn-out.

After we had been there for about an hour a familiar shape hove into view entering the park



We then wandered into Durbuy town centre and found that the Belgian Triumph Club had chosen an ideal weekend for their show as the town were holding a beer festival – perfect! (only problem being that Al and I had to drive!) but we did all have a free taster and then a good lunch at one of the

– another 2 litre but this time a Belgian Coupe belonging to Nico and Rita Haarselhorst.



many outdoor cafes. After lunch we decided to try out one of the



about 20 years before being repaired. In fact it must be one of the lowest mileage Bonds in existence (unless you know better!) with about (if I remember correctly) 35,000 km on the clock, equivalent to 21,75 miles.

Note the differences in layout in the LHD version of the Equipe.



two drives for which the Belgian Triumph Club had provided Tulip route guides. This was quite

fun driving through the Ardennes with hairpins and great scenery – at one point we spotted Nico and Rita crossing ahead of us and thought that either they or we had got lost – then a few miles further on we realised that our route had doubled back on itself. The route passed by our hotel so we stopped there for the day. Nico and Rita were also staying at the same hotel that night so we had another Bond for company and another very pleasant evening ensued – helped at times by having Nico & Rita to translate for us!

Sunday dawned and another glorious day (the village tractors passing under our window a little later than they had on Saturday morning, perhaps at 6am rather than 5am!) We decided to try out the other driving route provided for us as this one started off near our hotel. This time we were taken south of Durbuy on some less mountainous



territory, finding some much needed fuel (*Suzie note: and chocolate!*) before returning to the park

at about 12.30 to find that it was well and truly full – Triumphs in every direction!

Don't think we've ever seen so many TR2s in one place!! Just after we arrived Al ran into a spot of bother trying to answer one keen admirer's many questions – all in French. Luckily Nico & Rita were soon spotted and Rita's translating abilities pressed into action. Not sure if she's used to technical translating but everyone seemed happy with the results so it must have gone well.

Here we met Frank Bosmans, another Belgian Bond owner, who has a 4s which he is converting into a 6 cylinder car. The job is not yet complete so he and his dog Charlie were there but the car was still at home in his garage. It was good to see him again having met him previously at Le Mans. Hopefully next time – at Classic Le Mans 2008 – we will meet the car as well.

We had another visit to the Beer festival and lunch



in town, pausing to watch the visiting Dutch band,

this time with Frank as our translator, and then spent the rest of the afternoon looking round all the other cars and chatting. Many thanks to Nico, Rita and Frank for their translating skills and good company.

Eventually we went back to the hotel for yet another very pleasant evening, though with a little less alcohol as we had an early start ahead of us in the morning. I don't know if it was being under the influence of said Belgian alcohol, or just that being in our company the madness rubbed off, but during the weekend there





were several discussions with Al and Em over a car she'd seen on ebay and had set her heart on. After a call from Al to the seller, then one to friend Colin to ask him to place a bid on their behalf, the deed was done and they woke up on Monday morning the proud new owners of a 1952 Triumph Mayflower!

That's one up on us, I don't think we've yet managed to add to our car fleet whilst abroad!

6.00am Monday morning seemed very early, and dark, but with clear skies. After a quick top up of caffeine to set us up for the journey we loaded up the cars then headed off back to the coast.

This time we decided to stay within the Belgian borders as Suzie had been told that those nasty white sticks (AKA Cigarettes) were cheaper in Belgium than in France, and had the address of a warehouse full of them in Adinkerke, just



on the Belgian side of the French border. The bank account was emptied and the car filled, but at least the wretched things are light. I hope she thinks it was worth it as the direct road from Ypres to Adinkerke was a rollercoaster ride, very bumpy.

Not too bad in the convertible with it's reasonably soft ride, but not so pleasant for Al and Em in the GT6 with its very firm suspension.

The next stop was more important, the Auchan

hypermarket in Dunkirk (having just avoided the French lady who was so fascinated by having a Bond drive in front of her across a junction that she tried to drive straight into the side of it!). As time was now getting tight a quick trolley dash was made through the shop collecting wine and beer and we got back to the ferry – just in time for it to start raining while we were in the queue for passport control!

We started with the brollie up but the wind blew that inside out so – horror of horrors – we had to put the roof up! After about 20 minutes the sun



came back out so the roof came back down to drive onto the ferry. And as a last highlight to the weekend we then spotted what we think was a Peerless on its own way onto the ferry. A great weekend, we would recommend it to anyone, and thanks to Al and Em for their company.



Photos 04, 05, & 06 are courtesy of Marc Bertels of the Belgian Triumph Club (<http://picasaweb.google.fr:80/MarcBertels/TriumphFestivalDurbuy20070923>) and Photo 14 came from Alastair.

Finally, I had a call today from Derek Jackson in Burnley who has a 4s also fitted with a 2 litre engine. He is emigrating in November and is looking for a good home for his car. I gather that the MOT may have expired by the time you read this but he thinks it should go through ok, and that the gearbox could do with a rebuild or replacement, but otherwise a reliable car. Please contact Derek on 07985 0077643 if you are interested.

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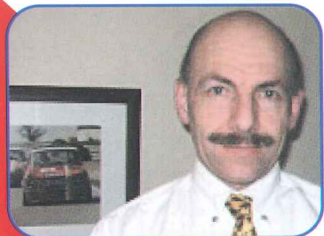
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TR6 INJECTION & ZANDVOORT TEST

Tony Lindsey-Dean Talking Tuning

e-mail. tr@tssc.org.uk

GREETINGS ALL

I was sorry to miss the copy deadline for last month's magazine but was in Holland & Belgium delivering customers parts. My first stop was just outside Antwerp to see Mark who is restoring a US Export TR6. This is a chassis up restoration where he is trying to rebuild the car to as new standard with a tuned 2R



spec engine. When I last saw him it was to deliver the new engine. I had looked over the overdrive gearbox and diff that he had rebuilt by a local garage. I soon discovered that the securing pin for the clutch fork was broken. The garage had sandblasted the gear case without dismantling the clutch release mechanism. A quick look inside confirmed my suspicions that only a very minimal job had been done. Further more a tub with the replaced parts also contained parts that should have been fitted. Having viewed this Mark had asked me to take his gearbox and diff back with me and restore them properly

to the highest standards.

Having completely restored and uprated the gearbox and overdrive I had rebuilt the diff as well. The previous garage fitted only new oil seals and badly at that, with none of them sitting squarely. These would have leaked for sure. The Diff was also subject to a complete bearing replacement and re-shimming the planet gears.

Once at Marks' I helped him fit

the transmission and corrected a few faults. His garage people had fitted the rear back plates on the wrong sides! Once the brake and fuel lines are fitted and the exhaust system he plans to fit the body tub.

After leaving Antwerp I headed north to Utrecht where my friend Jan Pieter lived. Being a Friday the traffic was as bad as anything the M25 can offer. The only problem with Holland is they have Motorways and narrow country lanes and very little else in between. So no convenient rat

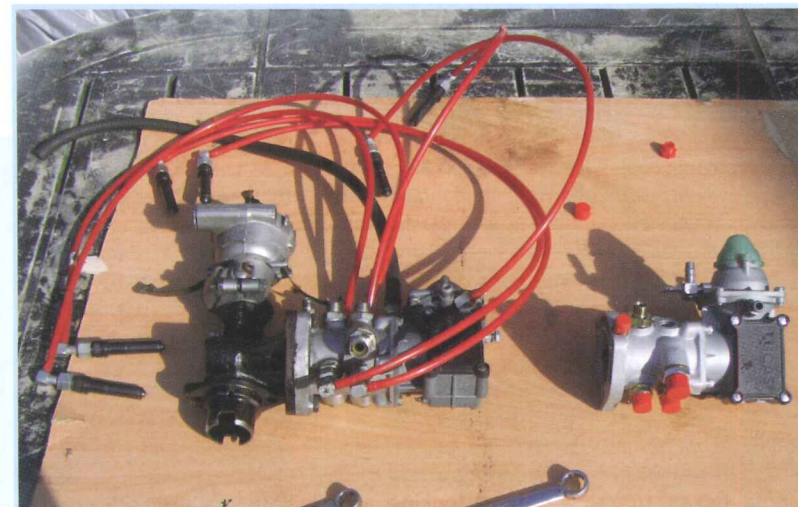
runs to avoid the congestion. Eventually I arrived but too tired to get involved with his Racer TR6, that would have to wait till the morning. A few beers was all that I was interested in.

The next morning was bright and cheerful. My task was to rectify the faulty injection on this tuned 4R spec track TR6. The problem was no 5 injector was continually spraying when the pump was running.

The problem developed when I tried to rebuild his seized metering unit. The metering unit had been built by KMI over 10 years before, I had returned it some 6 years later, still in run, to have updated seals fitted. Unfortunately my friend was unaware of the correct method of storing the metering unit, which was left out unprotected for another 4 years or so. It ran great for 15 minutes & promptly seized sheering the plastic drive dog. As time was short, I used a body from another reconditioned unit and mounted the 4r control unit to it. It worked fine to start, but bit by bit fuel leaks started to manifest themselves resulting in no. 5 injector spraying constantly when the pump ran. Jan Pieter had phoned me to see if I could advise him of a cure, but this was not a job for an inexperienced person

I had taken the precaution of having a fresh

metering unit to 4R spec with me to swap over. My diagnosis was correct that the metering unit body was an older reconditioned unit. The early lead free seals are badly affected by later changes to the fuel



composition which attacks them. Sure enough when I inspected the dismantled metering unit the inner seal to the one way outlet valve had disintegrated allowing the fuel to by pass the rotor body



straight to the outlet valve. So in this condition fuel would just spray continually whilst the pump was on.

Once the new metering unit was timed and fitted the engine fired up without problem. Previously we did have to remove all the plugs and spin the engine over to expel the fuel that had filled no5 cylinder! We also took the precaution of draining

the oil as it had become contaminated with petrol, replacing the filter as well.

The rest of the day was spent making final checks to the car. My friend was booked in to a track day at Zandvoort race circuit where there was a classic car meeting with many clubs represented.

We arrived at the circuit later than planned to find a very busy paddock filled with rows of classic cars, while others were all ready on the circuit having fun. The TR6 was totally fresh from an extensive rebuild which had included all major mechanicals as well as springs shockers and poly bushes. Despite Jan Pieter using the matched race springs from TT/Moss it was soon apparent to me that the race springs were not really matched at all from front to rear with the rear being to high. Still the suspension was far superior to the standard set up that JP was used to. The car was parked in the collecting area while we waited for our turn to take to the track. No sooner had I lifted the bonnet than people began to crowd round looking and pointing. As classic car enthusiasts the Dutch are very wary of the Lucas fuel injection, so much so that JP's friends all thought he was making a big mistake in not using triple webber carburettors. My opinion gained from years of tuning Triumphs is that both set ups produce good power, but when it comes to driveability on the road, especially when the engine is highly tuned, the fuel injection gives the smoothest development of power. On the road with a high tuned

engine Webber carburettors have a big problem making a good transition from primary to main fuel delivery circuits when driven on a light progressive throttle. This manifests in a flat spot just before 3000 rpm. This can be overcome with more aggressive acceleration, but this is far from ideal when negotiating heavy traffic on the road. As one of the criteria for this development was to make a very fast race/track car that could be driven to the circuit, injection was the answer.

As the car was untested Jan Pieter elected me to take the car out first. My time came and I joined the other cars on the circuit. I have driven and tested at Zandvoort before so I knew my way round, what took a little getting used to was driving on the left hand side. It just does not feel the same with ones weight predominantly on the outside of the car. Also the clutch and gear change co ordination took a few laps to master. However once the tyres started to generate some heat and I had settled down it was very pleasing to see the car was very quick holding both a BMW 325 sport and Lotus Exeige on acceleration and after a few laps both were passed. The 20 minute session soon passed and it was time to come back in. Next it would be Jan Pieter's turn, but first he had to leave the circuit to re fuel. Despite my advice JP was sure the full tank of fuel would last the whole day, as he had been used to with the old engine. With well over 200 bhp being churned out, the fuel was below ? after my stint. At the petrol station JP met the owner of the Lotus I had passed on the circuit, who commented on how quick the car was and how he just could not understand how this 40 year old heavy all steel car had got the better of his nice shiny new Lotus.

It was later in the day when Jan Pieter took to the track, by now many people had left so the track was relatively quiet with only a dozen or so cars out. Clearly Jan Pieter was enjoying himself, but the strength of the power caught him out when accelerating out of one of the tight corners as he lost it and had a big spin. Still no harm done, but on the next lap he mis judged his breaking point and



locked the nearside front wheel flat spotting the tyre. The session was about to finish so that was our testing for the day.

In the Paddock I met a photographer who showed me some shots he had taken. He has a

handling of the car. I deliberately did not fit a rear anti roll bar. This is for two main reasons, firstly I prefer to get all other aspects of the suspension set up first. This includes 4 wheel tracking and camber adjustments and spring heights. Once this is somewhere near, then the corner weights need to be accessed and adjusted with the driver seated. A novice driver can start to feel how the car drives, but there will be a good deal of feed back for the driver so he knows when the rear it reaching its limits. With a rear bar fitted there is less feel so when the car reaches its limits it can break away more suddenly. Once a new



web site where he displays his pictures www.AndereFoto.nl the event is the Oldtimer Festival 16 Sept at Zandvoort. The two sets of pictures can be found on the Race Demo and R10 sections, (The lotus is pictured in section R9). Having a good photographer close to the circuit edge gives invaluable information regarding the

driver can achieve very good lap times it is then the time to add the final parts to perfect the suspension. Certainly for me the need is there as can be seen by the lift and roll of the car in the fast corners but Jan Pieter could do with a little more track time to get up to speed. Overall a very satisfactory outcome.





GRAN TURISMO RALLY DRIVER'S SCHOOL AT GAYDON

by Jasper Bacon

Thanks to Diane and Alec Pringle, TR Register members, who often attend our meetings at Bradford Abbas and Salisbury. I was asked to join Diane at a Rally Driver School at Gaydon Heritage Centre - in the GT6 of course.

This was a pilot venture by Jonathan Bowles and the Continental Car Tours team, whose European events are well known in classic car circles. A Ford Day, we were the invited interlopers.

Sunday 8th October arrived - slightly misty, but dry, and a potentially good forecast ahead. We left early at 6.30, so that there would be time to unwind before a 10.00 am start.

We had a clear run up A34, a quick fuel stop, the M40, then overtaken by a Hillman Avenger

and Ford Capri - check the entry list and they were 2 of the opposition. They were motoring, we caught up, and then let them carry on. Arriving at Gaydon ahead of them - they'd gone for fuel locally. A clutch of Ford Mexico's gathered, a Ford Cortina GT and a 2CV. Our lone GT6, in regular use for 20 years, the only Triumph - with the 2CV the only non Dagenham cars there. Even the Hillman had a Ford lump!

It was a casual, relaxed start to the day... sign on, and receive our instruction book, and free Museum passes. Our documents have to be available - tax, insurance etc. A few words from Jonathan Bowles of Continental Car Tours on how to read the three types of direction styles used in Road Rallying.

The first was using Tulip diagrams, the bulb is where you have come from and the arrow where you are going to, plus distance in total and between points. We were to cover 30 miles and gather codes from five boards left at intervals around the course.

The second 40 mile trip was a Jocular Run of 40 miles. We had to spot and count what we were travelling UNDER and OVER - Power Lines, Railways, Water, and Motorways - as indicated in our instruction book. It could be too easy to count some extra bridges not included on the list. We used a different style of instructions this time, as we had definite junctions and road



All in line waiting for the off

numbers to follow. Road changes were highlighted in the list of instructions. Again with distances between and total distance travelled included.

had trips with tenths, a few questions answered, and 10.00 came round all too soon.

There was a reminder of *"this is not a race, and the first section is a road average of 30 miles an hour, and Jonathan does not want to see any of you back in less than one hour"*.

Setting off at one minute intervals, with a proper 5 4 3 2 1 countdown and time clock, we all felt like real Rally Drivers! Tulip diagrams, and mileage distances to add to the trip meter, worked surprisingly easily. *"Don't try turning off too soon"* was the tip of the day.

Brilliant run, but we soon realised whoever measured the route had a slightly different



Instructions from Jonathan Bowles of Continental Car Tours

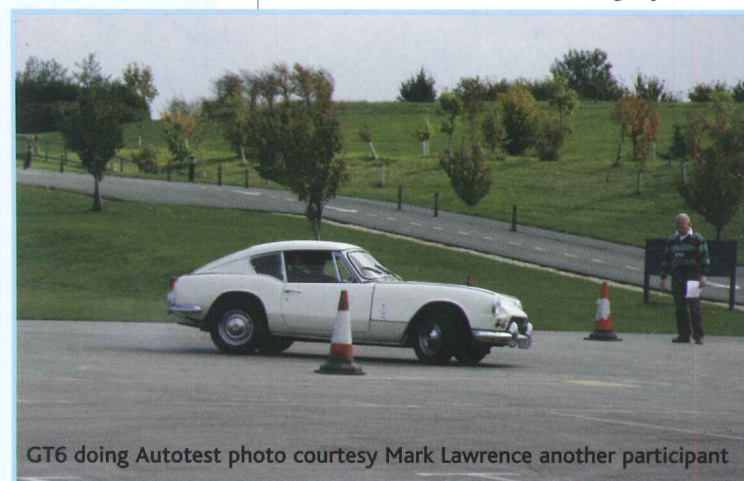
The final leg was using a marked OS map on 3 A4 pages, where we had to spot the location of 5 photos. Good thing Jasper and I are proficient map readers - the airfield, pubs, churches and windmill were all located before we left, so all we had to do was put the right photo to the right mark on the map and use the distance from the start to put in the book.

Mental arithmetic was to be the order of the day and all but the 2CV

odometer reading to us, but it was only by the



Top of Windmill Hill which we passed through on the first rally section, and we returned at the end of the day to admire the amazing views of the countryside.



GT6 doing Autotest photo courtesy Mark Lawrence another participant

odd tenth here and there so we didn't have any real problems. Minor hiccup when a farmer told us we would have to wait a few minutes while he finished moving his herd of – yes – BUFFALO ! Fortunately we were on again quickly, closely followed by 2 other cars that had caught us up. We caught up, and followed back into Gaydon, the Ford Mexico of father and son team Mark and Lee Lawrence. Second tip of the day *"the car in front may be another entrant BUT he might be lost too!"*

After each road run we had a Driving Test, going round cones in circles, zigzags, parking, and stopping astride lines – timed, and the cones were moved around so no test was quite the same as

the last. Needless to say the Escorts were smoking their tyres ! Valuing my tyres, precision was my aim !



