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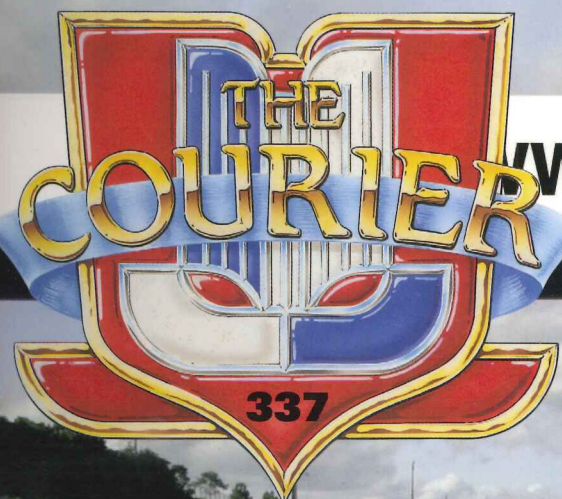
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**JULY 2008**



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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



### Or on the WEB!

A wide selection of Club products are now on the net! Visit the Club site, and place your order using our interactive order form.  
**www.tssc.org.uk**

**Triumph Sports Six Club**  
Herald - Spitfire - Vitesse - GT6 - Bond Equipe - Spitfire - TR - Stag - 2000/2500/2.5 - Dolomite - Andalus  
Email: clubshop@tssc.org.uk - Phone: +44 (0)1858 434424 - Fax: +44 (0)1858 431936  
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## The Courier

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

**No.337 Vol 30. JULY 2008**

**Price £3.00 Free to Club Members.**

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Articles/Area News Enquiries

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**e-mail: courier@tssc.org.uk**

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

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Bernard Robinson

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Bernard Robinson

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Nigel Gibbins, Chris Gunby, Claire Hill,  
Derek Holman, Garth Jupp, Trudi Prettyjohns,  
Jane Rowley, Gary Russell, David Smith,  
Frank Spencer, Victor Thompson,  
Vivien Thompson

### 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

ARE YOU GOING TO CLASSIC

LE MANS THIS MONTH ?

PIC BY

RICHARD DREDGE

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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.

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### July 2008

**SAT/SUN 5/6 JULY 2008**

DEVON AREA CLUB STAND  
35TH HISTORIC VEHICLE GATHERING  
POWDERHAM CASTLE NR EXETER  
CONTACT SUE OR JOHN 01548 821348

**SAT/SUN 5/6 JULY 2008**

DEVON AREA CLUB STAND  
BRANSCOMBE AIR & CLASSIC SHOW  
CONTACT SUE OR JOHN 01548 821348

**SUNDAY 27TH JULY 2008**

NEWBURY AREA STAND AT NEWBURY  
RACECOURSE CLASSIC CAR SHOW  
CONTACT MARY OR DAVE 01635 868640

### August 2008

**FRI/SAT/SUN 1/2/3 AUGUST 2008**

ROBIN HOOD RALLY  
CONTACT CLAIRE 07971 017012

**SAT/SUN 2/3 AUGUST 2008**

ANDOVER/SOUTHERN AREA  
CLUB STAND,  
WROUGHTON CLASSIC, SWINDON  
CONTACT GUY 01672 514241

**SUNDAY 3 AUGUST 2008**

THE 25TH SUNSHINE RALLY  
BROOKSBY HALL NR MELTON MOWBRAY  
CONTACT DAVE 01664 850253

**SATURDAY/SUNDAY 16/17 AUGUST 2008**

TSSC INTERNATIONAL FAMILY WEEKEND  
STAFFORD COUNTY SHOWGROUND  
CLUB SHOP ATTENDING

**SUN 17 AUGUST 2008**

SURREY AREA STAND AT  
CRANLEIGH LIONS CLASSIC CAR SHOW  
& AUTOJUMBLE  
CONTACT KAREN 0208 8733022

**FRI/SAT/SUN 29/30/31 AUGUST 2008**

**CHANGE OF DATE!**

THE 6TH LINCOLNSHIRE  
CAMPING WEEKEND  
AT WOOLSTHORPE BY BELVOIR  
CONTACT GARTH 01529 307302

### September 2008

**SUN 14 SEPTEMBER 2008**

DUXFORD ALL TRIUMPH DAY  
DUXFORD IMPERIAL WAR MUSEUM  
CONTACT KEVIN 01223 836535

**FRI/SAT/SUN 19/20/21 SEPTEMBER 2008**

MILE OF TRIUMPHS  
BROAD FARM NORFOLK  
CONTACT JOE 01493 728764

## CLASSIC CAR SHOWS (CLUB INVITED)

### July 2008

**SATURDAY/SUNDAY 5/6 JULY 2008**

LINCS AREA ATTEND  
RAF WADDINGTON AIRSHOW  
CONTACT GARTH 01529 307302

**SUNDAY 6 JULY 2008**

TR DRIVERS CLUB NATIONAL DAY  
BILLING AQUADROME NORTHAMPTON  
CONTACT KEVIN 01562 753950  
OR PHIL 01384 868718

**FRI/SAT/SUN 11/12/13 JULY 2008**

SPORTS & CLASSIC CAR WEEKEND  
SLEDMERE HOUSE EAST YORKS  
CONTACT STEVE 07721 368643

# Comment

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

## Were Here to Help...

As we move from Spring to Summer, and the weather steadily improves, Triumph owners everywhere get their cars out of the garage and use them, or complete long-term restorations or generally spend more time on their cars.

At the TSSC offices this is a time of the year we get busier and busier, answering questions and providing support for Club members (and we like to be busy!). One of the major strengths, that sets the TSSC apart from most other classic car clubs, is having a permanent head quarters with full time staff. All of us at the Club Offices are long term Triumph enthusiasts, having owned and driven a wide range of Triumphs over many years. Working for the TSSC is never "just a job" and every day is different.

So when you call or email the Club Office, you can always talk to a staff member who has the specialist knowledge that you need, and is keen to help a fellow enthusiast. You can call us at the Club Office, whether you have a question on agreed value insurance, you need detailed technical advice or want to know more about one of the many Triumph events through the year. Maybe you are considering upgrading your car and want some impartial advice from the Club Shop. When you call, and whatever you need, we can usually quickly put you in touch with an expert enthusiast who can answer your questions. We really are here to help!

And of course there is a much wider TSSC community that offers support to members. Our volunteer Register Secretaries can provide technical advice and unrivalled historical knowledge, and TSSC Area Organisers can usually advise on local events, traders etc. Then there is the Club's website, one of the biggest and busiest Triumph sites, where you use the Message Board to get in touch with members everywhere, whether you want detailed technical advice or just to have a chat. Our aim to make sure that the TSSC is a friendly club that gives its members the advice and support they need, quickly. How many other car clubs can give members this level of service?

I would like to say a big thank you to everyone who completed the questionnaire on the Courier. We have had literally hundreds of forms returned, and it has been my

pleasure to read them all and analyse the results. Please take a look at the article in this issue of the Courier where I have reviewed the results of the survey. Trying to summarise in just a few words the many points of view you sent us is difficult but here goes...

Most Club members seem happy with the magazine but there are clearly areas where you would like to see improvements. In particular, you are impressed by the regular monthly delivery of the Courier and the original content in every issue. On the improvement side, you are concerned about layout, use of space, grammar and you would like to see more classified adverts. Now that I have whet your appetite, please read the main article reviewing members' responses to the questionnaire to find out more.

Our aim is to continually improve the Courier, keeping it fresh and appealing to TSSC members everywhere.