GT6 doing Autotest
photo courtesy Ian Seabrook the 2CV driver



The last of the line Spitfire amongst the last Stag, MGB and MG Midget, Jasper was over the moon to see so many Triumphs and prototypes at the Museum at the end of the day

The coffee break was abandoned as everyone wanted to get off on the next excursion. We took care to follow our own instructions – and not those of the cycle race marshals out to confuse us on the main roads. Not such spectacular scenery this time, which was probably a good thing as there were an increasing number of walkers and horses on the narrow lanes, whose peace and quiet must have been shattered for 10 minutes of classic cars bowling along.

An hour and ten minutes later and we were back at Gaydon for another Auto Test, with even more tyre smoke, before the much deserved lunch break.

Not sure where everyone else went but Diane and I indulged in a hot lunch and coffees in the Gaydon Café, while we studied the maps for the next run of 35 miles.

Brilliant run – caught up the Escort again, and we were both so busy spotting the chapel at

Charlecote Park that we both missed the left turn opposite . . . oops, watch out for tourists doing the National Trust bit, 360 turn and lo and behold the Escort was still ahead of us !

Back at Gaydon the final Auto Test was completed in good time – the Fords still trying to smoke out the visitors. Certainly a crowd puller, and we were answering questions from the visitors too. Now it was our turn to be tourists, I had never been to the Heritage Museum, so a happy hour completed the day. En route home we returned to check out a bit of the super scenery near Gaydon, before heading down the M40, A34 and A303.

A super day, more tiring for Diane as navigator but the driving was fun – it helps to be a Driving Instructor in the day job, I am sure !

We've just heard from CCT that they are hoping to follow up with a Triumph Day at Gaydon, and next year a GT tour based around Laon in France. Watch this space !



GT6 returning to the museum - courtesy of Ian Seabrook



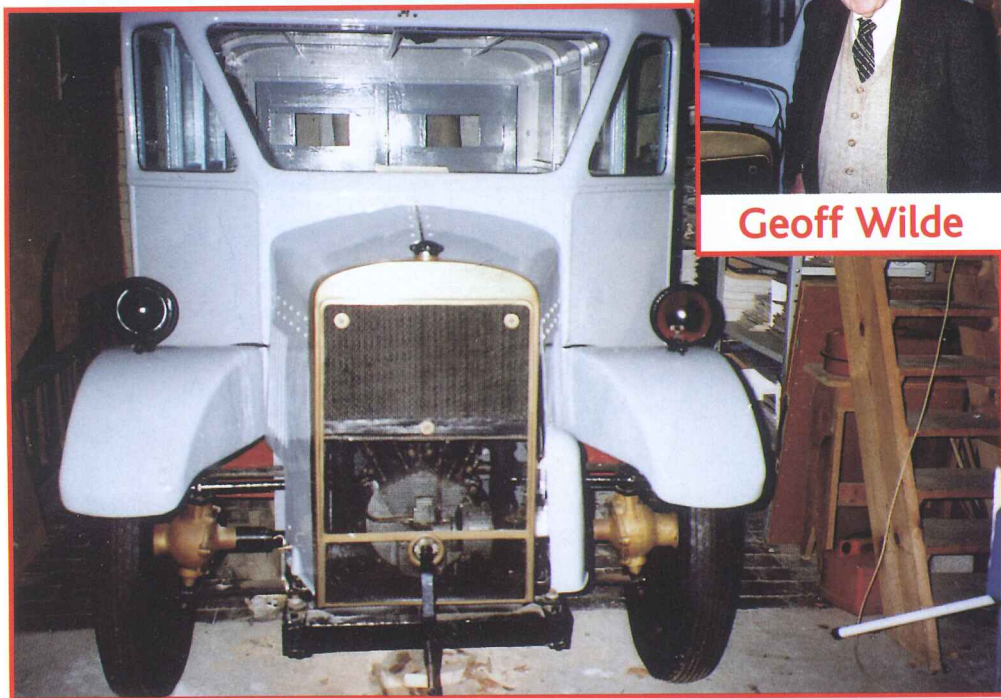
ALFRED H WILDE

ENGINEERING DIRECTOR OF
THE STANDARD MOTOR COMPANY 1927-1930.

by Paul Richardson ©

AS A LIFE MEMBER OF THE ROLLS ROYCE HERITAGE TRUST, I GOT TO KNOW ROLLS ROYCE AERO ENGINE DESIGNER GEOFF WILDE, WHO GAVE MANY TALKS TO THE TRUST ON ROLLS ROYCE AERO ENGINES

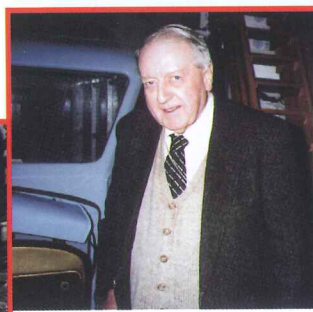
A delightful man, he was the son of Alfred Herbert Wilde - Engineering Director of The Standard Motor Company from 1927



The Economobile in Geoff Wilde's Garage
(whole project carried out in Alfred's spare time in 1929.)

to 1930. I subsequently interviewed Geoff in the late eighties about his father's time at Standard.

Alfred Herbert Wilde was born in Ashton Under Lyne in 1890. A gifted student at school, he joined the National Gas Company of Ashton Under Lyne at 14



Geoff Wilde

years of age, Alfred became Chief Draughtsman of the company and a talented mathematician who was well versed in complex engineering calculations. He volunteered for National Service in 1915, but because of his proven ability in design, he was transferred to the Woolwich Arsenal where he designed a recoil mechanism for the Howitzer field gun, among other projects. This period was to highlight the brilliance of Alfred Wilde, because by the age of 25 he had also designed several aero engines 'in his spare time.' He sent his design drawings to various aircraft manufacturers for assessment - including Rolls Royce, Derby. Alfred was subsequently invited to Rolls Royce in 1916 to discuss his designs with Alec Harvey-Bailey, a senior design engineer at Rolls. Unfortunately Rolls, due to their commitments, could not take up any of the Wilde designs, but Harvey-Bailey was so impressed by them that he introduced Alfred to a Captain Wilkinson, who was Chief Designer at the Air Force Factory at Farnborough. Alfred was immediately offered the position of Assistant Chief Designer at Farnborough where he worked on the design of an experimental 16-cylinder 'X' configuration aero engine until war's end in 1918. This particular design was taken up some 20 years later in 1938 by Rolls Royce, which exemplifies how futuristic Wilde's original design concept was.

At the end of WW1 all military and aircraft work in Britain halted and Alfred decided that his future was in the post war motor industry. He became involved with the design of a car called the 'Seabrook' but this project ended due to lack of finance. In 1922 he joined the Coventry factory of the

French Hotchkiss Company as Chief Designer and later moved to Hotchkiss France as Chief Engineer where he designed the Hotchkiss AM2 four cylinder, overhead valve engine. He also designed many improvements to Hotchkiss cars including a front wheel brake system. This particular system was eventually copied by Rolls Royce on the direct order of Henry Royce himself - and Royce's signed memo to that effect still survives.

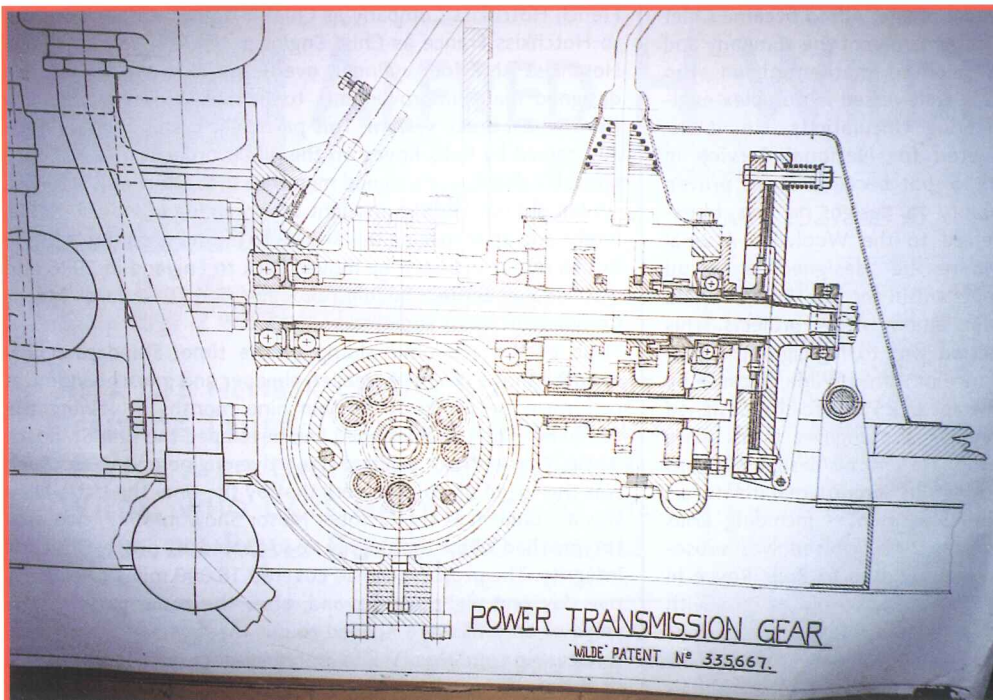
Wilde did not like the thought of remaining in France indefinitely, and after making this known to his many contacts in the British motor industry, he moved back to England in 1926 and was subsequently headhunted by The Standard Motor Company as Chief Engineer in 1927.

Due to the economic slump of the time, Standard policy dictated that a range of smaller, cheaper and more economical cars must be produced. Within nine months of joining the company Wilde had designed and developed the first Standard 'Little Nine' with an inclined side valve engine of 1153cc. Such was the speed of Wilde's work that by the time the Little Nine was announced at the October Motor Show in 1927, two prototypes had been thoroughly road tested to prove the car's integrity. The prototypes had covered 18,000 miles of exhaustive day and night testing and, after the tests, parts to the value of only £5 were needed to put the cars back into 100% serviceable condition. Wilde, in his wisdom, had set up teams of drivers from within the company, including draughtsmen and experimental engineers from his department, to drive the cars. The Little Nine sold in vast numbers and was generally accepted as the saviour of the company.

From 1928 the Standard Nine series was produced with a variety of saloon bodies and also included two seater sports versions which could be supplied with a Wilde designed supercharger as an optional extra. From 1928 Standard cars were entered in many trials, rally and race events and no less than seven of the two-seater sports models were entered in a 115 mile High Speed Trial event at Brooklands.

Part of Alfred Wilde's brilliance was his willingness to apply his considerable engineering talent to new ideas. It was whilst driving from his home in Leamington Spa to the Coventry Theatre with his wife one Saturday, that Alfred was to display this side of his character. Nearing Coventry, he noticed a very smart sports car going by in the other direction. Alfred, impressed with the style of the sports car, stopped, turned round and gave chase - eventually stopping the sports car on the road between Coventry and Kenilworth.

He asked the two young men inside it, "Who designed this sports car?" - "We did," was the reply. The two young men turned out to be the Jensen Brothers. Alfred was so impressed with the style of their car he said to them, "If you can produce work like this I'll send you a chassis from my company next week and I'd like you to design a similar body for us." Allan and Richard Jensen agreed and built a prototype for Wilde, but with limited finance to complete the bodywork themselves enlisted



Engineering Drawing of the innovative "Wilde" Economobile Transmission Layout.

the help of the local Avon Coachbuilding Company. Thus the 'Avon' range of Jensen designed cars was produced from spring of 1929, the first being the 'Avon Special' sports version. Later, as we know, the Jensen Company was formed which was due in no small measure to Alfred Wilde's first commission and subsequent encouragement to the Jensen brothers.

Wilde also established a valuable working relationship between Standard and the Swallow Coachbuilding Company owned by William Lyons – which later became Jaguar. Swallow used Standard chassis and engines, and Lyons' first contact with Standard emanated from the production of the Little Nine, which subsequently resulted in the production of the first 'Standard-Swallow' in 1929, and later the 'SS' which was based on a Standard 16 chassis.

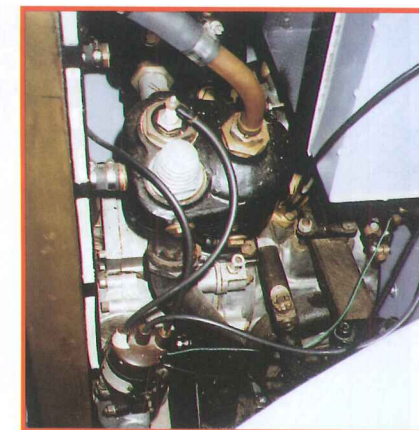
It was unfortunate that Alfred Wilde became unsettled by the fact that his working contract with The Standard Motor Company had not been signed and for some strange reason was never signed. This led to ill feeling between Alfred and Reginald Maudslay, and Alfred decided to leave the company in September 1930. He then joined the Rootes Company as Chief Engineer where he completed the design drawings for the first Hillman Minx. After only three months with Rootes, Alfred became ill as a result of years of constant hard work. A week before Christmas, and with his resistance lowered, he caught influenza which developed into severe pneumonia and he sadly died on Christmas day 1930 at only forty years of age.

Alfred's son Geoff told me that, in 1929, his father took on a 'home

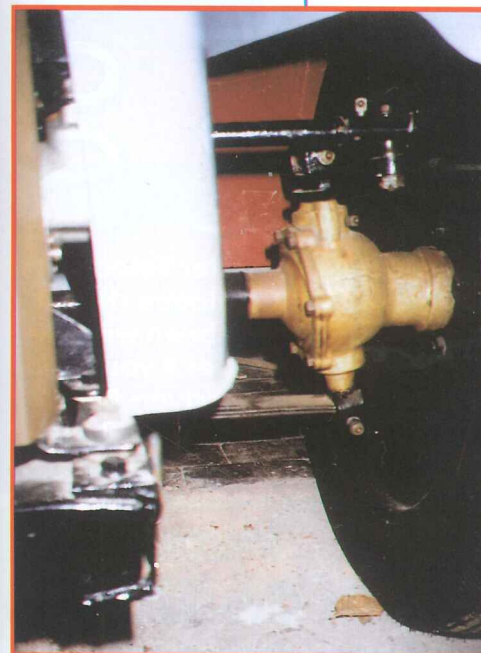
project' in his belief that there was a large market for an economical delivery van for use in large towns. Alfred designed and built his unique front wheel drive 'Economobile' at his home in Leamington Spa. This vehicle has a 950cc, water cooled twin JAP engine mated to a patented 'Wilde' gearbox and final drive assembly. Alfred also designed and patented his own constant velocity universal joints for the vehicle. Wilde's patent on his CV joint was dropped just before the second world war because no-one was interested in it. It would be interesting to compare subsequent post war CV joints etc. to those patented by Wilde in 1929.



Central Driving Position of the Economobile.



950cc, water cooled twin JAP engine mated to a patented 'Wilde' gearbox/transmission.



Patented "Wilde" Constant Velocity Joints.

The Economobile fortunately remained in the Wilde family, and Geoff had the vehicle fully restored in the late eighties. Luckily for me, the vehicle had been returned to Geoff's home the day before my interview with him. The Economobile,


was completely refurbished, mechanically complete and a runner - only awaiting instruments and finishing touches. Geoff enthusiastically showed me over the vehicle and he'd also completed new drawings of the patented transmission system designed by his father which hung on the wall of the garage.

He subsequently organised for the Economobile to be put on permanent display at the Coventry Motor Museum.

N.B. After recently trying to contact Geoff, I've just learnt the extremely sad news from the Rolls Royce Heritage Trust that he passed away early last month (September) and it seems fitting to give a brief resume of his career. After serving an apprenticeship at Daimler, Geoff Wilde joined Rolls Royce in 1938 and became involved with a host of design projects including technical development work on the Merlin supercharger and engine (Geoff later designed the supercharger for the V16 BRM grand prix engine which was based on a smaller version of the Merlin unit, and during

the project became friends with my father Ken). Geoff, a brilliant mathematician and design engineer like his father, was involved with the design of the first Rolls Royce jet engines. Thereafter, he became a senior and highly respected jet engine designer at Rolls. He retired in 1979 as Chief Engineer of Advanced Aero Engine Projects and remained a consultant to the design team. During his retirement he was an active member of the Rolls Royce Heritage Trust and also became Professor of Design at both Liverpool and Loughborough Universities. Whilst at Loughborough Geoff was awarded an Honorary Doctorate of Technology - the same prestigious award bestowed on Sir Frank Whittle.

Seasonal Gifts for You and Your Triumph



Winter Wonder Selection


All Prices in this Catalogue Valid until January 31st 2008 Unless otherwise stated

Triumph Sports Six Club

Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Specials - TR - Stag - 2000/2500/2.5 - Dolomite - Acclaim

email: clubshop@tssc.org.uk - phone: +44 (0)1858 434424 - fax: +44 (0)1858 431936
Club HQ: Main Street, Lubeham, Leicestershire, LE16 9TF, United Kingdom.

Semi Sport System

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The Spitfire System comprises a shortened box with Twin pipes (a la GT6) to provide a more free flowing system with a deeper exhaust note.

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Have You Got Yours?

Winter Selection Catalogue should have been with this Courier if yours did not arrive - Please Tel. 01858 434424 to order - FREE

Welcome to The Club Shop Online

The Club Shop Online Website is now up and running to provide members with a 24/7 ordering service giving Members even easier access to the

RANGE OF PRODUCTS THAT ARE AVAILABLE FROM THE CLUB

FEATURES TO THE SITE ARE:

★ SECURE ONLINE ORDERING ★ OVER 500 DIFFERENT PRODUCT LINES

★ QUICK FIND CATALOGUE SEARCH

Point your browsers at www.tssc.org.uk and have a look for yourself. To gain full access to the site, you will need to register on-line, make sure you have your membership number ready.

HOW THE IVR SCHEME WORKS - FOR EVERYONE:

'International Vehicle Register' is more than a big list of Members' cars! It provides a lot of information to help Owners:

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

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

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

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

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



VITESSE
IVR SERVICE



Letters. You may IVR your Vitesse just to add it into the Register, and I thank you for that! But I'd urge you to use the option for a reply-letter (just enclose a SAE and 2 loose stamps), and do something towards the car's History. IVRs sent FREEPOST to Club HQ come to me in monthly batches, but if time's short (selling the car/ doing this as a present?), write to me direct; I'll try to help. If you email, dick.plumridge@btpenworld.com please take even more care; more mistakes happen re-copying data, than in taking the data off the car in the first place (true)!