Finally, the International Weekend at Stafford on 16-17th August is getting closer. Booking forms are included in the Courier, so why not take advantage of the discount on offer for advance booking? With more traders, the promise of a busy concours and the beach party theme with a live band on Saturday night, this is going to be a show you don't want to miss.



## INSURANCE VALUATION FORMS

We are receiving lots of Insurance Valuations at the Club Offices, which is good news because it means that you as TSSC members are making sure that your cars are properly covered with an agreed value policy.

We always aim to confirm valuations as quickly as possible (usually about 2 days) then we email a scanned copy of the form to the relevant insurance broker, and send the original back to the member for his/her records.

Since we opened up the Club insurance scheme to a panel of three brokers, we have changed the valuation form slightly and included a space near the top of the front page where you need to fill in the name of the broker through whom you are insured.

This will be Footman James, Peter D James or Adrian Flux. However, quite a few forms are coming in to the Club Offices without the insurance brokers name included. This means that your valuation may be delayed because we cannot tell where to send your form after it has been processed.

Please could you ensure that you fill in the name of the Club insurance scheme broker on your form, or indicate clearly if you do not wish us to send it on to a specified broker.

**Nigel Clark**  
General Manager

# TSSC NEWS REVIEW

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

## STAFFORD DINKY CONOURS

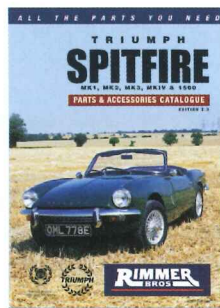
I have spoken to Claire Hill about doing the Dinky concours this year and putting on a display of models again, I am up for doing this. There will be two prizes (supplied by the TSSC) one for the best pre 1990's model and one for the best diorama. So dust off those Models and diaramas and bring them along to Stafford in August.

Regards  
**Chris Allen**

## NEW SPITFIRE CATALOGUE - RIMMERS BROS

Extensively updated and improved, this is the third generation of this popular catalogue and contains 194 illustrated pages in full colour.

Covering all models, from the MK1 through to the 1500, this catalogue is without a doubt the most comprehensive parts and accessories reference available. A "must have" item for all Spitfire owners, which covers standard replacement parts and all the relevant accessories to enhance and personalise your car. For your copy Telephone **01522 568000** or go to [www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)



## TOURIST TROPHY STEERING WHEEL BOSS KITS & CENTRE CAPS FROM MOSS EUROPE

Designed to complement your classic sportscar, these Tourist Trophy steering wheels are hand-crafted to high standards. Available with the choice of either a sporty leather rim or a classic riveted wood rim with a variety of spoke designs & finishes; drilled or slotted in either matt alloy or black. The frames are made from high strength aluminium.

Boss kits include high quality chrome & enamel badge and are available to suit all models. The Tourist Trophy centre cap/horn push is also available separately to fit existing Moto-Lita bosses. For more information visit new product [www.moss-europe.co.uk](http://www.moss-europe.co.uk)



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



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# HQ OPENING TIMES

## JULY - OPEN AS USUAL

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

**SATURDAY 26TH - 10.00 AM - 1.00 PM**

The Club Shop will be attending the forthcoming shows  
**TSSC International Family Weekend**

**Sat/Sun 16/17th<sup>th</sup> August 2008.**

**Duxford All Triumph Day**

**Sunday 14th September 2008**

Advance Orders for collection at these shows 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 us to bring just ring the Club Shop Hotline **01858 434424** or Order Online - [www.tssc.org.uk](http://www.tssc.org.uk)

## Council of Management Meetings

**28<sup>TH</sup> SEPT and 23<sup>RD</sup> NOV 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](mailto:gensec@tssc.org.uk)



**Mike Crewes**

## COP SHOP

**A NEW FORMAT FOR REGISTRATION MARKS WAS INTRODUCED FROM 1ST SEPTEMBER 2001**

**T**his system was introduced because: With the end of the "Y" registration prefix on 31 August 2001, the old system had run out of acceptable combinations. Combined with new rules governing their display, number plates will then become clearer and easier to remember.



The registration marks will all be made up of seven characters. There are three parts to the registration mark, each with a separate meaning.

- The first two letters show where the vehicle was registered, the local memory tag.
- The two numbers indicate the age of the vehicle, the age identifier.
- The last three letters give a unique identity to a vehicle, the random letters.

### LOCAL MEMORY TAG

From 1 September 2001 the first two letters of the registration mark format will form a local memory tag showing the region where a vehicle is first registered.

These local memory tags will help with the recall of number plates and the identification of vehicles.

The letters I, Q and Z are not used in the Local memory Tag.

# THE REGISTRATION MARK FORMAT

- The first letter represents the region.
- The second letter relates to a DVLA Local Office. In the example above "AB" shows that the vehicle was first registered in Anglia (A) at our Peterborough office (B).

### AGE IDENTIFIER

Age identifiers will continue to change twice yearly in March and September. In the example "51" represents the 6 month period from September 2001 to February 2002.

### RANDOM LETTERS

The three final letters will provide a random element to make each registration mark unique to itself.

Letters "I" and "Q" are to be excluded along with letter combinations that may be considered offensive. The letter "Z" will be acceptable in this element of the number plate.

### MANDATORY CHARACTER FONT

From 1 September 2001 all number plates must display the new mandatory font. Combined with the format registration mark, number plates will become clearer and easier to remember. The size of the characters on number plates is also changing.

Existing number plates need not be changed provided the font used is substantially the same as the one shown above.

**Number plates must be replaced if they have been customised with:**

**Stylised letters and figures such as italics**  
**Number plate fixing bolts that alter the appearance of the letters or numbers**

**Failure to replace such number plates may result in keepers risking prosecution.**

### MANDATORY FONT SIZE & DISPLAY

From 1 September 2001 all new number plates must be constructed using the new mandatory font and characters must be of the size given as follows.

**123456789ABC  
DEFGHJKLMNO  
PQRSTUVWXYZ**

All vehicles except motorcycles and vehicles manufactured before 1973:

Characters	Size
Height	79mm
Width	50mm
Stroke	14mm
Side margin	11mm
Top & bottom margin	11mm
Space between characters	11mm
Space between groups	33mm

#### Motorcycles only:

Height	64mm
Width	44mm
Stroke	10mm
Space between characters	10mm
Space between groups	30mm
Top, side & bottom margin	11mm

### VEHICLES MANUFACTURED BEFORE 1 JANUARY 1973

From 1 September 2001 there are different arrangements in law for Vehicles manufactured before 1 January 1973:

The number plates may be the traditional "black and white" style plates, i.e. white, silver or grey characters on a black plate.

Lettering must be of a set size. It must conform to one of the two groups set out below.

Characters	Group 1	Group 2
Height	89mm	79mm
Width (except the number 1)	64mm	57mm
Stroke	16mm	14mm
Side margin	25mm	11mm
Top & bottom margin	13mm	11mm
Space between characters	13mm	11mm
Space between groups	38mm	33mm

There are additional arrangements if the vehicle is a motorcycle. These arrangements already apply to Vehicles registered before 1 January 1973.

### THE NEW BRITISH STANDARD

A new British Standard is introduced from 1 September 2001

replacing the current British Standard. It sets out the physical characteristics of the number plate. This includes:

- Visibility
- Strength
- Reflectivity

The British standard will require a number plate to be marked with:

- The number of the British Standard (from 1 September

2001 this will be BS AU 145d).

- The name, trade mark (or other means of identification) of the maker.

- Name and postcode of the number plate supplying outlet.

### THE EURO-PLATE AND OTHER SYMBOLS AND EMBLEMS

From September 2001 there will be an **optional** provision for the display of the Euro-plate within the United Kingdom. The Euro-plate is a number plate that incorporates the symbol of the European Union (a circle of 12 stars on a blue background) with the national identification letters of the member state below. This symbol is located on the left-hand side of the number plate.