What do you get back? A full guide to obtaining records of your car's entire life: Factory records, Dealer, Registration; identifying all past Owners and dates, normally back to Day 1. Then, dig just as deep as you like! On Mk2s I've researched many extra sources, and the 'context' I can put to your car may be very good, finding matches and rare points. Sometimes I can provide an old photo, or feature on your car. Copy me your BMIHT and I can often add to that too.

I look after your data! I know a bit about 'ringed' and cloned cars and I won't publish sensitive data, such as a Reg. linked to its Comm No; nor an address; nor pass it on to third parties - though I'll try to forward a letter to put Owners in touch if you both choose. I won't lose your IVR; I log every one in, and every reply going out - way over 1000 to date.

What do I need? Carefully-copied data! And some special pleas:

For BMIHT Traces or any Dealer paperwork (these really help-me-help-other cars too!)

Or, have I asked you for one detail missing on a car?: do phone, email, postcard-me these top-up bits of data - they make the info you've already sent, twice as useful.

Or, early Members' IVRs: I've got no IVRs from the 1980s. Where are all those Vitesse, or at least their IVRs?

And last special plea: I'm looking for 'something' on any Mk2 built - even just a Registration. If a full IVR's impossible, you may have old photos from Shows, lists, articles, identifiable Ads, or V5 info on the Mk2 buried at the back of your garage?

Just lob it all this way - I make use of it all!

Thanks, Dick

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

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 Grimmier 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

SPIRITFIRE Mk I/II/III

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

SPIRITFIRE 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

2000/2500/2.5PI

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

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Hugh Glossop, 4 Dan Yr Epynt, Tirabad, Llangammarch Wells, Powys. LD4 4DR
Tel: 01591 610433 e-mail: tssc7@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

Gary Russell, 87 Cemetery Road, Kearsley, Lancashire. BL4 7SE.
Tel: 07748 280063 e-mail: overseas@tssc.org.uk

MODIFIED TRIUMPHS

Jonathan Binnington, 58 Woodruff Way, Tamebridge, Walsall. West Mids. W55 4RL. e-mail: thebinnys@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, Dolphinholme, 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



NOVEMBER 2007

Plus

CLASSIFIED CARS & PARTS CONTENTS

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

AREA ORGANISERS REGISTRATION 2008

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

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

None Registered Areas are not.

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

The term of office to be for one year from **1st January 2008 to 31st December 2008**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please COPY and complete a Registration Form each.

REGISTRATION FORM INSIDE!

Any amendment to Area Registration details through the year

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

This form to be **RETURNED BY 31ST DECEMBER, 2007** To TSSC HQ



AREA DIRECTORY

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

IF AREA DIRECTORY ENTRY IS IN GREY THEN PLEASE REGISTER OFFICIALLY!!!
SWE & 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	Lochin 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 Holliday: 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.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm.
LANCASHIRE	Kevin Ollerton: 01772 469354	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Mike Hardwick: 01723 500385	The White Swan - DEIGHTON	1st Wed. Eves.
SOUTH YORKS	Sue Hare: 01909 501714	The Coach & Horses, Barnbrough - DONCASTER	1st & 3rd Tues. Eves.
	Vivien Thompson: 01302 850740		
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. Eves.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemans Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday
LINCOLNSHIRE	Garth & Ellie Jupp: 01529 307302	The Woodcocks - BURTON MARINA, SAXILBY	1st Wed. Eves.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Ye Olde Bridge Inn - OXTON	Last MON. 7pm.
NORTHANTS	Jonathan Ingram: 01604 820231	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	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, Pandy - WREXHAM	1st Tues. 8pm.
SOUTH WEST WALES	Ken Bradley: 01269 594578	PONTARDULAI'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 Biller -(A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Les Read: 01582 862176	The Three Moorhens - HITCHIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. Eves.
WEST KENT	Harry Abraham: 077477 83567	The Windmill - WEALD, SEVENOAKS	1st Tues. Eves.
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	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 or 07828 250517	Yew Tree - PRESTON-ON-WYE - Even Months	3rd Thurs. Eves.
		The Greyhound - Popeshill LITTLEDEAN - Odd Months	3rd Thurs. Eves.

OVERSEAS Contacts

BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens 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	Elfslether Weg 413581 - BERLIN.
GREECE	Nikolas Lekakis: 00 30 1 8078921ATH.	Diakou 94 Varibobi - Aharnes - ATHENS T.K. 13671
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		krishn_sk1981@yahoo.com
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NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmstraat 206862 GT - OOSTERBEEK.
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PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere CourtLacey, Olympia - WASHINGTON 98503.

AREA ORGANISERS REGISTRATION FORM 2008

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

The term of office to be for one year from **1st January 2008 to 31st December 2008**, unless a duly elected substitute be registered during that time. If Areas elect Joint Area Organisers please **COPY** and complete a Registration Form each.

I Membership Number: /
wish to register Area Area Number:
with the Triumph Sports Six Club for **2008**.
My address is:

Postal code: Telephone Number

e-mail address:

Signed: Date:

Area Meeting Venue:

Meeting Day/Time:

Seconded by:

I Membership Number: /

Second as

Area Organiser for **2008** Signed Date:

Any amendment to Area Registration details through the year

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

This form to be RETURNED BY 31ST DECEMBER, 2007 to:

**Area Registrations,
Triumph Sports Six Club
Sunderland Court
Main Street Lubenham
Market Harborough
Leicestershire. LE16 9TF**

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



AREA LIAISON OFFICERS REPORT

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

Frank and I were invited to H/Q for a day, to observe a day in the life of a TSSC employee, arriving 10am and thinking we would be home around 3 not on your life!!

We spent time with Nigel, Trudi, Angie, and Carol, dealing with finances, New Members, Renewals, Insurance, IVRs, updating and learning how to use the new I.T System general enquiries from area organisers, members, prospective members, customers, suppliers, the list goes on and on. Then a visit to Bernie's studio and watched him dealing with Write Ups from the different vehicle Triumph Registers, Letters from Members, Area Organisers, Traders and Classifieds all the hard work that goes into the publishing of the Courier and you have to say our Courier is next to none!!! Bernie does a fantastic job. And last but not least into the shop where Garth is busy sorting the stock getting paper work up to date dealing with suppliers, and buyers coming up with his own unique ideas and trying to come to terms with the new computer system and you know what? He's getting there! In short we had a fantastic day out a small insight into what goes into our club and the work and dedication that goes into its success. Thank you to everyone at H/Q for a great day. Now that bucket of sick is out the way down to Area Organisers stuff.

It's nearly that time of year when new and old Area Organisers are being voted for, it can be a worth while job, we certainly have made new friends and enjoyed new experiences since we joined The TSSC and became Area Organisers we certainly have learned new delegating skills and remember you are not covered by the club insurance if you are not registered. So get those forms sent in to H/Q as soon as!!! And if you require any help or would like Frank and me to visit your area ring us on the usual number or email.

Congratulations to Gary Russell the new International Area Liaison Officer.

The Xmas TSSC HQ open weekend extravaganza will be **8/9th December** and if it's anything like last year it will be a big success.

We will be holding an Area Organisers Seminar on **Sunday 9th December 10.00am TSSC HQ**, and we hope to meet you and your family in what will be a fantastic weekend!!!!

Please let me know if you have any items for the agenda.

Letters will be sent to you but due to the Industrial action by Royal Mail you can let us know if you will be attending by phone,

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

email, or any other form of communication you can think of.

Don't forget it's the Xmas TSSC HQ Weekend Extravaganza **8/9th December** Area Organisers Seminar **Sunday 9th December** 10.00am TSSC HQ. See You There!

Area Draw was won by **South West Wales** please contact H/Q for your regalia vouchers.

Pip/Frank

ANDOVER

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

A good evening meeting on Thursday, starting quietly but as the evening wore on more members arrived, the majority in club cars which is good, especially as it is now dark when we get to the pub. Discussions included automobilia auctions, our Belgian trip, Mike's run out in his Husky and Bob deciding to demolish a Spitfire hardtop to create a Targa Top for his car. We thought we were going to be treated to a piano recital from Mike but he stopped short of that deciding that although the piano didn't seem to need tuning, he was less than impressed with the quality of sheet music available.

Although our hosts seem to be trying to improve the menu this month's sausage and mash still unfortunately wasn't a patch on their predecessors so after looking at menus from various alternative hostilities we decided to go with the Wyke Down. This is the venue of the Easter Classic Car show, just to the east of Andover off the A303 so should be easy enough for people to find.

Due to their pricing structure we have decided to have our Christmas meal a day earlier than usual, on **Wednesday 12th December**. If you would like to join us there please contact me on the email address or phone number shown above as our meal choices must be confirmed by our next club meet on **Thursday 8th November**.

Guy

AVON

Tel. 01454 327059

The joint Somerset/Avon area stand at Shepton Mallet looks to be a good one. It has to be worth the entrance fee to be one of the first to see the Vitesse convertible belonging to Chris and Angie. The show is on **3rd and 4th November** and will be our last event of the year.

Our Christmas meal is booked for **Monday 3 December** at 7.30pm at The Cross Hands. This replaces the normal monthly meeting for **December**.

WARNING - BRAINIAC MOMENT Should we have any windy weather this winter, please remember the fat v thin rule. Eat more pies to stop your car from weaving about!!!!

We still do not have any cars for Shepton Mallet Classic car show 2008. We are looking for 3 Spitfires. Please get in touch if you are interested.

Meetings/events

3 - 4 November Shepton Mallet

restoration show

5 November Club meet

3 December Christmas meal at the Cross Hands

7 January 2008 Club meet

16-17 February 2008 Shepton Mallet Classic Car Show

June

EAST BERKS

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

Hi All! Unfortunately, it was a very disappointing start to September with the cancellation, due to the Foot and Mouth outbreaks in the Windsor area, of the Windsor Carriage Driving & Classic Car Show. At our September meeting we were planning for breakfast to be laid on by Colin & Jess on our way to the show! I heard that many people diverted to the Tilford Show near Farnham instead.

New member, Philip Pike has been to the Sept & October meetings with his 1970 Vitesse. Let's hope you are able to enjoy the car with us over the coming months. Jeff was unable to make the September meeting as he unfortunately broke down on the way to the pub and had to be towed home. He was planning to come to the October meeting, when out in Reading on the Sunday before the meeting the taxi he was travelling in was hit behind, which has left him feeling very sore and unable to attend the meeting. Dave Elliott came with daughter Laura, who was busy designing the new Triumph!

On the **11th November** we are planning to hold a road run in the Henley area. Please check your emails as I will be sending details through very shortly. The day will consist of a Sunday lunch & road run/treasure hunt to follow and will be held jointly with Thames Group. Our East Berks website page should be updated with the road run information too!

Our Monthly Meeting follows on the **13th November** at the Shire Horse Pub, A4, Maidenhead from 20.00hrs.

We have a tri-group bowling night on the **29th November** to be held at the Maidenhead Megabowl. The cost is £11.00 per person for two games. Please call, or email me at eastberks@tssc.org.uk if you wish to attend. You will be required to pay for your place(s) when booking as the lanes have to be paid for before the night. I am looking into holding a Christmas or possibly New Year function, which I will be able to supply more details to you at our next meeting.

With all the problems over the year of events cancelled due to the floods and Foot and Mouth Disease please do try to join us on the **11th November** for probably the last big meeting of the year!

Look forward to seeing you soon,
Kind regards

Helen

IMPORTANT NOTE

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

News in By 10th Month please



SOUTH BUCKS . . . CANTERBURY CHESHIRE . . . COVENTRY

SOUTH BUCKS

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

Hello all, I hope the cold and or wet weather isn't getting you down to much! Of course now that it's winter I thought it'd be the perfect time to put the stag back on the road (it's actually not a bad winter car, the stag's engine is the best water heater known to man so at least it's always warm inside the car and a few days of the year it might be cold enough for me to not have to worry about it overheating!).

The car is with Len at the moment, having its brakes and lights sorted, wish me luck for the MOT!

I managed to get to the Ace this month. We went down in Carl's SD1, another "1 put back on the road just in time for winter" car. Everyone's doing it! It was a bit wet but there were still a good few cars there, including a few Heralds and a Vitesse. Where are all the Stags I see at every other show? Maybe Stag people aren't Ace people? There was also someone doing doughnuts in an Impreza turbo. Fortunately the only thing he hit was a traffic island.

The Christmas dinner has been booked for 8pm on the 8th December at the Crown in Penn (same as last year). Hopefully by the time you read this it has all been sorted but there might still be places if you give me a ring. The annual tri-area bowling is on November 29th. If you would like to come I need the money by the 5th November so that it can be booked. Again, give me a ring to discuss.

The next area meeting will be **November 21st** at 8pm at the Squirrel pub in Penn street.

Kind Regards

Daniel.

CANTERBURY

Tel. 07932 179459

The end of the season finished with a flourish. Cliff's treasure hunt was divisive enough and just the right length for a morning run, although he had checked the route in the evening with little traffic, on the day it proved quite different in some of the villages. How many Triumphs and buses can you squeeze into Monkton should have been one of the questions. Anyway it was a pleasant late summer's day for a drive and the meal that followed was excellent at the Bowls Club. Thanks to Cliff and Sue for doing such a good job. The only blip was Tony's 2500 that had a blocked fuel line and didn't make the start and Phil's Spitfire that decided to stop on one of the busiest roads in Thanet. As it

was so dangerous to fault find there I towed him to the club only to find the coil lead had come off. Simple fix.

Things still looked bright when we set off to Duxford, a small convoy of four cars. My 2000, Phil's Spit, Tony's 2500 and Graham's Vitesse. Graham having to leave the GT6 at home as his 'rear end' had become lively (the car not him) because the rear axle stay had become removed from the filler in the rear arch that was masquerading as steel. A real 'live' rear axle. Something for him to do through the winter then.

We have missed Duxford for a few years, but it is always an enjoyable event, new exhibits, loads of Triumphs, classic American Muscle, TVRs, and a flight in a 1930s Airliner made the time fly. Nice to see Tony Roberts made the effort to get there in his Vitesse, sorry for the confusion. If anyone has an event they are thinking of going to and want to know if anyone else is attending you can always give me a ring, and I will try to find out.

Some may say that I cannot organise a p++ up in a brewery. Well I am going to give it a go. The Shepherd Neame Brewery in Faversham do organised tours for a fee. I need a minimum of 15 bodies. Please notify me of your interest so I can make further enquiries. The trip will be in **February**, either on a **Saturday** or during an evening. Once numbers are known I can work out the price.

Charles has managed to secure **January 19th** for the post Xmas meal, again at the Clifton Hotel, Folkestone. Please let either him or myself know if you would like to come and you will be relieved of a small deposit.

See you next month

Dell

CHESHIRE

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www.tssc.org.uk/cheshire

There was a brief patch of reasonable weather last month which enabled Heap the Vitesse to come out of his warm dry garage and sample the weather for most of a week. Actually some of this was enforced, as I managed to render my French motor car unuseable while attempting to change the fuel filter (no comment) and the difference between the French car and Heap the Vitesse on a damp roundabout is quite striking. It reminded me of Claire (our previous organiser) who said she frequently ended up pointing backwards on wet roundabouts.

I'm looking to recruit a new summer run organiser, as our Mike has had to admit defeat in this department due to pressure of work and the resulting clashes of priorities. Mike's done this for a number of years now (I think 2007 was Mike's fourth year) and has always managed to find narrower country lanes than most of us ever dreamed possible in the vicinity of Macclesfield. So we need someone with a passion for pottering round the countryside, and, of course, finding a new and pleasant hostelry each month. Many thanks go to Mike for doing this for us. I've checked on the status of our rebuilds

and I think that there has been a little progress, rather than a lot. Adrian now has no excuse for delay as the dead green Peugeot referred to last month has sprung into life (albeit the exhaust still needs fitting) and he now has a copy of page 6-326 from the official Triumph manual, which describes the way the parking mechanism works on the more modern wiper motor that's fitted to his vintage of GT6. It's still unclear which of these two GT6's will appear first, but the local bookie refuses to give odds on either of them.

At the moment my schedule says I will be in Brussels for our next meeting which is on **Thursday the 1st of November** at the Cock and Pheasant That'll be an 8:30 for 9, once again. See you all there, hopefully in **December**.

Henry

COVENTRY

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e-mail: tssc_coventry@hotmail.com

These dark autumnal / winter evenings have sent many of our Triumphs into hibernation. However, there was a brace of Triumphs at our last Corley Moor meeting in October; Dave Walker's recently acquired Triumph 2000 MK 1, and Jimbo's Herald. Dave's Mk 1 is in exceptional original condition, with tan leather seats. There are not many left out there that remain in such good shape - if only zinc coated steels had been used, it would be a different story.

There was at least a dozen of us in attendance that evening, although half of the gang remained outside, around Dave's car, admiring the motor, with exchanges of banter, notably from Andy Smith! Andy provides a vehicle transportation service - if any one needs a car moving any distance.

I can provide his contact details if anyone is interested. There was a welcoming open log fire in the snug bar, a sure sign that winter is now upon us!

As the price of fuel reaches the pound a litre, one small independent filling station has decided to call it a day and close the business, as the old mechanical fuel pumps which can only cater for 99.99 pence / litre maximum.

The garage owner can not justify the thousands of pounds required to replace these with modern electronic pumps.

This year's Christmas meal has been planned for Tuesday December 4th, at 8:00 pm. There are two menus available. We can discuss and confirm numbers at next month's meeting. I have been looking for a good Spitfire for a couple of months now, without any success so far.

However, I continue to trawl the internet sites, including the Courier magazine each month. I will travel south towards Reading to see one tomorrow, and hope it will be worth the journey!

I look forward to seeing you all next month, hope you can get along, even if you have never attended before, you are welcome to join us on Tuesday **6th November** at The Bull and Butcher, from 7:30 onwards. Regards.

Kevin

DERWENT VALLEY . . . DEVON

DERWENT VALLEY

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



On the 18th September we hosted the 'Derwent Valley Bowl' and were joined by five other TSSC areas. Notts, Leicester and Rutland, South Yorkshire, Lincolnshire and Northants who all had a great time.

Over 50 people took part and were split into small groups consisting of members from different areas. During the course of the night we played silly games keeping score as the night went on - the lower the score the better.

The games looked easy but you need more luck than skill. Its hilarious fun trying to get the cock in a bucket and a ball in a cup whilst at the same time people are tidling and winking at you.