Vehicles displaying this symbol will no longer have to use the traditional oval shaped national identifier (GB) sticker when travelling within the European Union. All vehicles registered in England, Northern Ireland, Scotland and Wales have, by international convention, the distinguishing sign GB. The symbol of the European Union combined with the national identifier GB is the only symbol permitted on UK number plates. No other symbols are permitted on number plates.



If you have a query, or topic on Road Traffic Legislation why not contact **Mike Crewes, 24 White Hill, Echinswell, Newbury RG20 4UF** (replies require a SAE), or email; [copshop@tssc.org.uk](mailto:copshop@tssc.org.uk). Old articles can be found at [www.tssc.org.uk/copshop](http://www.tssc.org.uk/copshop)



**Colin Lindsay**

**GT6  
Mk I - II - III  
Register**

[www.tssc.org.uk/gt6](http://www.tssc.org.uk/gt6)  
e-mail.  
[gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

**OKAY**

**T**oday's lesson concerns the problem solving flowchart which I hope Bernard reproduces big enough to copy so that we can all attach it to the garage wall and hopefully learn from it.

**Take one Mk2 GT6 engine.**

**Does the damn thing work?**

**No.**

**Did you mess with it?**

**Yes.**

**YOU IDIOT!!**

**Does anyone know??**

**Yes. They're going to, anyway.**

**YOU POOR IDIOT!!**

**Can you blame someone else?**

**Yes.**

**STONELEIGH.**

Actually whoever it was that had the stall from which I bought a certain part which was shinier and cleaner than the one I had fitted already. Let me give you a clue: it causes a weak mixture and poor running, but it's not the carbs, it's not the

# PROBLEM SOLVING!

manifolds, it's not the camshaft, it's not the distributor, it's not the fuel pump. Nor the sparkplugs, nor the ignition leads, nor the fuel filter.

After changing all these and getting to MOT and back on a wing and a prayer, I had a revelation. Surely it couldn't be the nice shiny new breather valve which cost me a whole £1 at Stoneleigh?

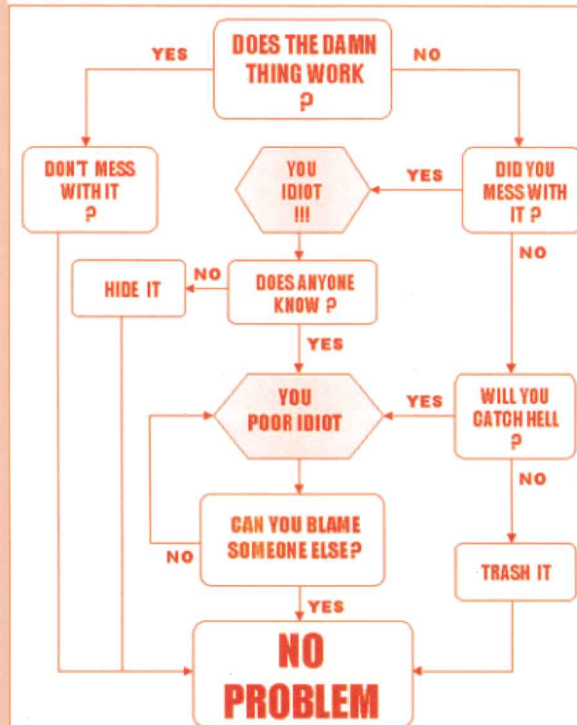
Back went the old crusty overpainted one that I'd removed back in February 2007 and away we went too - so well in fact that I actually overtook other cars on the dual carriageway on the way to our local Totally Triumph show last weekend. It's exhilarating to watch the odometer go up quicker than petrol prices at the pumps.

So: it was the breather all along. The breather is actually there to relieve crankcase pressure and so stop your dipstick being blown out by creating a partial vacuum. If you want to see how it affects engine performance, open your oil filler cap with the engine running and see the change in the revs. To avoid sucking in more air from the engine than fuel from the carbs thereby causing a weak mixture - my own symptoms - it's a one way valve controlled by a simple



diaphragm. The new one had a hole in the diaphragm so large I could have driven Vanessa Feltz through it. It's funny that the only major breakdown I had in recent years - other than the distributor failing two miles from home - was the breather pipe, right in the middle of Broadway Roundabout, Belfast, so it's fast overtaking the distributor as my favourite source of bad luck. Obviously the old / new one had lain for a time and the

## PROBLEM SOLVING FLOWCHART



diaphragm had perished on my way home from Totally Triumph in June 2007 causing my winter of headscratching. I replaced the breather diaphragm, and for good measure rebuilt my spare, cleaning all the oily accumulations of years in one fell swoop, and the transformation to an almost perfectly running engine was amazing. For good measure I replaced the oil filler cap too, suspecting that the rubber seal was not all that it could be, and that was the icing on the cake. I was so impressed that I brought the GT6 to work

was there for a spot of judging, and judging by the chain he had round his neck his timing must be hard to set.



two days in a row, and sailed happily home at 4am, creating a trail of devastation through moths, rabbits and cats who all found out just how fast a properly-running GT6 can go on deserted country roads. A little fine tuning, connect the CD player, and it's Watch Your Job, Clarkson!

The aforementioned Totally Triumph Show was a tremendous day - sunshine, Triumphs, bacon baps, heli-



copters, funfair, half-naked women.... Yes, half-naked women - SEM eat your heart out. I hope they got the weather they were expecting. Veritable parades of strangely dressed people came to see us, even the Mayor of Lisburn

We even had the pleasure of the company of Angie from Club Headquarters with a portable Club Shop, and of course the very welcome presence of Chic Doig who relieved me of some of my hard-earned pennies on lots of little bits that you never manage to remember to order by mail.

It was nice to see a smattering of GT6 - amongst



this one hails from County Monaghan and dates from 1970. It has been de-bumpered at the rear and was sporting Le Mans-style wheel covers, one of the very few sets I've ever seen in the flesh. A nice example of a well used, fast looking classic car.

**Stafford is fast approaching so I'll repeat last month's plea for three GT6 to grace a GT6 stand inside Bingley Hall - I need one each of Mk1, 2 and 3, any condition appreciated but as little modified as possible. Anyone spare theirs for the weekend?**

See you next month, by which time I'll be totally depressed having returned from Crete and my annual excursion to the land of Mythos beer and sofrito - not to mention Nassos Sarris and his friends around Athens - I haven't made it to the Greek mainland yet other than for a days shopping, but check them out at [www.triumph-club.gr](http://www.triumph-club.gr).

What a place to have a Triumph...

others my old friend TPC 361 M - did you know that in most of our Triumphs, the bonnet is directly attached to the handbrake whereupon once the brake is applied, the bonnet goes up? It's a show-phenomenon you never see in other marques... however the engine in this one certainly put mine to shame. I featured this late-model MK3 a few years back when I first saw it at our local show The Argory; and this year we also had a new face



Heaven! I might even spot one in Crete... it won't be for want of looking. Kali tihki!

**COLIN**



in the form of this Royal Blue Mk2 from over the border in Eire. Going by the number plate



# Classic brakes for Classic Triumph cars



**NOW AVAILABLE for TR6  
PowerStop upgrade kit  
with ventilated discs  
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# VITESSE Register

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HI FOLKS.

July is with us and don't forget the International has changed from the first week in July to the 15/16/17 August. This to prevent the clash with the classic Le Mans weekend. Whilst we are on the subject of shows let us look back to May and the South of England Meet. The SEM always marks the start of the show season and after the winter period when little happens in the way of outdoor events its great to see all those Triumphs in one place. After the past two years being wet it was good the weather was kind to us this time with plenty of sunshine and the temperatures in the mid twenties centigrade.