Bowled over with laughter yet you would be able to ear a pin drop, as money was shoved across the table...it was time to watch your pennies.

Half way through the night we stopped for a plentiful buffet provided by the Smalley Common Ex-servicemen's Club, at a very reasonable cost. We had a natter, then I announced, "Let the games re-commence". So we played on...at the end of the night scores were calculated by Janine hard at work on the computer and trophies were given out.

The individual winner was Kim from the Derwent Valley and the area prize was won by Northants represented by Jonathon (aka Batman) and John. In true Derwent Valley tradition we had a booby prize won by Ade Roach of Leicester and Rutland area for the highest score of the night - it was a false chest.

Check out the photos on our website www.tssc2.org.uk/derwentvalley and you will see what a fantastic time was had by all.

Thank you all for coming...see you next year. A special thank you to all the Derwent Valley members who helped before and on the night - another job well done.

The DV crew camped out again at Norfolk's MOT. Meeting old friends and making new ones. The sun shined on Joe and Sue whose hard work paid off with more people and cars than ever seen before. Julie donated a massive bar of chocolate to be auctioned off along with the usual teddy bears. The chocolate bar, through people's generosity, raised £224 on the Saturday night which was then donated to the hospice.

Sundays turn out was fantastic with some 200 cars convoying out of the campsite

heading for the sea front, the sight of which brought a lump to my throat as I did not make the mile but it will not stop me trying next year.

October's meeting on Tuesday was a little different. It started by filling up the trophy cabinet of pictures, toy cars and planes plus the odd trophy or two mostly from Dolomite Mike. Thank you to all our members for your continued support in bringing raffle prizes and buying tickets on the night. It all goes to everyone's a winner give away at Christmas.

After a short speech from myself (not much going on this time of year) we had a back to front quiz were you were given all the answers and had to give me the likely question. This may have confused a few of you because reading your sheets I don't think we were on the same planet, never mind the same page. Everyone seemed to score 13 out of twenty so there was a tie break. It all ended well with (may I say) one of our older members Terry Doyle winning. Good fun and well done.

Don't forget **November's** meeting is our AGM and volunteers are needed to take on essential roles at the club. Mike Mayfield has also spent weeks on preparing a quiz especially for the night.

Dates for your diary.

6th November 2007 - AGM and monthly meet, 8pm at Smalley Common.

9th to 11th November 2007 - Classic Motor Show at NEC Birmingham.

4th December 2007 - Everyone's a winner prize draw and Christmas Buffet. 8pm at Smalley Common.

8th January 2008 (Provisional date) - First monthly meeting of the year. 8pm at Smalley Common.

Roger

DEVON

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

Devon was lucky enough to win the monthly regalia vouchers in October, and we will be claiming the vouchers from HQ. The first time since we have been AOs!

John and I attended a new show at Bridford in September which had everything, over 100 cars, tractors, horses, ploughing and dog show. All in aid of the Air Ambulance. Six TSSC cars there, and we met new member Barry from Teignmouth and also an ex AO - Richard Bruford, who was AO in the 80's and who still has a Vitesse in bits many years later! September Club night saw another good turnout of cars, 10 in all and several euroboxes masquerading as Triumphs. Ann and Andy's just on the road Mark II Stag in Signal Red made its debut. A first class job in record time - 16 weeks from shell to finish. That reminded us that we are still looking forward to seeing Jackie's 13/60 Allan! Also a lovely Mk 1 2000 recently acquired by Simon in virtually original condition. There are so many of these great cars still out there to be found. A very convivial evening spent at the Star which is unfortunately on the market following Mark's recent ill health. Morwellham Quay show was on the wet side, but we met up with Mathew with his



lovely Mk III French Blue GT6 and Sarah with her 13/60.

Our first foray into Cornwall with the Stag Owners for a weekend away in STAGNES (St Agnes) was marred when Frugal let go of her nearside rear wheel bearings at the Tamar Bridge. Bearings all over the A38, but no damage to us luckily. Thanks to Footman James, she was 'stretched' to John's workplace in Torquay where he was greeted with a little hilarity and a lot of sympathy from his workmates. The damage is being assessed as we write but we hope to have her back on the road before long. A quick collection of the trusty Escort (to escort the Stags of course) and we reached the venue with 7 minutes to spare before dinner!

The 3rd Annual Scalextric Championship, arranged by Steve B who was last year's victor, followed lunch at the Fisherman's Rest pub at Aveton Gifford. In all 18 of us children played, including 6 real children, and we all had a whale of a time. First timers, Pete, Shani, Scott and Shaun joined us, and Shani acted as lap timer, Steve was clerk of the course, assisted by a number of the children as marshalls, with Jackie keeping the scores. Overall winner this year was Ian, beating Karen by a short distance, but he himself was very nearly beaten by young William Paterson, who qualified as his grandfather has a nice TR. Following the presentation and the ceremonial filling of the trophy by Ian, 4 Triumphs followed Steve in his Stag to Chillington where he and Sue managed to provide tea for us, only a day after moving house!

On **Sunday 4th November** we will make our now annual trip to the Kes Tor Inn at Manaton, always a good lunch there and reasonably priced. We have booked for 20 people for 12.30 and hope to see you there - names PLEASE beforehand! After lunch we will have a short drive out, remembering that the evenings are drawing in fast. **November Club night, Wednesday 21st November**, will be at the Star as usual.

December's Sunday meeting is very early in the month, **Sunday 2nd**, and we will be eating at the Leg o' Mutton, at Yelverton, just north of Plymouth. It would be nice to see some of our Plymouth and (just) Cornish members there. We intend to meet up at Pear Tree Cross, Ashburton, just off the A38, so that we can drive out over the moor. Meeting time 11 am. Again we have booked for 20 people at 12.30 but the pub have requested definite numbers by the **third week of November**, as they will be very busy coming up to Christmas. **Sunday** carvery will be available at I think £9.75 for 2 courses with veggie options available.

ANOTHER change of venue for the Christmas meal which is now booked for



DEVON Cont.

the Old Coaching House in Chudleigh, but we are sticking to the new date of Wednesday 12 December so that it is not too close to Christmas! We felt that this would be easier for most people to get to. Their menu looks appetising, and is very well priced at only £12.95. I will email the menu to all whom I have addresses for, but if you intend to come, I will need a deposit of £5 per head NOW, and full payment by the 26 November. I look forward to hearing from you about this one.

Enjoying the Indian Summer at the beginning of October, so keep driving!

Sunday 4 November Lunch at Kes Tor Inn, Manaton and short drive after

Wednesday 21 November Club Night at the Star

Sunday 2 December Meet at 11am Pear Tree Cross, Ashburton - lunch Leg o' Mutton, Yelverton

Wednesday 12 December Christmas Meal, Club Night and Raffle at Old Coaching House, Chudleigh

Sue & John

DORSET

Tel. 01747 871379
e-mail: dorset@tssc.org.uk

Hi Folks. Just to report that we've had some really successful monthly meets down at The Rose & Crown at Bradford Abbas with a decent line up of Triumphs!! The weather's been fairly kind to us on our "last Tuesdays"

A few of us made it to The last Gurston Down meet on Sept 8th and saw various machinery powering its way up the Hill. The venue always seems to attract plenty of Scimitar GTEs one of which was seen to be going sideways in the stubble field!! So plenty of excitement at this well run event - thanks to Andrew Hext and his team. Sadly; rather a lack of Triumphs!!

Several Dorset Area members attended The MG Race Day at Castle Combe on Sat 15th Sept to support the TSSC cars together with the TR Register cars on what turned out to be a superb day with excellent conditions at this well organised and well kept up circuit. Some fantastic racing was seen and witnessed. The Morgans and the MG Midget races were especially entertaining, with a fair show of spectacular "moments" and "trading" of paint work to be seen!!

Alec & Dianne attended the Longleat Hillclimb on the 22nd and commented on an exciting day with plenty of Triumphs in action and a good TR line up.

DEVON . . . DORSET ESSEX . . . GATWICK

Lastly myself Dianne and my GT6 are freshly back from a one day event organised by Jonathan Bowles of Continental Tours; 3 regularity runs 30miles each, with a car test at the end. We were the only Triumph in with a bunch of classic Fords, one Avenger and a 2CV!! A great day was had, in a new discipline to us and we kept up the good name of Triumph!!

Lastly, but by far from least, congratulations must go to Dave Lonsdale (& Son in the back) Spitfire for Successfully completing the 10 Countrys Run!!

So as you can see things can be quite Triumphant here in Deepest Darkest Dorset!!!! Cheers,

Fasper.

ESSEX

Tel. 07906 100783
www.tssc.org.uk/essex

Hi all September had a good turn out since half of us were at a car show that meant numbers would be down at the meeting but not so. There were three Spitfires one Herald one TR7 dnc one Stag one TR6. The topic of the meeting was the web site which has not been working for some time and left us up the creek as none of us know what the other is doing. By the time you read this I hope it is all ok and up and running again. I did have a chat with the head office and they said their hands were tied and there was not a lot they could do but were working on it. One thing I did look at was Pam's clean engine bay, it seems she has been working hard on her car and it does look very nice. My TR6 is back on the road again. and I fixed it myself as it seems most people want £400 just to look at it. So I took mine apart and fixed it with the help from a good friend. (that was the overdrive I was talking about). I hope is all well with the area members and you all have your winter projects to do as now the nights are drawing in.

Now I move on to the Mile of Triumphs (MOT) This was a fun event with lots of us Essex lot there. The trip down was good with myself and Michelle getting to the campsite around five o'clock with the rest of the Essex mob about one hour behind. We all arrived safe and sound with Malcolm and Leslie from West Kent getting there about 8.30ish. John stayed with the tents so that they could see where we were camped. We all went to the bar for some food and beer. Which went down very well. We met up with some good old friends from other areas, had more beer then all went back to the camp for more beer and sambuca which again went down well. Saturday was the day of the car show, we all got up with I think hang over's (one of us got a black eye some how?), gave our cars the once over then off to the next field to put our cars on show. In the Essex manner John was in the front with Lucy holding our flag up in the air. It did look good, as we all did in the September sun. It was a good car show with things to do and see. I spent most of the day just walking around looking at other cars and chilling out. Most people stayed with the cars and done their own thing. Oh yes and John picked up yet another award for best Herald so well done to him and all his hard work. Even if

we do all take the mick out of him when he is polishing away.

Saturday night we all went to the bar for the buffet which was a change from cooking on the camp stove. Some of us went back to camp and others stayed behind for the raffle and auction, which Gary and Chris won first prize.. seems they all had a lot of fun that night. They found we all had gone to bed by the time they got back. I forgot to mention John Overall turned up on the Saturday with his White Herald, we had a lot of Essex area attend this meeting, the most we have had at any camp before.

Sunday we all got up and I got up a bit late to get ready for the run, so we all went in to the show ground and got cars ready then had our talk about the route and finally off we all went. I was in the front of the Essex lot but we did seem to get broken up when a smokey Stag slipped in between us and Keith in his Spitfire. We all got to the front safe and sound even if one of us did go the wrong way. With all the cars at the MOT we got half a mile of Triumphs which isn't bad. After this we all went for tea and then went on our own way. I went back to camp to pack and was then followed by most of the others. John Donna and Lucy went on the route around the area. When we were getting packed up the press arrived, so those of us who were there had a photo shoot, namely, Allen Gary, Keith, Me, Michelle.

I did not stay for the afternoon fun as I had to get off home. I would like to thank the Norfolk Area for putting up with us and also a great show. Joe, you and your team did a fantastic job, see you all next year at the MOT.

Have fun, see you at the meeting.

Russell

GATWICK

Tel. 01342 892141

Hello everyone, Septembers roving meet was a rather intimate affair with just 5 of us meeting up at The Cherry Tree. Although it did mean that David didn't have to chase around trying to talk to everyone. Then the first Wednesday meet at the White Hart I had to attend on my own as David was nursing a nasty cold! (I think I've got it now) All the usual faces were there but no club cars in the car park, it's that time of year again when the modern is just too tempting.

Also to report on this month was our outing to The Weald and Downland Museum. Seven cars met up for a convoy down and we met Mark and Justine and the girls in both their cars down there. Looks like Mark has finally traced the Herald's problems down to a faulty fuel filter after a lot of head scratching!! We all had a lovely day, the weather was perfect and we got a discounted entry for having more than 15 adults in the group.

We have arranged an evening for the xmas dinner which will be on Wednesday 19th December at Rowfant House, I would appreciate names and payment asap as it makes life so much easier. Please call if you would like to join us.

We are hoping to find someone to take over running the area in the new year,

GLOUCESTER HANTS & BERKS . . . HERTS & BEDS

there is not too much to do really it's just making sure the area news gets in and turning up to meetings as much as possible. We feel the area is in a good strong position with a great bunch of people who are all willing to turn up and even organise events. If everyone organised 1 event a year we would have too much to do! All this is because we have sold our GT6 and are planning to concentrate on getting the Standard motor club area up to strength. As you know the meetings are held jointly so we will still be at all the meets and events but with our Standard hats on. We won't have a Triumph so running the area would seem inappropriate. We would like to thank everyone for their fantastic enthusiasm, help and support. We had had the car since 1990 so it's a bit of a wrench to let it go but we wish the new owner lots of happy miles.

Tricky Treasure Hunt will be in November, if you have put your Triumph away you are more than welcome in a modern car. It's taking part that counts, phone for details. Look forward to hearing from you all! Date should be the 25th of November but please phone to confirm. November dates are 7th at the White Hart, Treasure Hunt to replace the roving meet. December 5th at the White Hart, xmas dinner on Wednesday 19th. New Years day run to Kent and East Sussex railway. That's all folks, see you soon

David and Lynn.

GLOUCESTER

Tel. 01452 790126
www.tssc.org.uk/glooucester

As is the norm I'm writing this at the eleventh hour and having just got back from a jaunt out with Jane and Paul but more of that later.

The monthly meeting was quite a bit of fun or rather an evening of making fun. Paul asked me if I would like to go in a classic and of course without thinking I accepted. You may think that sounds a little ungrateful but having thought about how Paul's serviceable fleet is at the moment I realised what we would be going in. He turned up in what has to be my least favourite of all his dubious acquisitions (liberace). Now the car is one thing but his full-length shaggy collared dark brown sheepskin coat really was something else. We all know that fashion is cyclical but you would need to keep that for a long time before it comes back into fashion Paul, but you could try the recently opened boogie lounge in Cheltenham it might be well received there. Well done Paul your dress code gave us all a great source of comedy material for the evening and you took it all so well.

Sunday the 30th Jane organised a tour round and nine travellers and two dogs set off from the Kings head at Birdwood (not the one at Norton Paul) Ok I confess I went to that one first too.

We had Jane and Belle in her Spitfire, Karen, Dave and Jazz in their TR4, Jacky and John in their TR5, Clare and Paul in the Alfa and Sarah and myself in my Vectra (you don't have to be in your classic to take part).

The run took in some superb roads and countryside through the forest of dean and onto a pleasant lunch stop in Chestow. After that we continued to Tintern Abbey where ice creams and a walk along the river allowed us to bask in the lovely sunshine and enjoy the scenery.

The last leg took us all back to Jane's for tea, coffee and cake, which as usual went down a treat. Thanks to Jane for putting it all together and for her hospitality a great day out.

As usual Paul and I enjoyed a trip to the Worcester meeting but were surprised to hear that Mike intends to stand down as AO I started my club membership through the Worcester area and have enjoyed having two meetings to attend each month. Thank for making it fun Mike.

Earlier this evening Jane, Paul and I took a trip to collect some Triumph parts for recycling (does that sound ok Paul)? As usual lots of laughs were enjoyed on the way so much so that we missed our turning by some five miles but neither Paul nor I were driving. We finally arrived and in order to load bits onto the truck Jane reversed it up Terry's drive, it was a very tight fit through the gateposts but with guidance from Paul she made it.

When we left Jane threw down the gauntlet and said that I should drive the truck out to see how close the gate posts were, well what's a guy to do? All was going well until part of Terry's brick pillar left the drive at the same time as I did. Paul hung his head and muttered about never being so embarrassed and I turned crimson red but no one noticed as it was very dark. Terry the offer still stands I'll gladly come back and rebuild it. Oh and thanks for the bits.

That's it they didn't think I'd confess that one but now you all know, any one need a taxi?

Andy

Events

Saturday & Sunday 3rd & 4th November the Restoration show at Shepton Mallet.

Monday 5th November the Worcester area meeting at the Berkeley arms, Spetchly.

Friday, Saturday & Sunday 9th, 10th & 11th November the classic motor show at NEC Birmingham.

Monday 19th November Glos area meeting at the Kings head, Norton.

HANTS & BERKS

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As Jason has been away in India on Business I've taken over the writing of the area news this month, it's a dirty job but someone's got to do it!

This months meet at the Crooked Billet only had 4 of us in attendance (Tony, Carl and Paul), but it was a pretty horrible rainy night and although Jason had threatened to put in appearance he had only flown in from India that day and fell asleep on the sofa at home. Pity as I'm sure he would have had some amusing stories to tell from his recent trip, although having seen him announce that he was suffering from "Delhi Belly" to the whole TSSC Hants &



Berks area via the yahoo group when he was out there last week maybe it's best that he spared us the details.

Lots of talk at the meeting from Carl about his recent trip with Beckie on the 10 countries run, although he only actually did 9 countries as he bottled out of going through Slovenia. Carl and Beckie did the trip in Beckie's Spitfire in the end as he has mechanical problems with the Dolomite a few days before.

As I'd just come back from the Duxford All Triumph Show the previous weekend I had just put the finishing touches to a DVD of footage from all the Triumph events I'd attended throughout 2007 and I brought this along to the meeting with a portable DVD player. My DVD includes footage from STAB at Brooklands, TSSC IOW camping weekend, SEM at Leatherhead, CT National Day, the TSSC International at Stafford and the All Triumph Day at Duxford. More comments were made however about the backing music than the actual content of Triumph footage. In fact Carl and Paul got rather worried that other non-Triumph people in the pub would think we were perverted crowding around a 7" DVD player with the rather dodgy soundtrack which wouldn't have been out of place in a 70's porno movie blurring out! I hasten to add that it didn't all sound like porno music as one of the soundtracks I had used was the theme from the "A" team which also amused everyone.

Towards the end of the meeting we realised that Christmas was soon to be upon us so we need to arrange our Christmas meal. As the Crooked Billet looks a bit expensive this year Carl and Beckie are going to check out the Christmas menu a local pub in Basingstoke that they recommend. If all looks good then we will need to arrange this about the time of the November meeting so if you are interested then please come along to the meeting with a deposit to reserve a place.

That's all for this month....

Andy

HERTS & BEDS

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Well here's another month sailed by and the Christmas goodies are in the shops already, writing these looks much easier as some of the members are beginning to contribute articles for print, and that's what it's all about.

Carl summarised his visit to The "Mile of Triumphs" 2007. Another year gone and it was time for the drive east for the Mile of Triumphs. We made a long weekend of it this year, driving down Friday, and coming back through the rain on Monday. As usual, Joe and his area had booked good weather for



HERTS & BEDS Cont

the Saturday and the Sunday. Dick and his family also went with both the Herald and Spitfire, as did Ashley with his Acclaim. There were over 170 cars on the Saturday and almost as many on the mile on the Sunday. The highlight of the weekend was finding another Vitesse the same colour as mine. For six years I thought that I had the only Sienna Brown Vitesse left. Then just like buses the following weekend at Buford I saw another one, this time a saloon. Ashley's car was voted the runner-up in the other Triumph class so well done! (Don't worry Ashley, I haven't told anyone there were only two cars in the class). Finally a big thank you and well done to Joe and his team for another great weekend and see you next year..... *Carl*

And Ashley wrote.....

At least 3 families from the Herts & Beds area (Carl, Dick & Ashley) attended the 10th Mile of Triumphs. This was a great event that was well attended raising money for East Anglia's Children hospice. The Mills family (Ashley Jannet, Kirsty & James) have attended this event since its start 10 years ago, which always proves to be a great event.

This year we took our £25 Acclaim so we could arrive early Friday evening as it cruises at a good 70mph. Unfortunately 35 miles from getting to Broad Farm we snapped our exhaust at the down pipe. This resulted in a very noisy final 35 miles. We past several Triumphs after our exhaust snapped waving and sounding our horn but as my Wife pointed out they could not hear the horn due to the noise our broken exhaust was making. This resulted in a very noisy final 35 miles (I apologise to all in the campsite for my noisy arrival). Upon our arrival we met up with our good friends Carol from the IOW & Peter my trusty RBRR co-driver, together with Johnny, Dick Nigel, Claire, Graham, Eric, Mickey, Julie and too many more to mention. I then went and saw Joe, Sue, Laurie and Mandy and told them of our noisy problem. Laurie and Mandy kindly offered the loan of their Mig welder which we collected from their home. Friday evening in the Club house was great fun and Johnny amongst others provided good entertainment. Saturday morning I woke early with the intention of welding up the exhaust only to find that the campsite was on low voltage. I was able to overcome this problem with a very long extension lead and help from some great people. I then tack welded the exhaust into position in situ before dropping the exhaust off the car. I then seam welded the exhaust both inside and out before putting it all back together. My £25 shed of an Acclaim entered the show just before mid-

HERTS & BEDS . . . WEST KENT

day, now running nice and quiet. The children enjoyed themselves helping run the various stalls and a great time was had by all in the glorious sunshine. I regret to advise that the Acclaim won a prize for the second best other Triumph (thanks to all of the people that voted for my car you must all be mad). A large group of us went into Great Yarmouth for a Fish & Chip supper. Saturday evening in the club house as usual was a great event raising much needed funds for such a great cause. The Sunday morning convoy was great fun. It was not escorted by the Police this year due to budgetary restrictions, but proved to be just as enjoyable and more of a smoother run into Great Yarmouth. Again the weather was exceptional and I spent several hours on the beach, the children even went canoeing. I would like to thank Joe, Sue, Laurie, Mandy and the people from the Norfolk Area for organising a great event long may it continue. I would also like to thank the many friends that we have made over the years for continuing to support this event and making it the fun friendly relaxed event it is..... *Ashley*

The Sept 24th Area meet at the 3 Moorhens PH had a good turn out with Roger, Paul, Mick, PeterL, Ashley, Dick, Les, Andrew, Pete F, Ken, PeterS, Stuart, Carl, Robert, Sam, Richard, Chris with a welcome to 2 new members John Brown(CT) and Martin Swift with his Dolomite. Hope I've not left anyone out, The new publican had not arrived yet so we live in hope the venue will continue. I have picked up a Christmas menu and hope to arrange a dinner for the regular local members on December 10th. This 4th Monday meet is now a joint venue with the new Beds & East Bucks Club Triumph group.

The AGM is booked for 26th November 7.30pm for 8pm start in the function room at Rose & Crown PH, Whitehorse Street, Baldock, and this will REPLACE the NORMAN 3 Moorhens meet for November.

Duxford September 30th, Didn't we do well, sunshine, over 180 cars, from the daily drive to the most innovative personal redesign, Presentation shields for best cars and a Luxurious raffle to fund the Sub committee bubbly and booze night out (we wish) the raffle made a small profit which will go towards some more tooling for members use in the area. (when the area website is back up we will add to the past listing)

Best Car awarded to Harry Dent's TR5, followed by Paul Carter's 6cyl Spitfire, Andy Flexney TR3A, Mark Simpson's Herald 13/60, and Peter Holmes GT6 Mk1. Well done all of you for your efforts in representing the Marques.

Kevin and Barry wish to thank all the helpers for their time and effort in making the event a success and thanks to Duxford for a fabulous location.

Nice to see the website and message board are being reborn and early problems are being reported by members, and actioned by HQ I think patience is required until the bugs are ironed out...I've asked a few questions and was pleased to get the answers.

Kevin's report into the adventures on the CT 10CR was short and concise it was a great drive and we didn't get wet contrary to popular belief that Spitfires leak with the

roof down.

The next Area meeting at The three Moorhens Hitchin will be **Monday 22nd October 8pm**, that's it folks.

Peter

WEST KENT

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Hi all. Winter is upon us once again, happily the die hard amongst you are still enjoying the driving pleasure of your Triumphs. The October meet was notably friendly as we gathered in the lounge bar. Anne had experienced problems with her electronic ignition and decided to revert back to the conventional system. Anne also had her Hurricane tuned on a rolling road. Steve arrived in his freshly restored Spit, not sure if Steve was expecting everyone to go out to cast an eye over it but there was little to worry about. We all agreed, it looked superb. Our other Steve had photo's and tales of his adventures on the 10 Countries run and has kindly put together the following report:-

Having spent the last 18 months preparing my 76 Spitfire 1500 for the Ten Countries Run, my brother Richard and I joined the assembly at Enfield on 8th September in anticipation of an exciting but gruelling 4 days. The weather was perfect for the run down to Dover in company of 50 or so other Triumphs and it was a joy to see so many being driven enthusiastically down the M20, especially the GT6's with their wonderful exhaust note.

The first leg of the journey was to the continental start at Steenvoorde, we had as an experiment wrapped some sausage rolls in foil and put them in the inlet manifold whilst on the ferry, by the time we got to Steenvoorde, they were piping hot, so 50 miles at 70mph is a good cooking time!

The next scheduled stop was at Morez near the Swiss border the next morning which was an overnight drive over 400 miles, the car behaved superbly and seemed to like being in 'touring' mode and I was comfortably dozing whilst Richard drove, hood down, heater on when I was awake by an unusual sound from the right rear, initial investigation didn't show any problem, but as a precaution we reduced speed and decided to stop at the next services to investigate further by this time we were between Reims and Dijon. The next stop revealed something more serious, a smoking rear brake drum, this was liberally doused with water and the adjuster and handbrake cable slackened off, as we progressed further past Dijon, it was evident from the sounds emanating from the rear wheel that it was more than just brakes binding, so we pulled into a well lit car park near Troyes and I jacked the car up and took the wheel off, at this point a very sick hub bearing was revealed with grease splattered over the vertical link and surrounding area. At this point we checked with the list of spares that people were carrying to no avail, so after a few phone calls to the organiser Ellis Stokes we decided to limp slowly to Morez, a further 50 miles or so and assess the next steps there in company of our fellow trav-

LANCASHIRE . . . LEICESTER & RUTLAND LINCOLNSHIRE . . . MANCHESTER

ellers. AT Morez, the conclusion after much discussion was to call it a day and ring the man with the yellow van. After breakfast of coffee and croissants we bade farewell to our colleagues and rang the AA. To cut a long story short, the car was recovered to England some 2 weeks later and we came home in a Europcar A Class!

Will we do this again? - yes certainly, there is something special about giving your classic its head on the continental roads and we are already planning to do CLM 2008, 10CR 2009 - and the Spit is back on the road courtesy of Canley Classics who provided me with a recon Driveshaft assembly at short notice, all I have to do now is clean it!

Well done Steve. Just a few more bits to pass on, the **January** meeting will for obvious reasons be on the **7th** and we have again decided on a New Year rather than Christmas dinner which Del is going to organise. A suggested date was **Friday 18th Jan.**

By the time you read this I will have completed the Amsterdam Marathon, news of that next month.

Take care

Harry.

LANCASHIRE

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The dark wintry nights have now begun to set in, and as usual this effects the turnout at meetings. The September meeting had only about 18 members attend and but a few Triumph's on the car park, saying this the atmosphere was still good and the banter plentiful, with me and the Herald of doom as usual the butt of most jokes. The Herald of doom has now been welded ready for MOT(courtesy of Sid Senior) and now we are down to a 2 sheet fail sheet (oh you mockers we are nearly roadworthy again) and hopefully I will be attending meetings in her by Christmas. Speaking of Christmas Huntley's have still not produced a Chrimbo menu, so I cannot offer anymore info on this as yet (keep your eyes on the emails).

The car card was won AGAIN by Mark Whittle, but it as now become apparent that he is putting his winnings towards the curly perm he is sporting nowadays (a cross between the Crimson Pirate and a mid life crisis) still myself being follically challenged perhaps I am only jealous.

By now we should have had a Lancashire Lanes run which I will report on next month, I hope if it happened it was well attended and attendee's all really enjoyed themselves.

Pam has now had the operation on her back and that by the time you read this she should be well on the road to recovery and again able to attend the meet. Get well soon Pam.

It is with great sadness that I must report on the death of one of our member's wife's, Val Williamson wife of Paul and Grandmother of Ben, who are regular attendee's to the meetings, passed away a few weeks ago after suffering with Cancer for approx 3 years, I personally only met Val once but she seemed a very nice and genuine lady and I'm sure she will be missed very much by Paul and Ben and the

rest of the family. Paul our thoughts are with you. The members of the TSSC Lancashire area has donated £25 towards Paul and Val's chosen charity.

It would seem that I will be taking the AO's position for a second year, as a resounding vote in support of that I should do so (or was it a bu**er me I don't want it) vote was taken, so unless someone as a burning desire to take over then I'm for a 2nd go. Please let me know if you do.

Kevin

PS If you are reading this and you are the owner of a Mimosa Yellow GT6 Mk 3, that I pass some mornings in my French Blue GT6 Mk3 on the Preston/Southport road, please get in touch I would like to invite you to our meetings.

LEICESTER & RUTLAND

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Depression has set in. The Barbecue is still uncovered from last year, the cars are being covered up for the winter, the monthly area meets are in the dark, and distant memories of summer.

Remember summer, I blinked and missed it. I well recall the weather "experts" in March this year, forecasting a red hot, dry, summer.

Now I see the idiots are forecasting a severe winter. Worcester area, get out there now while you can!!

One ray of sunshine is our Triumph cars, which continue to be driven, whatever the weather can throw at us.

Come rain, sleet or snow, ours continue to break down just as easily as modern euroboxes, even with all their technology. Have you spotted yet my trend for the winter area newsletters.

But wait a minute, all is not doom and gloom.

As an area we turned up for the Derwent Valley Bowl on Tuesday 18th September. Myself, "Asbo" Roy, Jean, Graham and Ade represented the area for an evening of madcap games and hospitality from local club members and others who had travelled from neighbouring areas to be there. Even with Ade capturing the individual "boobie" prize on the evening, (look at the pictures on the Derwent Valley website) we managed second place as an area.

Just piped to the major prize by Northampton area, who were very flushed by their success, so well done to you all. Now we know how subnormal you need to be to compete, we will definitely be there next year, and it has given me some ideas for a future meeting.

As mentioned at the meeting, Slot car race night is Saturday 13 October. Our AGM is booked for **Thursday 29 November** at the Red Lion Huncote. Usual skittles and supper do, to entice you to be there. If you wish to be at it and unable to make a meeting, contact me as I need to give numbers for the suppers.

Apart from a resume of area escapades during 2007 I hope that we can put together a plan of events/visits that you would like to attend or do during 2008.

So get on your thinking caps and come up with ideas. We can discuss, smile, and decide.

Dave



LINCOLNSHIRE

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Sorry it is so short this month, I thought Ellie was going to write it and she thought I was! Anyway, Phil and myself went along to the Derwent Valley Bowl to defend our trophy, I was torn between defending our pride and wanting to win it again, and the words Ellie said along the lines of "don't you dare bring that ^&*\$^&^E" thing home again.

So I am glad to say for my own health and wellbeing we gracefully lost!

Well done to John and Jonathan from Northants, I hope Elaine lets you keep it somewhere nice!

The other bit of news, is that for our area Christmas meal we will be having at the Woodcocks where we meet as there has been some confusion with the Tempest in Coleby as to whether it is open or not as I believe it has changed hands. Please contact me ASAP for the menu choices and I require a £5 deposit per person. The cost is £12.50 per person.

Till next month when I promise to write a bit more!

Garth

MANCHESTER

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Congratulations!! Kerry the infamous Ode composer got married to Paul on Saturday 29th October at Duckenfield Town Hall. The Bride looked stunning and Paul scrubbed up quite nicely too. With full Triumph Guard of Honor and the sun shining, it was as they say "The perfect day".

12 Triumphs parked up for the guard of honour number 13 was as unlucky as it sounds as Little Gary in his shiny TR7 is still out there somewhere looking for the town hall!! Then it was back for toast and nibbles, followed by the reception.

Paul and Kerry had a great day and they looked stunning. Paul and Kerry would like to convey a big thanks to Brenda and her daughter for making a fantastic wedding cake complete with Stag, to Les who acted as witness for Paul, and everyone who came to the wedding.



MANCHESTER . . . NEWBURY NORFOLK

MANCHESTER Cont

The very first weekend BBQ was held at Spencer Towers and what a great success, 48 members and their kids came along several hardy members camped some members did B/B and some came for one and two days. Friday night was spent with last minute details, unwinding with a drink and generally tweaking the odd fairy light and securing three gazebos and one Scabby Duck.

Saturday morning after serving up bacon and sausage butties we set out on a 6 hour and 105 mile run through fantastic scenery and countryside from Dolphinholme through Dunsop Bridge, stopping for lunch in Kettlewell, we then proceeded to Wensleydale Creamery at Hawes where we were treated to a walk around the creamery and were able to buy lots of goodies then returning back to Dolphinholme towards Sedburgh, through Dent village, and Quernmore.

The kitchen became a hive of activity Ler quiche and mixture, Tracysalad, Jenny and Noo chili, Kes spag bol and chicken curry (fantastic) Thanks girls!! The men!! Steve, Les, and Paul, Well they do what they do best turning over the burgers chicken and sausages (thanks lads!) young Cory was in charge of the bar. Pete was on bonfire and firework duty.

Sunday morning we had a smaller run to the Bridge Inn Tatham where 22 members sat down to a fantastic Sunday lunch the food was great and the welcome certainly matched the food. May I take this opportunity to thank everyone that contributed to a really fantastic weekend, all those that made and supplied our grub and all the washer uppers, to frank who erected 4 gazebos twinkley lights flag poles and safely guided the portaloo through our flag poles and bunting turning our flag poles from 2 to 4 Ooops!!!

And to Steve and Nic for organising two fantastic runs they were brilliant.

Ben has managed to accumulate 6 Triumphs over the past few months and is now looking to sell one or two as space has become a problem. There are some on the Manchester Area website so check it out! Ben is now the proud owner of Oscar the offending 2000 PI featured in last month's report, Janet had to sell reluctantly as she has bought Blue a lovely looking Stag in Delph Blue with pale grey leather interior. Ben has also bought Jordan a tahiti blue Stag from Pauline so Hugh can concentrate on his Vitesse, so at least we are keeping these Triumphs in the family so to speak.

The Tuesday meet was well attended as usual with 29 members present.

The feedback on this year's BBQ was positive so it looks like a repeat performance next year. We have decided to do a couple

of local runs complete with Sunday lunch after Xmas Gary and Jenny have volunteered. A big thanks to Les for the run to the Cat and Fiddle a full report in next month's area news.

There are 13 Triumphs interested in the Silverstone weekend 25/27th July next year don't forget please let me know if you are interested in any events next year and you can't get to a meeting.

Other Events for discussion on next years Calendar, York or Triumph Marques Day at Prescott hill climb in May camping and B/B available jointly organised with TSSC TR and SOC, and Scotland 25/26th August.

Anybody still to make final payments for the Xmas Doo please bring to the next meeting.

Dates to remember for **November**
Area Meeting Rope and Anchor
Tuesday 6th November 8 ish
NEC 9/10/11th November
News Flash Congratulations to
Gary Russell the New International
Area Liaison Officer.

Cheers

Dip/Frank

NEWBURY
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The last ever classic car meeting at The Bull, Stanford Dingley was different! It was a lovely sunny day and loads of classic cars in the area turned out to make it a special event for Robert. The field was full and he had difficulty parking the late arrivals. The food and drink were basic - plastic mugs and paper plates (with an added ingredient for Sandy and Mary who are never ever going to eat a burger cooked by anyone else in the future!!!!) Lots of local TSSC and TR Register members there. It was good to see, and hear, Ian's Mustang at last - it has been so long coming from across the pond, and then waiting to be Anglicised.

The Christmas meal is now fully booked and Mummy Christmas has been busy buying the presents. Don't forget I need menu choices and balance of money (£13) at the meeting on **28th November** please.

The committee met for the first time at the beginning of October and have a few new ventures to investigate for next season such as chartering a narrowboat for a summer afternoon, visiting another area and an evening at Newbury races. When we have got further details we will be compiling a calendar. We are hoping to go ahead with the quiz against the TR Register either at the end of February or end of March. Sean has agreed to be joint questioner-setter with a member of the TR group. More details after consulting them.

The meeting at the beginning of October was very well attended - and I didn't have the raffle things with me! Lots of people came in their Triumphs as it was a warmish dry evening.

By the way Patrick says he is thinking of possibly selling the Spitfire so speak to him if you are interested.