I was pleased to see a good turn out, **Picture 1**, of Vitesse Saloons, Convertibles and even a genuine

## SOUTH OF ENGLAND MEET & TIPS



**Picture 1.**

Estate. With 1600, 2 Litre (Mk1) and MkII 2 Litre models on show we had an excellent display. Each year we share around the judging and this time the best Vitesse was judged by Rob Newton-Allen our 948/1200/1250 Register Secretary. With so many good cars present Rob had a tough time deciding which was first and runner up in the Vitesse class. I was pleased with the cars Rob picked and agreed with his choices. The best Vitesse was Julian Crinall's 2 Litre (Mk1) Estate, **Picture 2**. Julian's car is one of the very rare genuine Estates built by Park Royal. The Vitesse Estate was



**Picture 2**

only available on special order and hand built at Triumph's Park Royal workshop, not at the main factory. It is believed only 22 genuine Vitesse Estates were built, many being

used as hacks in the 1970's and have now been scrapped. Julian bought his car from a plumber some 28 years ago in a poor state and knowing what it was he locked it away until he had time to restore it. He completed the restoration a couple of years ago and now has a superb example of this very rare Vitesse. Moving on to this year's runner up, **Picture 3**, which is owned



**Picture 3.**

by a person I see at many shows, Nick Bareham. Nick is well known in the club for his dedication to the 1600 Vitesse and the results can be seen in his newly acquired rare early Saloon which he has just completed restoring. Though as Nick said *"You never stop improving your car"*

I agree it's like a piece of string, when do you come to the end? Both Julian and Nick are to be congratulated for their dedication in conserving these rare models of the Vitesse to such a very high standard.

It's funny, many tips which help us work on our Herald based cars which I accepted as well known a few years ago, now seem to have been forgotten.

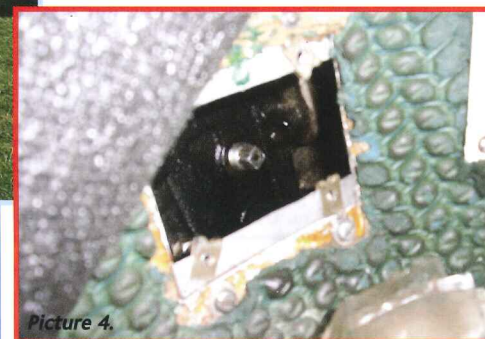
A management consultant would say Lack of Knowledge Management or a succession process and then charge us a very large fee. Hmm. Well, all I will say is I'd better pass on what I know before I get too old too!

So on with the plot.

It is always a good idea to

keep an eye on the fluid levels especially if you are going to drive your Vitesse any great distance, say on holiday. Checking the fluids under the bonnet with all that accessibility can't be better. However, as the gearbox is tucked up under the gearbox cover this is a different matter. Few of us have access either to a hoist or a pit. So either you place the car on axle stands

or drive it onto small ramps or remove the gearbox cover. If you use axle stands or drive onto small ramps you have to get to car as level as possible to obtain a true measurement of the oil level. If you keep removing the gearbox cover it will inevitably damage it. To make life a bit easier in times gone by, we would cut an access hole, **Picture 4**, in



**Picture 4.**

the gearbox cover large enough to get your hand in. If you retain the cut out section, **Picture 5**, this can be used as a cover for the access hole. Simply fix metal strips to the inner of the gearbox cover which extend into the access hole



**Picture 5.**



Picture 6.

by 1/2", **Picture 6**, then fix the cut out section to the metal strips with screws and screw clips. Lap a piece of thick plastic sheet between the metal strips and the cut out section to seal the hole. To give you the general idea I took some pictures when I was checking the oil level on my GT6.

To make life even easier I use a combination of extensions rods, sockets and adaptors, **Picture 7**, so I can undo and tighten the gearbox oil plug. This works

with past and present gearbox covers, as I have cut access holes in both the original fibre gearbox cover and the later replacement type made of fibreglass without any problems at all.

Sorry if this is old hat to some of you. If this is the case either you have been around since the 1960's (How's the arthritis man?), or someone has kindly passed on the knowledge. That's me for this month.



Picture 7.

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## THE OTHER WOMAN

BY LISA OVERALL

Member of TSSC North East Area

The first time that I saw her I was jealous, I saw her as the lady in red, who had won his heart. I was to be relegated to the front room to watch the telly whilst he polished her in the garage, this affair had to stop!

One weekend whilst he was away, I took the keys and drove her to the Metro Centre for a 'girl's shopping trip', however on the way back she had other ideas and I

was stranded beside the road trying to lift her bonnet as the top hose had blown off thus losing all her water. So in a panic I used my mobile to call Stephen who after listening to my plight was more concerned about her. When he was assured that she was fine, Stephen just



'SPITTY' at home

laughed at the irony as he was on a boat in the middle of Ullswater when he received my call.

The green eyed monster had me again and my war against her was just beginning.

A few weeks later, after a few runs I started to thaw and I decided to drive her to work so that I could get used to her, she got me back with her mischievous nature by making sure that the key stuck in the lock on the drivers door, then by sounding her horn when I reversed, but we made it to work in one piece. I was worried when the most scary boss approached me and asked "what model is she?"; "er a Triumph Spitfire Mark IV 1972" I said with quaking knees, 'Cool he said', with this conversation my image in the office went from nerd to cool chick. With this accolade I surmised that she was not that bad and my trip home was more or less uneventful apart from the horn not sounding when someone cut me up.

In next to no time we were the best of mates; I abandoned the telly for the garage and became a pupil of the 'caring for a classic car course' with Stephen as my tutor, I was assisting in jobs such as oiling her trunnions to installing



Burnhope Vintage Vehicle rally - August 2000

the new triple air horns that we had acquired. It was not long before we were sweeping down the country roads of Weardale enjoying the long summer evenings.

The first outing was the Burnhope Vintage Vehicle Rally 2000 where we discovered that our Classic Triumph Spitfire was classed as 'New'. On the day we were all ready, she was polished to perfection, Stephen was driving and I was navigating for the first time. So we set off and along the way, she was on top form, I was not so good as we had some wrong turns along the way but Stephen was in his element with the top down and the wind in his hair. After this run I decided to call her 'Spitty' and as you can see from the picture she did us proud.

Mark's spitfire negotiating the road from Belsay to Rothbury, as you can see the road conditions were interesting for that time of year.



Rothbury Run - March 2001



Winner of our Class Burnhope 2000

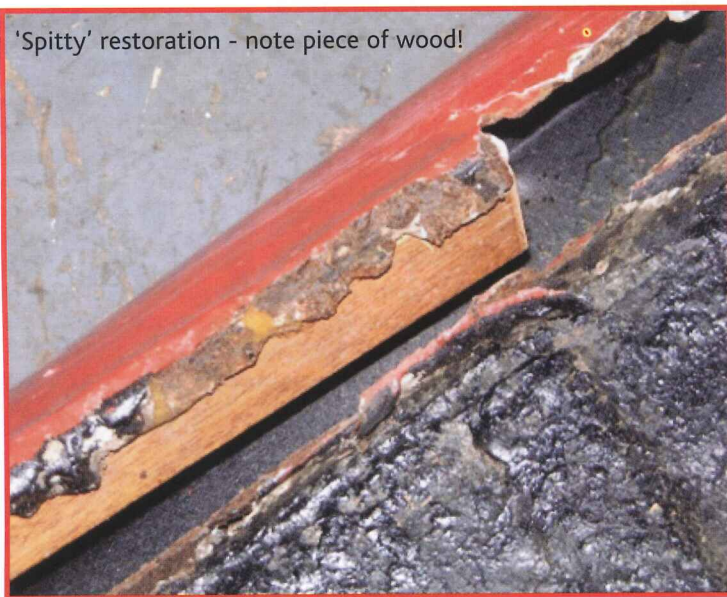
Almost immediately we were absorbed into to the social world of the North East Classic car clubs and through this we attended the North East TSSC meetings with Mark Astley at the helm. Our first run with the club was on a wintry day in March where the Rothbury run ended up in Mark's front room sipping hot chocolate, as the weather was too bad to drive. This photo is of

With my relationship with 'Spitty' firmly established, I thought that it would be all plain sailing from then on but on occasion she reveals her wicked side such as the air horn randomly sticking thus scaring everyone, including me, to death.

Of course there was also the time when her door flew open whilst Stephen was negotiating a staggered crossroads, the previous bump had caused the drivers window to drop off its mount and thus catch the door mechanism.

It was hilarious as Stephen was trying to drive and shut the door at the same time, this was soon resolved when I as the navigator leant over and held the door shut until the next checkpoint which was not too far away (thank goodness).

'Spitty' restoration - note piece of wood!



So we set off and I was driving, we pulled into the hotel with the concierge waiting to take our bags, imagine my horror when Stephen opened the boot for me to see our clothes in lovely Cost Cutter plastic carrier bags!

The concierge seeing my dilemma produced a wicker basket placed the items into the basket and we walked through the reception discreetly with our noses in the air.

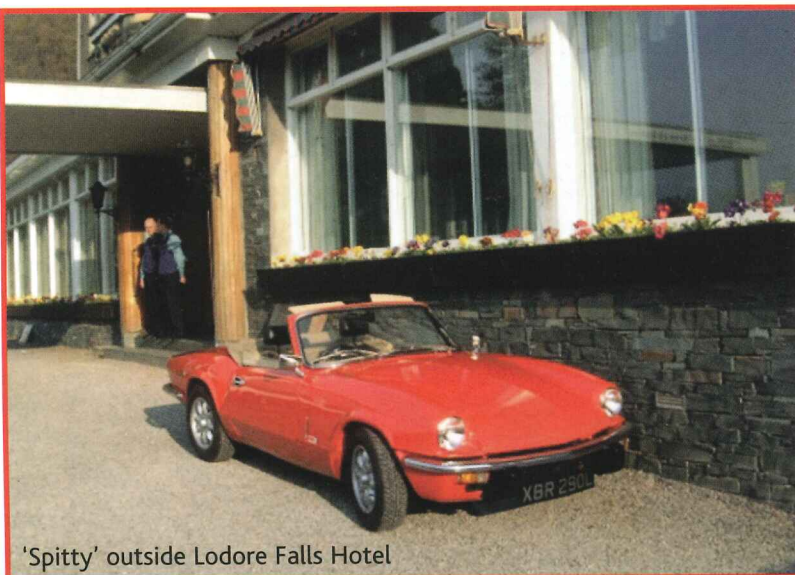
Each year, Spitty, Stephen and I look forward to the year ahead when we can take part in the local classic car events and visit the annual TSSC Triumph

After a few years and many adventures, I was starting to notice that we were going to turn into the Flintstones as Spitty's floor pans were looking a bit thin. So we booked her into see Dr Tim Willis in Darlington who replaced her floor pans and sills, again Spitty had the upper hand as Dr Tim found a lump of 3x2 wood stuck through her inner sills, as you can see Tim even took a photo.

Now Spitty and I have fun, we seem to enjoy the time that we have together even though at times it is at the expense of Stephen. One year we took

Spitty to the lakes and booked into the Lodore Falls hotel, I had packed a lovely case full of clothes, but I did not realise that the boot was not big enough for the case, but Stephen resolved the problem without my knowledge.

International Weekend in Stafford. I know that Spitty will get us there in one piece and that I will be entertained by the next mischievous thing that she has under her bonnet.



'Spitty' outside Lodore Falls Hotel

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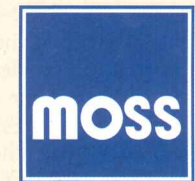
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AFTER LAST WEEK'S RAIN IT'S BEEN GREAT TO HAVE A FEW DAYS OF SUNSHINE

**F**ingers crossed for much more of the latter, and just enough of the former to help our runner beans grow! We managed not to book ourselves into any shows over the late May bank holiday weekend and Guy spent the 3 days working on Sybil and making great progress.

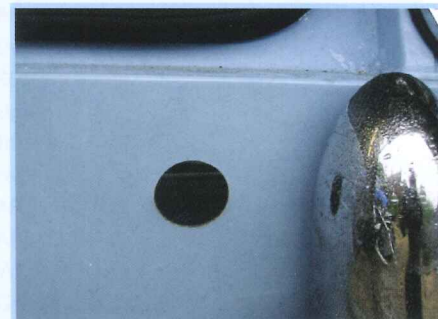
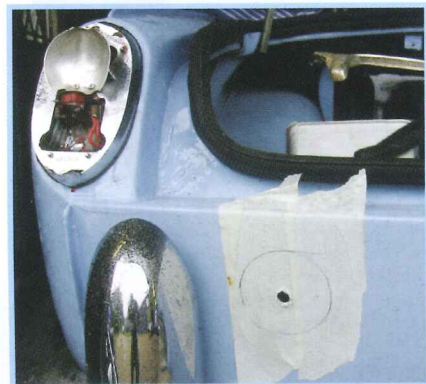
Sybil's bottom was looking a bit bare. As her original rear end was so thin and perforated when we got her we sourced a new rear boot panel but as this was not pre-cut for bumpers and lights this posed a few problems for Guy in cutting the appropriate apertures. He started by fitting her rear bumpers, number plate and boot fittings. Then it



was time to fit the rear lights. After looking through many photographs of the backs of



early Spitfires he figured he knew where to put them so took the plunge with a hole cutter and some masking tape and the result can be seen in the following photos.



Not bad at all!



Next the doors were built up, windows fitted and door handles went on too.



Sybil's interior was looking a bit bare in comparison to the outside by now so after fitting the wiring loom (so easy to say in one line – but not so easy nor as quick to

actually do! – the dash, gauges, switches, steering wheel, carpet and seats went in.



For those of you who have spotted that the steering wheel (*pic overpage*) isn't the standard Spitfire 4 one, it is a Triumph wheel, and was an option, at least on the Vitesse, and just happened to be lying in the garage waiting for a suitable vehicle.

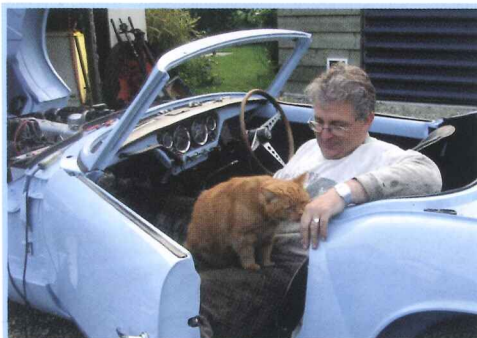
Throughout this whole



a large bid on – but my idea of a high price was nothing to what it eventually went for. £68 was a bit out of my price range for a 5" inch Plastic model of a Triumph Spitfire with a friction motor. Apparently it was made by Laurie Toys in Hong Kong, but despite some Googling I haven't managed to find out anything about it or its age. Does anyone have any more information on these? Or even a nice cheap one for my collection of model Spitfires...