Can't write about the mystery Sunday lunch as the deadline was before the event

ran. See next month's report. Wonder if Nigel sold all his Car Boot stuff and managed to join us in time!!!!

Next meetings:

Wednesdays 14th and 28th
November and at the Spotted Dog
starting about 7.30pm

Events
12th December Christmas meal
(normal club night)
Keep 'em flying.

Mary and Dave R.

NORFOLK
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The Mile of Triumphs Weekend. Thank you, Thank you, Thank you

All the hard work has been done the money counted, and now, after a few good nights sleep, we can look back on a wonderful weekend with a sunny glow.

Everyone who participated in the show whether organising, participating or visiting appeared to be enjoying themselves. It was helped by the fantastic weather, but the atmosphere and camaraderie was brilliant. Several cars had problems on the way to the show, but there was always someone who could offer help and advice, and all of the problems were solved.

There were a record number of vehicles on the Saturday - over 177 and the range was fantastic. On Sunday 144 lined up along the seafrost - which made half a mile - if everyone brings along a trailer next year we may make the mile!!

The Marshall Arts team once again put on a display, thanks to Paul for arranging yet another impressive show. The fairground organ in the background was very pleasant. The side stalls did well and the Cake stall was once again popular - with a varied display.

The Tombola and Bottle stalls went well. One visitor must have spent £15 trying to win a packet of Kettle Crisps (made in Norwich) before he was successful.

There are too many people to thank individually, but the youngsters who manned the Lucky Dip, Hoopla, Treasure Map, Bowling, etc. deserve a special mention - Kirsty, James, Rachel, Adam, Jack and all of the others they roped in. Thanks for the Norfolk TSSC members who put so much hard work into the event. Also to the scouts whose help was invaluable in providing tables and equipment, and for their support during the weekend.

We had a record number of teddy bears to auction during the evening - this alone raised about £825.

In addition to this, Derwent Valley donated a 5 Kg bar of chocolate to be auctioned, which went for £224.

The bar itself was donated to the hospice for enjoyment by both children and staff.

Finally everyone contributed to the raising of the magnificent sum of £4450 - yet another record. See you next year!!! There is a full report on the show at www.norfolk-tssc.co.uk

Mandy.

The rest of the Norfolk news.

The turnout for the monthly meeting was quiet due to several people being on holiday. The dastardly car-related quiz (compiled by Mandy) was won by Steve & Elaine who promptly shared the prize of chocolates with everyone else.

We will be having a final run, organised

NORTH EAST . . . NORTHANTS NORTHERN IRELAND

by John & Christine Power at the end of October, with a surprise destination.

The Christmas dinner at the Alby Horshoes will be on the **15th December**. Anyone who hasn't expressed interest, contact David Hindes at the **November** meeting or earlier.

All posts for the Norfolk Area will be up for re-election at the **November** meeting - AO, Events Organiser, Treasurer, Webmaster, Tool Hire. If anyone is interested in being elected for any of these posts, could they let Joe know.

Laurie

NORTH EAST
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Hi all, Summers' over, Triumphs a bit thin on the ground last meeting.

Still had a laugh inside the pub though, mostly at me but that's the peril of being an AO I suppose.

I'll introduce our new attendees first off, starting with Joan Moody, a friend of Sam who as yet doesn't own a Triumph, just a Dyson. Second Dave Lockwood who has 4 Spits, two 1300 MkIVs and 2 1500s, all in various states of off the roadstead but all will be back in the future. Dave came along with Kev Dent who brought his girlfriends 1300 FWD. This has had a major mechanical overhaul, basically everything that could wear out was. Just the bodywork to do. Kev is an ex AA man, and a part time professional restorer of Rover P5s. He's done 14 so far. Also drives an Austin Gypsy amongst other things, oh and he's got the biggest garage I've ever seen! Jealous, not at all!

Michael has just replaced his Herald rad and cured his occasional overheating problems, the diff change from 4.11 to 3.26 has also made it much longer legged.

I got my new airbox fitted, it's ex Dolomite Sprint with original hoses filled and new ones cut to match the HS4 spacing, fed by K&Ns mounted inside the radiator side valve, much nice idling while sat at lights, and a (possibly subjective) performance gain. Quieter inside the car as well due to loss of induction noise. Sue Wright has a collapsed rear problem. Driveshaft bearing that is. To be fixed shortly.

Future events, I collected 13 deposits for the Christmas dinner last meet, anyone else needs to get £10 per person to me before or at the next meeting along with choices for starter and main courses. In case you missed it, we'll be sitting down to eat at **6pm Sunday 2nd December**, that's before the normal meeting which will be much improved by the attendance of the more glamorous partners. After the meal, there'll be a quiz courtesy of Joe Grundy, minimal cost with all fees paid out in prizes.

I like to thank, on behalf of everyone who went, Geoff for arranging the go-karting last month, especially Alex who won.

Geoff raised the prospect of a ten pin bowling competition against the NE Mini owners, 3 games for £5 at The Galleries in Washington. Sounds like it might be fun.

For those going to CLM (and anyone else who fancies a run out) Mike Charlton from Yorkshire fancies meeting up half way between us for a natter/pint/meal sometime early next year. Probably around Thirk or Pickering.

Right, I'm off to do other stuff now, see you **November 4th**.
All the best

Mark

NORTHANTS
Tel. 01604 820231

Well, what a busy time since my last installment, I shall start with the Derwent Valley Bowl, What can I say, a smashing turn out, lots of members from Northampton in attendance (all two of us!!)

They really know how to organise a good event, no not good, brilliant, both John and I were made to feel more than welcome, and appreciated the hospitality that was afforded us.

Anyway, I bet they wish we hadn't gone as, we came, we saw, we conquered..... And I have kept grace of the bowl although the first time I put it down in my hallway she went to go wee-wee.

Next on the agenda was the Mile of Triumphs, another cracking event, although unusually this year the sombre Friday night get together turned into party central, ow what I might.

Sat morning saw yet another triumph hangover but as the day progressed this disappeared with the help of nurofen, lucodaze and fosters. At about four in the afternoon realised that I had misplaced my fleece from Friday night. Whoops.

Another brill weekend and a good end to our camping year, well done to Joe and crew.

And finally, I've talked about it for often enough, but next months right up will be my last one, yes that's right I'm signing of as Northants a.o.

I'm also selling my herald, already interest is coming in and I think Mr. Fairay maybe the winner.

IF THE COUPLE WHO BOUGHT MY SPITFIRE FUB 522T WANT TO SELL IT BACK TO ME, please get in touch as I miss it sorely.....

So, that's it, no more Batman as a.o, no more driving YOB 901J.I shall be gone for a while, but I certainly think that I made an impression whilst I was here, remember my first attendance at Stafford?, big tent in the middle of everyone, 48 cans of fosters and being told off for being too noisy in the noisy area.....

If the camping support was still here then who knows how things may have panned out, but I've given it my all for four years and I struggle to get one weekend a month of work,,, so will have to start visiting friends and family again. It's been fun, last installment next month.

p.s, am trying to purchase the beast 666 Toledo on eBay, you will know if I'm successful, have nil points on licence now after my sprint experience..

Jonathan

Batman/ Johnny farty pants,
THE WHALE.

The trip to Duxford started well with the sun shining. We met Pat and John and began a leisurely drive through Kimbolton and St Neots. We arrived at Duxford unpacked the table and chairs and had tea and cakes. We set out for a walk to the new hanger with lots of exiting exhibits to see and do. We returned to the cars for lunch and had a relaxing afternoon wandering



around the cars. There was an excellent selection of Triumphs, also there were TVR's Morgan's, Westfield's and American muscle cars.

Karon and I were invited by Paul and Vie to join them and Kent area TR register for a treasure hunt. The tight turning circle of our Herald was able to run rings around some of the TR's and was a great asset on the delightful lanes of Kent. We finished at an airfield to watch small planes taking off and people having parachuting lessons, I politely declined. Thank you both for a great weekend.

NORTHERN IRELAND
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Back again after a late summer holiday. Yes the Greek Islands and the Crimea were great to see - thought that I might have seen Albert (Glenholmes) while I was there but to no avail. Returned in time for the Norman Edmund run that was looked after and organised by his good friend Alan. It hardly seems four years since his untimely death - still missed - and will be for a very long time.

A goodly number of Triumphs attended at our meeting point at Cultra before we took the long route to Castle Ward along roads that he would have certainly appreciated - real MOT testers - as they say. Special arrangements were made to ensure that we had a proper parking place and use of an area to have the usual BBQ that we have come to expect. After our meal - I don't know how many Alan cooked for - we then made our way to the house for our own guided tour that had been arranged for us.

I must say that the guide was good but he must have been taken aback when Stephan was able to answer a number of his questions about exhibits within the house - well done Stephan.

We had our usual monthly meeting at the beginning of October when we discussed what to give new members when they join the Northern Ireland area of TSSC - the Manchester area format was looked at where they give out a CD about the club and its members - food for thought. Consideration was given to a run in **January, 2008** and we agreed to discuss it further at the December meeting. If you have any views or thoughts let me know before the December meeting which also just happens to be our AGM - why not come along.

Richard brought along a selection of parts that he had for his recently bought GT6 in an attempt to discover where they fitted. I was most pleased with myself as I was able to name one - a seat fitting. I had seen the part before in the back of a MkII GT6 that is still lying in the French garage in Donaghadee - will it ever be finished ???

By the time you read this the Glens Run will be over - who ate too many puddings?



● NORTHERN IRELAND Cont

- as well as the Mourne Meander Mystery Tour - both taking place during the month of October. Our next event will be the "Film Nite" on **FRIDAY 16th November** at 7.45 pm for 8 pm at Comber - come along and make an evening of it - ice cream will be served. Arrangements and route later from Richard. Only one new email address after my last plea - please sign up to get the news, events information and items for sale - never mind the gossip. Details to me through the Northern Ireland TSSC email address.

Douglas

● NOTTINGHAM

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www.notts-tssc.org.uk

First of all my apologies for the lack of area news last month - not quite sure what happened as according to my pc they were sent but got lost somewhere in the realms of technoland.

We have had a really busy few months in September and October (who said it's quiet over the winter months???) with the Mile of Triumphs which once again excelled itself (thanks Joe and the rest of the Norfolk crew), area events etc. As I am typing this we are in the final stages of arranging our cat and fiddle meet with Manchester area which should be a fantastic day out - look out for a feature in the near future!

Plans are also underway for the **NEW YEAR RUN 2008** which will be on **Sunday January 6th** and hopefully will be in aid of SCOPE which those of you who know our daughter Charlotte will realise is a charity very close to my heart. More details here soon.

In **November** we have the area Bonfire and BBQ at our home on **Saturday 3rd**, the NEC from **9-11th** (I will be there on Friday and Sunday on the club stand so feel free to come and have a chat), and the "Pot Luck Supper" at our meeting on **26th November**.

Bookings are also being taken rapidly for the Christmas meal at Ye Olde Bridge Inn on **Saturday 15th December** so please let me know asap if you haven't already booked. A 4 course Christmas carvery for only £10 per head - what are you waiting for??

A quick note too that Sunderland Court (Club HQ) will be opening for its annual Christmas open weekend on **8th & 9th December**, with celebrations for the Clubs 30th anniversary it should be a definite calendar date.

As the club shop will be open too it is a chance to get that part/item on your list for Santa!!!

See you all soon

Claire

NORTHERN IRELAND . . . NOTTINGHAM PETERBOROUGH . . . SALISBURY . . . SCOT CENT WEST

● PETERBOROUGH

Tel. 01778 560507/01780470358

We have been blessed with extraordinarily good weather through the latter part of August and September and then on into October. This has presented excellent opportunities to catch up on good weather motoring after the appalling early summer. It was good to see hoods down at the October meeting on Spitfires and a Stag. How many club nights in October have we had like that before? Sorry to say that we have had to increase the food cost to £12.00 which is funded from the raffle, but I think we all agree that Pete does us proud anyway. 'T' was good to see Chris again, if only to hear of his burgeoning collection of Triumph vehicles.

We were sorry we cancelled the Cromer Run in July, but it was due to the rain and flooding. BUT in September Colin had had a word with the weather man, and five cars took off to Cromer, where we met up with Alex and Fred. A thoroughly good day was had by all in the excellent weather. Some of us even did the coast run back to Hunstanton and had a bite to eat at Kings Lynn. That has reminded me to improve the 'candle power' emanating from the GT6 headlights.

Steph and myself were invited to the Clubs anniversary party at Lubenham in September. It was good to talk to other AO's and get some ideas on a marvellous sunny day. Hope that was a two way thing! The weather was glorious and Bill Sunderland took a convoy for a 'drive' around his local area. He was really struggling to keep his foot off the gas in his GT6, to enable us all to keep up!

Duxford was once again host for the Beds and Herts Area. Boy, didn't they organise some good weather, as well as a good turnout of Triumph cars. We met up at Yaxley and a squadron of Spitfires hit the A1 Duxford bound, escorted by a Vitesse, Stag and GT6. Paul and his Vitesse were unable to make the pilgrimage due to family commitments. Good to see Bernie and the boys with the stand again. It was also an opportunity to get the GT6 valued.

All members, 'olde' and new will be welcome, as usual, at the Bertie Arms, Uffington, Nr. Stamford, PE9 4SZ for our next club night on **Monday the 12th of November**. Join us for a convivial noggin, raffle n' roll around 8.00pm on the **second (2nd) Monday of each month**.

Don't be shy at the **November** meeting, it will be your A.G.M.. It is one of our most important meetings of the year. As discussed at the October meeting there are a lot more improvements and events we can improve upon. So come along and have your say and take the opportunity to do your bit. Your Club needs you!!

Our Christmas Meal will be held on **Monday the 10th of December** at the Bertie Arms. We will be asking for names and fairly exact numbers with a £5 deposit at the **November** meeting. The menu will be available at the meeting. If you are unable to make the **November** meeting, please would you give Paul or myself a ring. The telephone numbers are in the front of the area news section.

Safe motoring. See you on **Monday the 12th of November**.

Doug

● SALISBURY

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Back in September the first outing at our new pub venue - The Swan at Stoford - seemed to be quite successful - a couple of us (me included) had arrived straight from work and so indulged in a meal from their excellent menu, which was something that we could never have done at our old venue, The Greyhound in Wilton. Damn fine food it was too and soon after we all migrated into the games room and indulged in a skittles match between the group, which was also a bit of fun.

However, as I've always said from the start, let's see how it goes and if we need to change venue or revert back to The Greyhound, by majority decision, then that is what we will do.

I've just bought a Triumph! Yes it's actually true...!! after looking for a GT6 for quite some time, I actually bought a 1970 Mk2 recently and am looking forward to bringing the car to the next area meeting in October. Following that I can think about organising some group/convoys rides and events etc with the local groups cars, which is always something I've not really been able to do to any extent without having a Triumph of my own..!

I nearly bought an excellent Mk1 on ebay, after viewing the car down in Portsmouth, however, I and several other bidders were outbid by some German chap, who had apparently come over from Germany to view the car himself, prior to bidding. I got the feeling that he was one of those buyers who simply had to have the car at any price so, although it was a cracker (completely original and un-molested etc), I am not foolish enough to pay over the market price for a car, however, I would be lying to say that I was not quite a bit hacked off when I lost the chance of getting it...c'est la Vie (or the equivalent in German, whatever that is..!)

Having said all of the above, I did find that locating a good Mk1 or Mk2 GT6, was a bit like looking for hens teeth and makes looking for a good TR4, 6 or even 5 child's play by comparison. So in my fairly extensive experience and knowledge of the used market for old motors, I can only suggest that early GT6's are going to go up in value, due to their current resurgence in popularity and relative rareness, when compared to stuff like MGB's. It's already happened with the values of some of the more exotic cars out there that have this ability to stir up the market - DB4's, 5's and 6's in particular (and I know it's not exactly a like for like comparison with a GT6) but hopefully you get my point).

See you on the **20th November** at The Swan. Regards

Adam

● SCOT CENT WEST

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Well again three people turned out, for the October meeting this time. Admittedly it was a very wet evening and the football was on. My Spitfire was the sole club car out in the rain. I will be putting it away to dry out now.

SOMERSET . . . SOUTHERN SUFFOLK

David and Mark turned up to complete the trio. It was a little bit of a shame about the lack of people as I had matters to be put forward for a meeting arranged with Pip and Frank, the TSSC Area Liaison officers who are (or will have, by the time you read this) been North of the border for a meeting to see the different areas. More on that next month, (providing I'm not sacked). We did come up with various questions. I had prepared a presentation to illustrate the 2007 year with our area.

Was it really that wet? We should be thinking about next year now and I (if I continue) will be trying to put together a provisional calendar and will finalise the dates once the SVVF Yearbook is published early next year. So we are looking for ideas for the area. Provisional thoughts are Lanark Autojumble, usually early April, the club will be taking out a stand and you have the option of donating either an item or % of sales to our area funds. Start looking out your stuff or have a think about it. This theme will be continued at the shows we attend (just smaller items we can get away with). The club run ?? Well again, pick a date and place, traditionally, it will be raining anyway. Indoor venue or attraction, have you seen anywhere that we could go??

Stafford is in **August** now, we need to go and support David and his Vitesse in the Masterclass level concours. News has come in that the Callander show was, as I suspected, the last one at that venue. There will be an Autoclassica event to replace it, based at Culzean Castle in Ayrshire **23rd and 24th August 2008**. I have placed a provisional enquiry for a stand. The other shows we attended in 2007 can be attended in **2008** if you so wish. We have standing invitations from our last visits. Again, do you want to attend?? Start thinking now.

I am going to try to get on with my Mk1 Spitfire now as it has been neglected recently as I have diverged onto other things (my Yamaha FS1E, and 1980's bicycles of all things). Does anyone have any spares for a FS1E?? I might take a whole one. Here we go again?

I will bring a bicycle to Lochinch next year and have a go on the mtb circuit if you promise not to laugh. That could be another TSSC activity for the calendar!!

I am still looking for photos and a list of items for sale or wanted for the area folder, also recommended traders that you may have experience of. One idea put forward was to offer help to anyone requiring assistance with their restoration etc. We have (just) enough people to help lift bodytubs, chassis etc.

Next meeting is on **Wednesday 7th November** at Lochinch. With hopefully some feedback and ideas.

See you there

Gregor G

● SOMERSET

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Well another month has flown past and a few bits to mention. Firstly some of us did the Thornfalcon show in a place I said wrongly and haven't lived down just yet! We all met on the A38 near Axbridge and drove down which I really liked. Upon arrival we were quickly directed into an

area, and were joined by Alistair and Paul on site. Its the first time I have been and for a free event it is worth a look.