And finally, one sent to me by Mark Steinson from Southern Area. He said: "Jackie (his girlfriend, who owns a Royal Blue Mk3 Spitfire) was trawling ebay last week, when she saw a window sticker similar



to the red Betty Boop car. The woman that runs the store claimed that she could make a sticker from just about anything. Jak ask her if she could put Betty in a Spitfire. The woman replied that she was not sure what a Spitfire looked like and asked for a photo. Jak supplied the pic and that is the result. Betty Boop in a MkIII Triumph Spitfire." If you'd like something similar the link is <http://stores.ebay.co.uk/FUNKY-WINDOW-ART>

photos to illustrate it I haven't left myself much space to squeeze much else in but had to include a couple of Spitfires from this month's ebay trawl. The first was one I was very tempted to put quite

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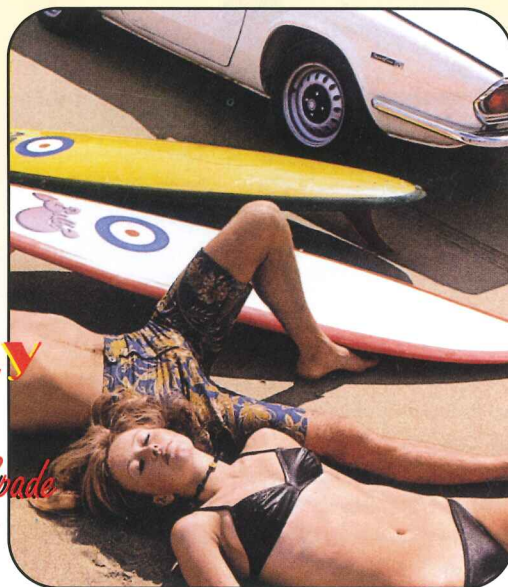
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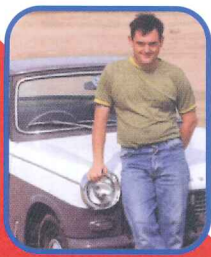
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**PHOTOCOPIES OF THIS FORM ACCEPTED**



# CALLING ALL HERALD OWNERS

**Rob Newton-Allen**

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

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

[herald@tssc.org.uk](mailto:herald@tssc.org.uk)

I AM OFFICIALLY GIVING YOU  
ONE YEARS NOTICE TO GET  
YOUR CAR TO THE TSSC  
INTERNATIONAL IN 2009

WHY ??

## THE HERALDS' 50TH BIRTHDAY

I am going to try and gather together the largest collection of Heralds all in one place. Though I am also basing this whole event on the presumption that it's going to be at Stafford again, if it changes then I will let you know accordingly.

So what do I need from you...?

HERALDS.... and lots of them.

All makes, models, colours and variations.

I particularly would like 20 cars to put in the main hall to show the variations across the complete range, so if you own any of the following and it is in good (ish) condition and you can make your car available please let me know.

1. 948 smooth roof coupe
2. 948 ribbed roof coupe
3. 948 saloon
4. 948 twin carb saloon



5. 948 S
6. 948 convertible
7. 1200 coupe mk1 chassis
8. 1200 coupe mk2 chassis
9. 1200 saloon mk1 chassis
10. 1200 saloon mk2 chassis
11. 1200 convertible mk1 chassis
12. 1200 convertible mk2 chassis
13. 1200 estate mk1 chassis
14. 1200 estate mk2 chassis
15. Courier van mk1 chassis
16. Courier van mk2 chassis
17. 12/50 saloon
18. 13/60 saloon
19. 13/60 convertible
20. 13/60 estate

If you are a 1200 owner and not sure as to whether you have a Mk1 or Mk2 chassis then check your commission number, if its GA80000 (May 1962) or earlier it's a Mk1, all numbers after that are Mk2's. I have had offers already for

some models but nothing as yet has been confirmed. The only model I know will definitely be there is my 948 convertible, yet to be painted, but it **WILL** be there.

Hopefully I can also negotiate with owners

of some "special" cars to have those there as well, pre-production specials and some imported rarities are also needed.

Do you own something a bit different? maybe a Climax engine herald, a Puerto Rican 1200 with a 'GG' or 'GH' prefix on the commission number or maybe a left hand drive Belgium built CKD kit car with a 'GB' prefix. I will be trolling through the IVR records and contacting members who have sent in their details and have something a bit special.

I have yet to put this to the club but I am hoping that some sort of incentive can be arranged, maybe a reduced entry price or special offer for all Herald drivers. Don't quote me on this yet, but I will be asking the question to the clubs management and I will keep you all informed through my articles.

So there you have it... there is no excuse for not knowing or not having enough notice to get your herald to the TSSC 2009 international.

**Don't forget 2008 though....**



# T.D. FITCHETT Ltd

## SUPPLIERS OF ORIGINAL TRIUMPH SPARES

### HERALD/VITESSE

Herald/Vitesse FRONT FLOOR PANS (NEW) .....	£58.75
Delaney-Galley heater valve 560612 .....	£47.50
Petrol tank .....	£120.00
Front lower valance 1200 O.E. ....	£115.00
Front lower valance 13/60 O.E. ....	£115.00
Front lower valance Vitesse O.E. ....	£115.00
Herald 13/60 front lamp panel 812140 ..	£65.00
Herald 1200 front wings .....	£97.50
Herald 13/60 front wings .....	£80.00
Vitesse front wings .....	£92.50
Front wing 'D' plates 703627/8 .....	£8.75
Windscreens front channel .....	£12.50 pair
Herald/Vitesse door skins 901338/9 ..	£60.00
Complete door shell 902256/7 .....	£215.00
Sills 803070/1 .....	£19.50
Tread plate repair panel .....	£7.50
Front floor mounting bracket fr 607548 ..	£6.00
Front floor mounting bracket rear 607549/50	£6.00
Rear floor mounting bracket 607655 .....	£7.00
B post mounting bracket 703625/6 .....	£15.00
Stainless steel tread plate finisher .....	£19.50 pair
Boot side panel 804611/2 .....	£29.50
Herald 948/Vitesse rear centre valance ..	£60.00
Herald 1200/13/60 rear centre valance ..	£62.50
Rear quarter valances .....	£24.50
Inner front wheel arch 903075/6 .....	£42.50
Rear outer wheel arch 802845/6 .....	£38.50
Front/Rear wing arch repair panel .....	£18.50
Rear wing front repair panel .....	£12.50
All chassis outriggers/side rails/boot extn ..	£19.50 each
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Rear overriders 703708/9 .....	£37.50
Bonnet corner mouldings 706161/2 .....	£24.00 pair
Wheel arch/bulkhead seal 704033 .....	£2.75
Chrome bonnet catch 607663 .....	£23.50
Door hinges 607824 .....	£16.00 each
Door hinges .....	£28.50 pair
Door to glass outer weather strip .....	£5.75
Hoods vinyl inc zip out window .....	£115.00
Accelerator pedal bracket 147655 .....	£9.50
Set of 8 front suspension bushes 119451 ..	£10.00 set
Front suspension shim 122022 .....	£1.25
Caliper repair kit inc pistons type 12 .....	£22.50
Caliper repair kit inc pistons type 14 .....	£20.00
Caliper repair kit inc pistons type 16P/16PB	£27.50
Recon exchange caliper type 12 .....	£25.00
Recon exchange caliper type 14 .....	£24.00
Recon exchange caliper type 16P/16PB ..	£55.00
Brake pads type 12 .....	£12.00 set
Brake pads type 14 .....	£9.50 set
Brake pads type 16P/16PB .....	£10.00 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends .....	£9.50 each
Rear shock absorber GSA385 .....	£17.50
Front shock absorber .....	£20.00
Herald 4 Syncro (exchange gearbox) .....	£160.00
Vitesse (exchange gearbox) .....	£170.00
Herald rear leaf spring 305945 .....	£99.50
Herald recon exchange drive shaft assembly ..	£147.50
Herald/Vitesse non rotolux drive shaft .....	£65.00
Universal joint grease nipple type .....	£8.50
Herald voltage regulator Unipart GEU 6603 ..	£20.00
Herald new alternative distributor (exchange)	£57.50
Vitesse Delco distributor cap .....	£9.00
Vitesse HT lead set .....	£10.00
13/60 HT lead set .....	£7.00
Herald oil filter GFE 119/150 .....	£4.50
Herald O.E head gasket GEG 314 .....	£8.00

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

## CALL NOW

Spark plugs 1200/12.50 (set of 4) .....	£6.50
Vitesse 2 Litre clutch kit .....	£75.00
Clutch slave cylinder 13/60 .....	£35.00
Vitesse sealed beam inner light unit .....	£12.50 pair
Vitesse sealed beam outer light unit .....	£9.00 each
Boot catch 611225 .....	£9.00

### TR7

Early type bonnet (single bulge) WKC170 ..	£147.00
Late type bonnet (double bulge) XKC3822 ..	£294.00
Sills L/H and R/H XKC 112/3 .....	£76.00
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
L/H rear wing Coupe, original .....	£295.00
Late type boot lid XKC3854 .....	£175.00
Rear deck assembly convertible WKC4255 ..	£87.50
Window regulators XKC325/6 .....	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange) .....	£120.00
Radiator grille R/H convertible WKC3674 ..	£25.00
Petrol tank retaining strap .....	£8.00
Petrol tank .....	£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 .....	£11.00
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 .....	£15.00 pair
Steering wheel (early) RKC509 .....	£15.00
Brake pads GBP233 .....	£9.50 set
Brake discs TKC780 .....	£17.00 each
Brake servo recon (exchange) .....	£75.00
Upgraded brake master cyl/servo assy (exchange)	£200.00
Brake pressure valve TKC 3667 .....	£40.00
Recon exchange brake caliper .....	£45.00
Brake shoes 5 speed GBS813 .....	£14.00 set
Brake shoe adjuster kit 5 speed AAU8994 ..	£20.00 kit
Wheel cylinders 4-5 speed .....	£15.00
New 4 speed differential TKC2619 (exchange)	£245.00
Jackshaft 215207 .....	£130.00
Recon starter motor (exchange) .....	£75.00
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 .....	£75.00
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 .....	£15.00
Service exchange oil pump 215573 .....	£22.50
Viscous fan coupling TKC101 .....	£72.50
Window regulator and motor assy 309024/5 ..	£76.00

### TR6

Front L/H fitch panel 907097/576477 .....	£105.00
Late type rear centre bumper O.E. ....	£82.50
Rear quarter bumper O.E. ....	£57.50
Seat belts with sensor wire type .....	£85.00 pair
Prop shafts recon (exchange) .....	£65.00
Recon exchange water pump GWP201 .....	£29.50
Recon steering rack (exchange) .....	£57.50
Front trunking 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
TR5/TR250 w/wiper motor, new (exchange) ..	£185.00

### 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 811679/811680 .....	£35.00 each
Side 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 .....	£23.50
Rear lamp assembly 208532/217025 .....	£42.50
Track rod ends .....	£9.50
Gearbox 4 Syncro (exchange) .....	£160.00
Rear leaf spring 305894 .....	£97.00
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 .....

### 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 RKC362/3 .....	£40.00
Chassis front gusset 218526/7 .....	£17.00
Bonnet hinge tube L/H-R/H 911107/8 .....	£48.50
Rear wing non O.E. ....	£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 .....	£350.00
Rear inner wheel arch 725563/4 .....	£105.00
Rear outer wheel arch 909661/2 .....	£65.00
Windscreen aperture drip channels .....	£12.00 pair
Stainless steel oversill kit .....	£75.00 kit
Hard top rear screen seal 911040 .....	£36.50
H/ top seal roof/ door glass 716183/4 .....	£8.00
Front windscreen chrome insert kit .....	£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 209388/9 .....	£25.00
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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 wheel arch .....	£65.00
Recon exchange drive shaft assembly .....	£147.50
Rear shock absorber GSA385 .....	£17.50
Rear leaf spring 159640 .....	£87.00
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 .....	£2.50
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) .....	£32.50
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 .....	£1.50
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 .....	£825.00
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 10841 .....	£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
Rotoflex coupling 152273 .....	£26.50
Rotoflex 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
HT lead set .....	£10.00
Manifold Banjo Bolt 145155 .....	£9.00

### TRIUMPH 2000/2.5 PI/2500

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

Boot carpet 728551 .....	£18.00
Late Mk I 2000 steering wheel 307493 .....	£20.00
Recon power steering rack (exchange) .....	£125.00
Recon manual steering rack (exchange) .....	£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 .....	£55.00
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 underrider XKC 83/84 .....	£22.50 pair
Rear lamp assembly 1300 F.W.D. 211874 .....	£30.00
Dolomite Rear lamp assembly R/H TKC938 .....	£5.00
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 .....	£150.0



# EXPERIENCE & NOSTALGIA

**Derek Giles**  
**HERALD**  
**13/60**  
**Register**

[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
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IT'S ALWAYS GOOD TO  
HAVE SOME FEEDBACK ON  
MY RAMBLINGS FROM  
MY READERS

**S**o my thanks go to Simon Holland (1200 Herald owner) for his comment on a subject I mentioned in my May article. I stated that, I personally, had not experienced any intermittent failure of a condenser in the ignition system. Simon on the other hand, has first hand experience of this problem. His car boasts a 1500cc engine complete with (1500) Lucas distributor using an electronic ignition booster operating via original points. The car would start and run fine for 5 miles or so and then misfire and eventually stop. If the car was left to cool for 10 minutes or so it would run again for a while before playing up again. After eliminating everything else, the condenser was found to be at fault.

Simon adds a sound piece of advice to his comment; Fire up the engine after **EVERY** component change that way you'll know which bit/bit's, causing any problem!!

Funny thing nostalgia, so I would guess to owners of a mature age the photo of Sarah Farmer's convertible will bring back memories of a time when a sight like this was common all over Britain and patrolmen saluted members of certain rescue organisations.

Sarah, from Devon sent me the memory jogger with her IVR back in January. She also included a brief history of WAX 706H that included a list of known previous owners (something that is always appreciated) showing how the car moved around the West Country during its early life.

Sarah goes on:

*In December 1978 I owned a 13/60 saloon, which was written-off when I had an encounter with an articulated lorry on my side of an icy road. The remains of this car were taken to a local garage, and when I went to collect belongings from it I saw WAX 706H in the showroom. Unlike the saloon WAX had obviously been very well cared for, so in January 1979 I bought this car.*

*For almost 20 years WAX was my everyday transport- all year round, all weathers- and proved to be a pleasure to drive as well as outstandingly reliable (one breakdown by the roadside in that time of 5 to 6 days per week to and from work plus social use can't be bad). Unfortunately most of the mileage over the years had been on muddy country lanes and in December 2002 major chassis and under-body rust caused an MOT failure and the Herald had to be taken off the road.*

*We then had a very frustrating 2 years, involving 3 different body-shops, a lot of wasted time (and money). The third body-shop did an excellent job and the car eventually came back to us looking as good as it did when I first saw it.*

*Nowadays, although we try to avoid using the car in the worst weather, it will continue to be used regularly, even through the winter. So far, it has covered about 198,000 miles. Our photo was taken during last year's (2007) Exmoor Run, and shows WAX 706H near Countisbury, after driving up Porlock Hill !!, before going down into Lynmouth.*

The above is just what I like to receive, as it not only shows that the best way to enjoy our cars is to USE them, but also what history can be found if you try looking for it (for those



of you who don't know our part of the world too well, Porlock Hill is on the A39 coast road in North Somerset, and is renowned for having an overall gradient of 1 in 4, with at least a short section of 1 in 3 1/2 !!)