We also headed to the RNLI show in Weston which was a grey day, but the rain held off until 2.30 or so. Plenty of cars and some Avon members joined us as well so welcome to you and I hope you had a good day. Other than Dave and Ashley having problems obtaining some 'pub grub' All was good. Also a welcome to Ann and her partner who joined us for the first time. Hope to see you again soon.

The October meet was fun!! Weather was good enough for the Triumphs to gather again, although a Shogun did sneak in as someone jibbed out.... Annie and I arrived at the Crown in plenty of time with Carl and Andy, to stand in the car park thinking the pub looked dark, oh well, it is before 7.30 someone says, it will open then. At 7.30 the pub is still in darkness so I walk around the front to see a note pinned on the door - Sorry closed today only!! Back to the Car park and other Triumphs and owners are pulling in, so a debate on which pub to use instead. The landlady appears to tell us they have an electrical fault and unable to open until sorted. A pub with no beer?

Anyway we turn to Ashley and Dave who know the local area for inspiration, when suddenly, from a long way away we hear thunder - great - just what we need! but hang on, its continuing and getting louder. The peaceful Somerset countryside has begun to shake and wildlife is running for their eardrums and lives. Lights now and its coming this way....it turns in and amongst the dust from the gravel car park are four headlights on the slant - its a Vitesse - not seen that before someone shouts. Then it stops and out gets Rod and Dave, both grinning.

I have never heard a car that loud that is actually fitted with an exhaust. It made me grin and was the topic of several conversations through the night.

Ashley and Dave suggest the Knowle Inn so off we all go - In totally different directions. None of us knew where we or anyone else were - other than Rod as we could all hear him as he disappeared off down a Bridleway.

Anyway we all got to the Knowle Inn and were made very welcome, and Carl was given his Somerset area Birthday Card as it was his birthday that very night.

Anyway, Christmas meal is booked for the 10th December, and not the 8th as it said last month.

NO MEETING IN NOVEMBER, but the Resto show at Shepton has us on a stand with Avon area, rebuilding a Vitesse engine and replacing a Spitfire spring on **3rd/4th November**.

Also we are arranging a Sunday drive out to Westonbirt so please let me know via E-mail if you are interested - no date arranged yet. Prices are being sorted but will be around £7.50 per adult, but I am working on a group rate.

Phil

● SOUTHERN

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http://triumphsouth.20m.com

Mark D attended a Sunday lunchtime Classic Car gathering outside Taunton, with nearly 1000 cars of all ages and mod-



els, including a mixed variety of approximately 50 Triumphs. This is an annual event run by a local garage that sells some Classic cars.

The September roaming meet at the Classic Car meet at The Dears Hut, Griggs Green, Liphook, saw a wide variety of Triumphs and a few other classic cars including a MK2 Escort, a MGBGT and an old Audi. It was also nice to see Beccy again after her spell abroad. Among the Triumphs present there were 2 Stags, Mikes and one other, Alan and Wendy Vitesse convertible, Guy and Suzie Bond 2S and Mark D TR6. Guy brought along a dolomite overdrive gear-change for Jackies Spitfire.

The October regular meet at The George and Falcon was well attended by members with a few Triumphs venturing out, including Paul, TR5, Guy and Suzie, TR7, Dave Vitesse 6 saloon, Mikes Stag and Geoff and Richie in a Spitfire.

Richie Spitfire was still cutting-out for fuel starvation, despite many attempts to fix the fault, with the latest thoughts aimed at a fuel tank blockage of some sort.

The Seven Stars at Stroud, (near Petersfield) was chosen as the venue for this years Christmas lunch. Details of the menu etc will shortly be made available.

The prize draw winners for September were Wendy, Dave and Mark D.

We always welcome new members/enthusiasts at any meet, or perhaps some who haven't 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 the above web-site or contact Guy, Suzie or myself, (07981843939).

November Events:

4th November: London to Brighton Veteran Car Run

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

9th-11th November: Classic Motor Show at the NEC Birmingham

18th November: Double LL Indoor Auto Jumble, The Grange Centre, Midhurst, (10am-3pm)

18th November: Roaming Sunday lunch at The Seven Stars, at Stroud, near Petersfield, GU32 3PG

4th December: Southern Christmas meeting at The Seven Stars at Stroud, near Petersfield GU32 3PG

Mark

● SUFFOLK

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Suffolk@tssc.org.uk

A lightly attended evening but with a person to Triumph ratio probably approaching 80% - helped no doubt by the mild and dry evening.

Colin had a fairly successful trip in the 10 Countries Run organised by Club Triumph. He and his co-driver managed to pass through 8 countries. His Spitfire held up well with only a few problems - a knack-



SUFFOLK Cont

ered UJ on a driveshaft, a loose wiper motor, an over-effective alternator, which boiled the battery dry and a bit of brake fade. Colin had a few interesting photos on his PC of another Triumph with glowing discs and steam issuing from the brake bleed nipple!

Lyall and a couple of others went to the Duxford event. Weather good, turnout good, happiness factor very good.

Following on from the conversation last month about seats, the two guys from Colchester came in their Spitfire sporting refurbished seats. The originals had hound's-tooth centre panels but the replacements had black fabric panels with the seats set off with red piping - they looked really good. And with new foams were very comfortable.

Dave's Moss special apparently now has a roof - but we didn't see it, as he didn't bring it.

There was a bit of a discussion about the cost of shipping a Triumph from abroad to the UK. Taking New Zealand as an example, Triumph 2000s and 2.5s are, apparently, plentiful, usually with very good bodies (no salt on Kiwi roads) but often with tired mechanicals. Supposedly pre '73/74 ones are best as they are made with better steel. Shipping costs are the crucial part and the ballpark figures seem to vary a lot.

There may be news in this Courier about the Le Mans Classic, in particular the cost. Look out for it and book it. That's it for this month; Colin's doing the notes next month as I will not be around.

The next meeting dates are: **Tuesday 6th November Tuesday 4th December Tuesday 8th January** (probably) So, be at the Magpie, 8:00 on **Tuesday 6th November**.

Deke

SURREY

Tel. 0208 8733022

Sorry for not putting in this picture in previous months, but here is a picture of Vince and Maria just after they got married at the



SUFFOLK . . . SURREY THAMES

end of August this year. Yes that is a Fiat 500 and they did use it as a car to leave the church in and arrive at the reception. Maria's dress practically filled the car and getting in and out was amusing. Well for us watching it was!

The reason for a Fiat and not a Triumph is given away by the very blue sky in the background. We are not in England but just south of the Dolomites, North of Venice, Italy. Adam and I went out for the long bank holiday weekend along with our children, William and Jenny. We flew so we didn't take a Triumph either. In fact there was not a single Triumph there despite quite a few TSSC members. We met up with everyone the day before the wedding in the local village bar. It was a great reunion, seeing lots of people we haven't seen in ages. Apart from Jane Stephenson who use to be a frequent member down the Surrey Area meeting, there was Sam and wife Katy and Sam's brother Paul and wife Catherine along with their 3 girls, Abbey, Alex and Annabel. You may have seen them at the SEM or Stafford always in the lively area.

The wedding was the next day at 1pm on a very hot day when walking up 50 steps to get to the church was not a good idea, but I still haven't worked out how the car got there.

There must be a road somewhere around the back! The reception was amazing, with so much food and wine that I thought I would burst. We started eating with aperitifs in the garden at 3pm and after sitting down to the first course at 4pm, we didn't finish the last course until 9pm.

Yes that's 5 hours of eating, and then you expect me to get up and dance. Uhhh. We sadly had to go home on the Monday and Vince and Maria flew off to Las Vegas for the legal wedding and then a honeymoon in Hawaii. I haven't seen those photos yet, but I bet that was great.

For those who don't know the history: Vince and Maria met at our Surrey Area 'Christmas' meal a few years ago, which we traditionally hold in March. Maria was at the time seeing someone else and Vince arrive with his friend Paul. Maria ended up sat next to Vince and instantly took a dislike to him, perhaps due to the many lagers that he has consumed. However afar a few more meetings and the break-up of Maria's other relationship she got to like Vince, obviously quite a lot now. And the rest is as above. So there you go the TSSC is really a dating agency in disguise, come to a meeting and you never know what might happen.

We did actually have quite a busy meeting in September, but the autumnal weather only brought out 4 Triumphs to the carpark: our Mk1 2000 Estate, Henry's Mk1 PI Estate, Robin in his son Jaacko's Spitfire 1500 and Ben in his Herald 1200. Ben has been a member of the TSSC for a while but hasn't been to a meeting before. He has been to our Whisky, Wine and Cheese party's at the SEM though. However I am sorry for not recognising you, it is hard to see at 1am in a field after a few too many glasses of wine. It would be great to see a few other members at the meeting, we don't mind if you have been TSSC members for years or just a few months.

Meeting this month, at the Well House Inn, Chipstead Lane, just off the A217 on **Wednesday 28th November** from 8pm. The meeting in **December** should be on

the **26th** (Boxing Day). If this is inconvenient to most people and you would prefer to meet on the **19th** please let me know before the **10th November**.

Karen

THAMES

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A Big Welcome to you all. No doubt you all heard that the Windsor car show was cancelled due to the outbreak of Foot & Mouth in near by Egham. Just five days before the show, there was not a lot of time to tell everyone, but I hopefully managed to contact you all. My apologies if you went only to find out on the day.

Good news on the MoT front both the Vitesse and my newly purchased Acclaim passed their MoT's with flying colours and the Mile of Triumphs was good fun as well! Just got to get Daisy (Julie's Acclaim) through its MoT now. We have been busy cleaning up the underside of Daisy as well as trying to locate the petrol smell & possible leaking fuel tank. But I fear it may take sometime to get all the work done.

We have our Bowling competition coming up soon with E. Berk's & S. Buck's (see below for details) and a Sunday lunch time meeting with E. Berk's next month.

13th Sept On this sunny evening, Julie and I are in Daisy making our way to the Fox & Castle. We have the sad task of telling everyone that the Windsor Show has been cancelled due to the outbreak of Foot & Mouth. We are joined at the Fox & Castle by, Tony H, who is looking for a TR7 or a Herald to run as a winter car, Andy K & Paul who are off to the Frankfurt car show, Mike H, who has problems of interference with his newly fitted radio, George B. Primula dH. From the 2000 & 2.5 Register we had Dave L. Oliver. Rob W who is restoring a Mk1 2000. Triumphs in the car park were Mike's Herald, Tony's Spitfire, Dave's 2.5Pi and Daisy. There were a few options for us to take as the Windsor show was cancelled these were to have a Sunday lunch meeting (of which one is being sorted out for November) or to try and get into another show at the weekend of which there were 'Classic's on the Green' at Croyley Green or Surrey Classic Vehicle Club (SCVC) at Tilford.

Most of us wanted to try for the latter. 16th Sept After a lot of phoning around we sorted out that we could get into the Tilford show but numbers were limited as other cars due to be shown at Windsor had had the same idea. So early Sunday morning Julie in Daisy (Acclaim) and myself in my Mk2 Vitesse go and meet up with Nina J in her Mk2 Spitfire and we head off to Tilford. After a while it dawned on me that the directions I down loaded off the computer are flawed as there was no sign post for the B 3001 and the road map showed a different road layout! (and its a newish road map). So we headed to Millford until Tilford was sign posted, after that it was a doddle. George B & Chris were already there in George's Mk1 Vitesse setting up a base for us and the three of us joined them out in the field by the entrance. We were joined shortly afterwards by Mike H in his Herald 13/60, David in his 1500

SOUTH WALES WEST MIDLANDS

Spitfire, Martin & Cynthia in their 1500 Spitfire and Chris C in his Mk3 Spitfire. The overflow car park for classic cars quickly filled up and it was not long before they stopped letting unbooked cars in. With the cars that had booked in and us as guest cars, it was reckoned there was over three hundred cars on show, plus auto-jumble stands and the rural life museum to take in, it was a great day blessed with lovely sunny weather. After a refreshing cuppa & chat, Julie and I took a look around the show. Purchasing some items in the auto-jumble and fresh eggs from the farm shop, they even had the Hogs Back Brewery selling beers and ciders (it would of been rude not to try some). There was a wonderful collection of cars on show and a lot of local car clubs there. At the end of the day we finished it off with afternoon tea and cakes, George supplied a lovely lemon sponge cake. We all had a great day out, but the problem now is where to go next year, Windsor or Tilford?

21st Sept Julie gives me a lift to Chobham to collect my Vitesse from the garage. Its just passed its MoT. This is handy as we are off to the Mile of Triumph's in Norfolk. We load up the Vitesse and trailer (including the bedding this time) and take to the open road. We are going great guns when we see a sign saying there is heavy traffic on the M11 so we make a terrible error and head for the A12 instead. No warnings this time we get into lane for the A12 turning and sit in traffic and wait for ages to get off and through the road works, but once through we were happy motorist again. We got to the campsite early evening and were warmly greeted by Notts Area, where we promptly set up our home for the next two nights. We did a supply run and then ate in the King's Head (odd decor but food was not that bad) where we met Pete and Teresa. We then headed to the campsite bar for the rest of the evening and met up with Claire & Nigel, Ash & Jannet, Carol & Pete & Teresa again. Ash had broken the Acclaims exhaust on the way up and Carol had to keep stopping due to a water leak on the way up!! So our journey up was not so bad after all.

We awoke the next morning and had a scrumptious cooked breakfast in the open air. I parked up the Vitesse on the display field and we walked around the cars on show and looked at the side stalls. Carol had a new water pump fitted to her Spitfire and Ash managed to borrow a welder to refit his exhaust. Thankfully the rain stayed away, although we got a few light drops. We met up and chatted with old friends and in the evening a small group of us headed off to Ash's favourite chip shop (the right one this time). We made it back in time for the Teddy Bear auction and raffle where Julie won a toaster and I won some car polish. After they ran out of real ale we retired for the night.

After another lovely cooked breakfast we lined up for the start of the convoy which would take us to Great Yarmouth sea front. This year there was no police escort to show us the way and escort us through the red traffic lights. But as the cars left the campsite we found ourselves second in line and following another Vitesse. It must of been the fastest trip to the front on record. When the rest of the Triumph's caught us up and the mile was measured we only got half of the mile this year so

come along and join us for the next one to make up the mile! Julie and I returned to pack up the tent and load up the trailer and Vitesse before saying our goodbyes and heading home in the sunshine.

We had a great time there and look forward to next years.

27th Sept On this rather chilly and wet evening Julie and I call on Nina's before heading to the Fox & Castle. Inside we are greeted by Dave L, Rob W and Oliver of the 2000 & 2.5 reg and Tony H, Chris C & Mike H. George B was suffering from a cold and sent his apologies. Triumphs in the car park were Dave L 2.5 Pi, Tony H Spitfire 1500, Chris C Spitfire Mk3 & Mike H 13/60 Herald.

Talk was of the Bowling competition coming up, its on the **29th of November** and is £11 per head for two games. Please get in touch as monies are needed in advance. Dave is trying to get us into the Museum on Wheels at Eton in the new year (yes 2008 is nearly here....aarrghh). We have also sorted out a Sunday Lunch with E Berks it will be on **Sunday 11th November** at the Five Horseshoes near Henley (TBC).

Our next meeting's at the Fox & Castle are in **November on the 8th & 22nd and in December on the 6th & 20th**. Come & join us for a warm welcome. Call me for further details on 07773623807 please.

up coming events are :-
Nov 9th/11th Classic Motor Show
NEC Birmingham

Nov 11th (TBC) Sunday Lunch at the
Five Horseshoes near Henley

Nov 29th S.Bucks, E.Berks & Thames
Bowling Competition

Dec 25th XMAS ..already.....panic !!!!
Best Wishes

Mickey

SOUTH WALES

Tel. 02920 868203

Apologies for the missed write up in the last issue. I was away on holidays and it was not possible to submit. The Tredegar Parkshow in September was yet again a great event with many attractions and lots of cars & motorcycles to see. If you have not attended this show it is definitely one not to miss next year.

There was good turn out of club cars from different sections and our section was not disgraced with its contribution.

Our ever popular fish & chip run would have taken place by the time you read this and if anyone has ideas for mid month events I would be pleased to hear from them.

The Christmas Dinner will be held at the Park Golf Club on **Tuesday December 11th**. All are welcome, but I will need to know numbers and have a deposit very early in **November** to confirm our booking.

Look forward to seeing at the Park for the next meeting (**last Monday of the month**). Best Wishes.

Howard

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.



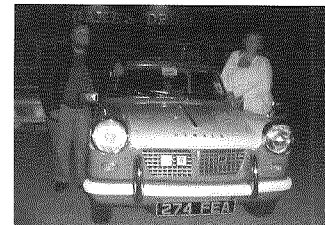
WEST MIDLANDS

Tel. 07969 024999

Holding a meeting in October you would think that we would choose a nice warm lounge of the local hostelry, huddle around a blazing log fire with a fistful of the local brew and chat about the summer months when we polished our cherished classics and drove around the Country lanes with the hood down. Not so for our meeting on the 2nd October. Despite it being dark by 7.30pm, the whole of the evenings meetings was held outside on the car park of the Drakes Drum. What a great turnout we had for so late in the year, 17 cars consisting of 1 Herald 13/60 Estate, 2 Mark 3 Spitfires, 3 Triumph 2000's, 2 saloons and the other an estate, 2 - 13/60 saloons, 1 - 1200 saloon, my Dolomite, a Spitfire 1500, a TR6, and a 13/60 Herald saloon fitted with a 2000 engine. The Vitesse group won the attendance prize with 3 Mark 2 convertibles and 1 Mark 2 saloon.

A particular welcome was extended to Paul Dean of Wednesfield who attended for the first time in his Herald 1200, and to Richard Wilson of Handsworth Wood who we haven't seen for a long while in his TR6. Hope to see you for the rest of the year and all of 2008.

Member of the Month



Husband and wife team, Liz and Steve Hudson, are our members of the month. Steve 50 years of age and Liz who is I am sure over 21 years of age have been married for 30 years, and both are amongst our most solid group of supporters. Liz does solid work every meeting squeezing money out of everyone for our raffle, the proceeds of which go towards projects within our area. Steve's first Triumph was a 2000 Automatic Estate which he obtained in 1978, and then 7 years ago he obtained 'Eliza' a 1200 Herald Convertible which is fitted with a 1300 Spitfire engine, and a Vitesse bonnet. What a mixture! Earlier this year the couple obtained their second Triumph 'Fiona', a 1961 immaculate 1200 Herald Saloon. The reason for buying the second car was the convertible is for their grandson, and the saloon was bought for their granddaughter, eventually of course. Congratulations Liz and Steve we are proud to nominate you as our Members of the Month.



WEST MIDLANDS . . . WIRRAL WORCESTER . . . WYEDEAN

W. MIDLANDS Cont

Importantly for all members, the Annual General Meeting for the West Midlands Area will be held in the conference room at the Drakes Drum on **Tuesday 6th November 2007**. Meet at the pub at 7.30pm for a tot and then the AGM to commence promptly at 8.30pm. Items on the agenda include arranging the calendar of events and functions for **2008**, and a Xmas function for **2007**. See you there. Cheers

Roger

WIRRAL Tel. 0151 339 4150

Yes, it's me again, and sad to say not a lot of news for this month. However, first things first, we have arranged our Christmas meal for Saturday 15th December at the "Cottage Loaf" pub and hope to see as many of you there as possible. Please pay a five pounds deposit at the November meeting and the balance at the December meeting. This will enable Carole to enjoy the evening rather than spending her time chasing up late payers. Also, would you please let her know your choice of Starter and Main Course at least one week before the event, much sooner if possible. (phone 639 5587). I understand that hubby, Peter, yet again mixed his thumb up with the machinery, we hope that it is healing up now and that he will be able to wield his knife and fork on December 15th.

I think there was only one event not covered by Andy in the October Courier, that was the North Wales Walled City Rally. Andy Postlethwaite accompanied by Debbie did the full hog, overnighting in Llandudno where the battery on his GT6 gave up, fortunately Halfords was open and came to the rescue. The rally commenced in Beaumaris, thence onward to Caernarvon, Conway and Denbigh where presentations took place. To be serious for one moment, I regret to report that one of our number, who shall be nameless, blatantly disregarded the rules and joined in just before the finish in Denbigh, oh, the shame of it, will we ever live it down!

On Sunday, 28th October (which will have been and gone by the time you read this) we are having a combined run with the Wirral Triumph Appreciation Club followed by lunch in The Seven Stars pub in Thornton Hough. This is for John Irvine who has given many years of service to that club, and is it's most senior member both in time served and in Anno Domini. He was in the

Royal Air Force during the Second World War. Roy Metcalfe hopes to have the TR2 on the road in 2008. It's having a respray in Banbury, why Banbury you may well ask? Answer, I don't know, presumably they do a good job. Anyway, that's where

it went, other parts are receiving some TLC at the establishment of one Mr Sykes, "TR BITZ" in Warrington.

Albert has recently acquired a 12/60 Herald which looks brand new. Its previous owner spent literally many thousands of pounds on it. The chrome alone must have cost a fortune. Albert's 1200 Herald is now for sale. This car is likewise in very good condition.

An amusing little tale to finish up with. Dave got plastered in mud while helping to push a Porche out of the quagmire at Tatton Park on Sunday 19th September where it poured with heavy rain all day long. Serves him right, he should only be seen pushing Triumphs, and then hopefully, not too often!

That's it from me folks until 2008. Meanwhile buff up your bonnets, button up your briefs and blast your beauties along the byways.

Bye, bye

Ray

WORCESTER

Tel. 01684 772662
www.tssc.org.uk/worcester

Firstly, apologies for the lack of the News Review for last month. However, it was sent but appears not to have been received by Bernard - obviously some gremlins in the system!

For those of you able to access the internet, the full report is posted on our local area website (WWW.tssc-Worcester.org.uk) as the current link from the TSSC site (WWW.tssc.org.uk/Worcester) appears not to be working.

At the September meeting we were joined by Clive the AO from the Wydean group, Dave in his Bond Equipe also from Wydean, Neil in his TR7 and Hugh the TR7 Register secretary. It was also nice to welcome Ron & Sally Collins who unfortunately had to leave early and Clive Walker joined us again and is still looking for a Vitesse saloon.

The Elan Valley Run, which took place as the end of August and was organised by Richard including a visit to the Llandridnod Wells Car Event was a great success and was enhanced by the lovely weather. Also a few members took part in the Leicester group's Sunshine Rally which they enjoyed. The new Malvern event on August Bank Holiday was also a good friendly show and looks well set for the future.

And now for October:

The nights are drawing in and unfortunately a slightly disappointing turnout this evening with only 16 members present and a handful of club cars. Apologies were received from Joe Beales, Pete Williams and Richard Dredge.

Those members who attended the Hanbury Steam Rally reported that they enjoyed the event but felt that the reduced number of club cars and stand detracted from the usual atmosphere of the weekend. The new venue for this year's WAC at Evesham Country Park proved a great success, although windy, it was a dry day. We were joined by participants from as far away as Leicestershire, High Wycombe and Hastings. The raffle was drawn and the proceeds were donated to the local Flood Relief Fund. Thanks to HQ for their gener-

ous donation of two prizes.

Five awards were presented as follows:
People's Choice - Andy Smith,
Mk II Vitesse

Bill Dixon Trophy (Best Working Car) -
Bev Gittins, 13/60 Herald
Triumph Spares Trophy - John Griffiths,
948 Herald

Best Home Restoration - Chris Tickner,
Mk III Spitfire

Best of Show - John Edwards, TR6
Photographs will be posted on the Worcester area website shortly.

Another successful WAC event thanks mainly to the hard work of Mike our AO. Mike is due special thanks this year as he endured the pain and discomfort of a leg injury but kept going to make the day a success.

Finally, Mike announced that this would be the last meeting he will be attending for several months and that he will not be standing as AO next year. Therefore any members who would like to take on this role, please make your feelings known at the AGM during the meeting on the **5th November**.

Dates for your diary:

5th November - AGM & Monthly meeting - Berkeley Arms

11th November - Wythall Green Car Meet

3rd December - Monthly meeting - Berkeley Arms

9th December - Wythall Green Car Meet

Stef

WYEDEAN

Tel. 07828 250517 or 01531 650035

An excellent turnout to the Popes Hill meet in September. A new record of 15 members and of course I missed it didn't I?? Still never mind.

The MG race day at 'Combe was brilliant and it was SUNNY!!!! I've never been there in 20 years and got burnt before.

A really good days racing and a lot of Triumphs as well.

I'm not sure how many of us will have gone up to HQ but after the number of times this has been requested, the response has been, how shall I put it, muted?

Plenty of news on the car front: John Ambler is clearing his drive, only the V8 Spit left now so buy now while stocks last. Congratulations to Paul Hards for getting that 1500 Spitfire back on the road after a mammoth re-build.

When he had it from me, only the very substantial roll cage was keeping it Spitfire shaped, so well done indeed.

Another car looking for a home is Karina's tax exempt MkII 2000 saloon, Hugh has obtained another Acclaim, blown it up and re-built it, all since the last meeting and I still haven't got my TR7 on the road.

And so to the Calendar:

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

15 November 2007 Pub Meet

Greyhound In 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

NORTH YORKS SOUTH YORKS . . . WEST YORKS

ideas for events that you may have. on 07828 250517 or 01531 650035
All the best

Clive

NORTH YORKS

Tel. 01723 500385

Hi every one. This month on how to get sacked in one easy lesson I find myself trying to make the deadline by writing this while I am on a management course about increasing efficiency - I think! Yes I am paying that much attention.

Hopefully elsewhere in the magazine there is a report on the September camping weekend, so I will give it only a brief mention here. Thanks go to Allan for organising a great weekend - especially the Saturday run out to York. I must admit Allan; a few of us did contemplate making the most of the sunshine and taking a detour to the seaside! Also, sorry for 'borrowing' Dawn and Richard on Saturday night, but my daughter and her friends wanted to see Dawn's lilac Triumph!!

On the agenda for next year, Christine and Grace have booked the late Christmas Dinner for the **11th January 2008** at the White Bear in Stillington. Dress code is to be decided, but since I like posing as James Bond, I will probably be in my DJ whilst Pat will be in her latest posh frock from Dotty P's. This year Mike try and get your DJ cleaned for the do. Linda can you sort him out? Tell him he can wear his new official TSSC badge if he looks smart. That goes for Richard too. No dirty Tee-shirt and make sure you don't fall asleep in front of the fire like last year. Can you believe it he only woke up when one of his socks start smouldering and the smell reminded him of Christmas Dinner!

Moving on from the late Christmas Dinner, Mike has got all excited about the possible general election and wants to hold one for the North Yorks area. I thought he was talking about setting up a splint group, as we do seem to have 2 distinct discussion groups within the club; a car group and a non-group. I shall say no more except to say topics of discussion on the non-car group do seem to cover a lot about what Billie Piper had been up to on television. Anyway what Mike really wanted to vote on was, now we have become a multi Triumph club, (TSSC, Stag owners club, TR register Club Triumph, etc) would anyone like to move the club night, to say the **2nd Monday** in the month. Come along next month and have your say.

Anyone complaining this month about the short report come and see me at the next meeting and we'll see how good you are at writing a report on your mobile phone. There are two reasons for it, the first is I'm on a course as I said earlier and the second is the hotel charges such a stupid price to use WiFi that the cost of sending only one e-mail would be more than fish and chips twice at the chip shop in the lay-by near the White Swan. Which brings me onto the subject of the pre-arranged standing outside in the rain eating fish and chips session. Where were you all? Why were there only me, Richard and one more who I will keep anonymous there? Mike why when we came to the pub were you eating a huge 'hungry henry' meal, washed down by a gallon of coke?

See you next time,

Nigel

SOUTH YORKS

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

Another busy meeting for the area, we are certainly going to have to change venues soon as we seem to be bursting at the seams.

A trip to HQ on Saturday 13 October was one of the many conversations that was milling around the room. Hopefully those that are going will have a good day and a safe drive.

We are all off out to Mablethorpe on Sunday 28 October to watch the sandracing. If you have never been before then I would recommend it but it is an early start as the racing starts from approx 9.30am. A carvery lunch has been arranged nearby so hopefully another good trip.

Voting for AO and Treasurer will take place at the November meeting for the forthcoming year. Remember that if you wish to nominate yourself just let Vivien, George or myself know by the last weekend in October so that voting slips can be prepared for the meeting.

Some of the area cars and looking at SORN notices for the next few months for repairs, rebuilds and some just because its winter. Hopefully all of them will be ready for the beginning of the Triumph season early next year without having to remortgage the house!

Congratulations to Kathryn on her new purchase of a Spitfire 1500, hopefully she will be out and about in it soon.

Finally don't forget that the balance for your Christmas meal is due at the **December** meeting (yes it will be here before you know it)

Safe Triumphant

Sue & Vivien

WEST YORKS

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



Hi and thanks to all that went to the Weekend camp at Major Bridge Park, situated in Holme-on-Spalding Moor, York. All in all we had a very good, enjoyable camp, up to our standards. After I arrived it was not long before several others came. By about 8.00 we had a good lot setting up camp. Some set off for the fish shop for fish suppers etc.

Saturday morning arrived with the sun shining, at 10.30am with the top down we set off on our run to York via the scenic route. We arrived bang on time at 12 o'clock in front of the museum and the Law Courts, parking on the double yellow lines



with the permission from York Council. Some members went off for lunch and some stayed by their cars. It was not long before we had a lot of people looking at the cars and 5 very well behaved dogs. We then made our way back to the campsite for our barbeque, still in the sunshine.

David Briscoe and Richard's sister, Helen, came for the surprise 'Birthday Do' for Richard. Later we all gathered in the Green House Café for the fun night starting with cutting of the cake which had photos of Richard in short pants with his first stag (the antlered kind!) and in his first pedal car. I told Richard I would get my own back for the photo of me in the Courier with my 'old bags' at the West Yorkshire Dales Camp! This was followed by the quiz, feely bags (in this case feely pockets!), bingo and the scuttle jumping, along with drinks.

Sunday arrived, and again the sun was shining - which lasted all day. 10.30 was the start of the auto-gymkhana which everyone enjoyed. Then it was time for lunch. It was then when everyone decided they wanted one more go to see if they could better their scores. It was a good job as all the score sheets had gone under the tree in the next field. As all this was going on, three of the next generation of the Triumph Club were driving their dad's cars. I must say, one at a time, they came back with big smiles on their faces.

The overall winner of the gymkhana was Vivien, who had borrowed a Spitfire from Colin, beating both Victor and Colin (the owner of the car).

All said that they enjoyed the weekend and can we do it again next year? The answer to that is 'YES!'.....Alan

Novembers meeting is also the AGM, Could I please have your nominations for the two very important posts. Eg - AREA ORGANISER and TREASURER without these we can not carry on as part of the TSSC.

I would also like to have your names for the late Christmas dinner. It as been voted that we have it in **late January** on a **Saturday night** to benefit from a better quality meal. Venue and date at the end of **January** to be arranged.

Did you see Dawn's Herald in the Triumph World magazine, there it was complete with lilac dog bowl in Bingley hall at Stafford it looks a great photo, I would have liked to see Dawn picking up a trophy up for West Yorkshire.

The date for next years Dales run camping weekend is the 6th, 7th and 8th of June 2008 watch out for the booking forms appearing in the Courier.

We are running a trip to the International Classic Motor Show on **Sunday 11th November**, please ring me for details - tel no 01274 781 814 or 07944 909 823

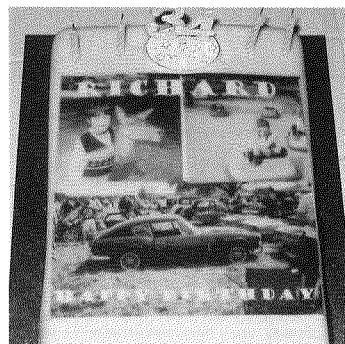
October's month's meeting had 19 members including 2 new ones by the name of Rob and Geoff Maude. They have a 1500 Spitfire. George was allowed to take part in the quiz after receiving the yellow card again last month and attacking the referee



WEST YORKS

with a chair this month (well putting it on my foot!). Having re-read the rules book from FEFA - the governing body of pub quizzes - it was found he could take part. It was finally won by the Radforth family followed by our customary raffle. If any one is interested I have a contact no for a J reg Bond Equipe. The owner is moving to Spain. This car is in daily use in need of some TLC for test. Give me a call for more info. Keep those wheels turning...

Alan



Thanks to everyone for the surprise birthday do on the camping weekend. The auto gymkhana was great, I did think I would have a chance of winning as we used my car to check all the course obstacles. Only problem - everyone else had 4 cylinders - I had 6! On the second try I was told to try second to reduce the wheel spin on the sandy, short grassed ice like surface. I didn't have the heart to tell the crowd I had tried to set off on the first lap in third and still couldn't accelerate without looking daft! The double spin at the bottom end of the field in fourth at 20MPH was definitely entertaining! I now have to beg Nigel Penistone for forgiveness for ribbing him about making the North Yorkshire article up every month - I admit last months was mostly true!!!!

Richard

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Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission!

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.

ORGANISED BY CLARION EVENTS nec

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FOOTMAN JAMES

Meguiar's

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Cars for Sale
Cars for Sale

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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.

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

Reluctant sale. Present owner 8 years. Used daily until July 2007. Some Spares and Manuals. £1,100. Bob (Middlesex) 0797 400 3826.

13/60 SALOON 1970. White, Black interior. One Lady owner from new. Fully documented History., all MOT's. Excellent Condition. £1,950. David (Herts) 01707 334743.

COUPE MK1 1200cc. As featured in Triumph World October 07. TSSC show winner. Genuine reason for sale. Please ring for

further details. Dave (Swindon) 07876236077

13/60 ESTATE 1968 (F). Gunmetal. Very tidy, original and practical estate. Extensively re-furnished (receipts for £1600+) Asking £850 ONO. Quick sale needed. Kevin (Norwich) 01603 405550.

1200 SALOON. Powder Blue. 11 months MOT. 51,000 miles, genuine. 1967. Excellent runner, many new parts and fully restored. Photo's available at all stages of restoration.. TSSC Valuation £1,600, accept £1,350 ONO. Entwistle. 01204 573830 days - 01204 710817

SPITFIRE

Cars for Sale
Cars for Sale
Cars for Sale

MKIV. Red. 11 months MOT. Hard & Soft tops. 2 X Tonneaux. Spare gearbox. Unleaded Head. 3 Spare wheels. S/S Exhaust. Tax exempt. Rowe (Leics) 01455 823897.

MKIV. 1500. 1975. Good condition. Has been in storage for 3 years. No MOT/Tax. £1,600 ONO. Bird (SW London) 0208 879 0752.

1500 1978. Pageant Blue. Soft/Hard tops. Servo assisted brakes. Taxed/MOT. Complete History £3,000. Yule (West Sussex) 01903 744665.

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The Club Shop will be attending the forthcoming show
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NEC Birmingham
9/10/11th November 2007.

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a 5% Discount on their order and Save Pounds on postage. To ensure we have the parts you need just ring the Club Shop Hotline 01858 434424

5%
Discount

GT6

MKIII 1973. White. Sunroof. A1 condition. Full History. 98,000 miles. MOT Sept 08. Gargled. Only used in the summer. £7,500 Hilary. (Cams) 07749 388265.

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MKII 1969 GT6 conifer green. Serviced regularly by JY Classics, twin sports exhaust, K&N carbs. Lots of history. Drives beautifully. Agreed TSSC value £5,700. MOT May 2007, full service June 2007. £4,900 ono. Alisdair. 07889 252254. Pic above

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VITESSE CONVERTIBLE. Two cars for Restoration. Lots of Spares. Open to offers. Ring for details. Tony (Surrey) 020 89796415

HERALD Coupe '63' no space to keep. will break for spares or sell as is. No Engine. B Jones (Surrey) 01483 720725.

GT6 MKIII Rear hatch door. Excellent order. Stripped to bare metal. Less than half Rimmers price at £40 plus delivery or collect. Roy (Staffs) 01283 562724.

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HERALD Saloon Spares. 2 doors, windows & winders, quarter lights and door panels (Blk). Back seat with side panels (Blk). Windscreen with seal, petrol tank, radiator and bootlid. Also many more parts. All £150 or may sell separate. Entwistle 01204 573830 days 01204 710817 6.30pm on.

GT6 MK1 Reconditioned chassis. Rust prevention coating. Finished in Chess Black and full Wax Oiled. Log book & Reg No available. £575 Russ (West Yorks) 07767 845882.

DOLOMITE SPRINT Engine, Condition unknown. Complete with carbs (one damaged). Flywheel and clutch now surplus to requirements. Abandoned project £75. Colin (South Shields) 0191 4565632 after 6pm.

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