Thanks to Sarah for sharing her interesting story with us. If you have a story to tell then drop me a line.

Cheers for now and above all else **ENJOY** your car.  
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# SEM 2008

## Trevor Collett SPECIALS Register

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JUST A SHORT PIECE  
THIS MONTH.

For any self-respecting Triumph nut south of the Watford Gap the second weekend in May means only one thing: South of England Meet at Leatherhead.

This year we were to be blessed with some beautiful spring weather, great it was; the gods wanted to see classic British cars at their best, and we Triumph people didn't let them down. I'm really not going to do any more than list the kits and specials that joined the hundreds of other Triumphs on the show field over the two-day event, and let you try and savour the great atmosphere from a few photos.



Moss Malvern

My Moss Malvern was there (well, I wasn't going to walk in, was I? Even though the event is less than two miles from my house).

The two Marlins are long-term supporters of this



Specials line up at SEM 2008



Marlins

event, and it is always good to see them both at the show.



Midge 1.

There were two Midges as well; the aluminium and vinyl example is a real work horse of a car that I've known for many years.



Hurricane

of also thought this as he gave it the runner-up Best Special award. (I didn't judge my register cars this year; Guy and Suzie gave me the saloon class, non-Herald chassis, to judge).

Ray Peet's beautiful burgundy red Burlington Berretta is another



Midge 2.

The two-tone blue one was last year's SEM Best Special and you can read all about it if you go back to your August and September 2006 Couriers.



Burlington Berretta

well known car. This is also a well-used car; Ray motors his Burlington all over the UK, and across the channel, making the pilgrimage to Le Mans every year, alternating the famous 24-hour one year with Classic Le Mans the next.

That just leaves one more Herald-chassised car, Mark Farley's

The Hurricanes also came as a brace, although Ann Dyson's hugely well-travelled White example managed to evade my camera. The Red car I have seen before but this year seemed to be more twinkly than I remember it; the concours judge must



Stanbury TT - Best Special SEM

over 200 photos actually. Probably a few more than Bernard can fit into one of my articles, but rest assured you will learn a lot more about this car in the not too distant future.

The sharp-eyed amongst you will realise that there are pictures of two cars that I haven't mentioned. Neither

are Herald-based kits or specials, but they were at the event and I loved them both. You might be thinking that FKV782 is a Jaguar SS100, it's not, it's a Suffolk SS100; IMHO one of the best kit cars available over the last 25 years.

I'm not going to say anything about URW 287G, I'll just let you marvel at the picture. You think it looks fantastic? I promise you my photo does not do it justice. I'm promised that you will hear and see more of this car in this publication soon, that's so, isn't it, Mr Editor? (er, yes... maybe... possibly... OK! OK! - ED)



Suffolk SS100

ularly appealed to me. It obviously caught the judge's eye too, he nominated it Best Special.

That's all I'm going to say about these cars for now. I will say that this year I stepped up the pressure on some of the owners to write some words for use in this column, so let's hope this works. I am most confident about Mark Farley, who has already sent me some of the photos he's taken of the rebuild of his Stanbury TT,



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# THE TR7 SACRIFICE

**Hugh Glossop**

**TR7 Register**

e-mail.

**tssctr7@aol.com**

HERE IT IS IN ALL ITS UNMASKED GLORY.



Pic 1

**T**he TR7 pulled to pieces for bits, (pic1) before you shout at me for the sacrificial offering to the great god Tin worm, let me explain, this particular vehicle was terminally rotten in most of the usual places, and some unusual places too but had a two thousand mile old Sprint engine and 5 speed gearbox, with a new clutch, the front wings were excellent as was the nose panel, it had been sat there cluttering up the place for two years. When Derek Ford from South Wales rung up asking if I

knew of a front end to fix his TR7 which had a slight accident while being towed, I decided to scrap the TR7 as it would keep another on the road and donate the engine and box to my Spitfire project, the front wings and nose were cut off during a very noisy Sunday morning (the neighbours have got used to me now), so I thought I would show you some of the horror stories that we found.



Pic 2

The nearside and offside sills had cover sills fitted over the top of the originals (pic 2 & 3) with Lord knows what horror stories underneath although the



Pic 3

outer skins were actually quite good and certainly to MoT standard but where the inner sill joined the bulkhead underneath the front wing, this just



Pic 4

crumbled and left very little behind (pic 4) as cover sills don't go behind the outer wing at the front.

Carrying on round the car, the nearside inner sill where it joins the floor would probably have let Hannibal's elephants through the pass with a little



Pic 5

digging (Pic 5) when looking at the drivers side floor the front corner was almost non existent (pic 6)



Pic 6



Pic 7

Picture 7 shows a typical scabby patch on the floor pan which when attacked (cleaned off?) and produced a large hole.

Moving round to the rear end of the sill you can see the butchery yourself (pic 8) in respect of joining the



Pic 8

cover sill to the inner wing or NOT! bear in mind this was done by a professional restorer!

The rear offside outer wheel arch and bottom rear corner sections were removed to provide repair



Pic 9

panels for Derrick's wife's car, what you see in (pic 9) is the inner structure of the wheel arch, this car also had terminally rotten radius arm mounts in the body, which I won't bother showing you as I've shown them before but I thought the inner structure

might be of interest.

Now I've seen some rotten TR7's in my time but the bottom of the windscreen deck panel was the worst I have ever seen, (Pics 10, 11, 12, 13) as this is traditionally hidden by the black windscreen/wiper panel and would not show up on



Pic 10



Pic 11



Pic 12



Pic 13

a prospective purchase inspection so beware prospective purchasers.

The strut mounting turrets, these again looked quite good compared with some I have seen but the



Pic 14

inner strengtheners were rotten (pic 14) and when prodded the outer was rotten as well (pic 15)



Pic 15

So the tail ends like this:

Derek, front panel, wings and offside wheel arch to keep a TR7 on the road (he has promised a write up on the rebuild)



Pic 16

Hugh, a Sprint engine and gearbox (pic 16) and



Pic 17

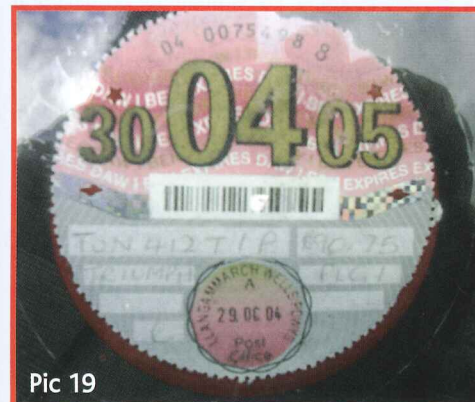
bunch of bananas sports exhaust (pic 17) to go in the Spitfire project, a spare 3.45 back axle for a TR7 and an excellent almost new fuel tank (pic 18) as a spare.



Pic 18

Barry, the front hubs and bearings. For his TR7. Various other people smaller odds and sods, together with trim parts.

Before I acquired this car it was parked on wet grass for 18 months and that is what did most of the



Pic 19

damage it was last on the road in 2005!! See the tax disk (pic 19) so the moral of this story is use the

car, it survives better and don't park on wet grass.

HUGH



Pic 20

P.S pic 20 is a pile of mostly rust that fell out of the car during the "post mortem"

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# A POSITIVE RESPONSE

**Chris Baker**  
**YOUNG**  
**Members**  
**Co-ordinator**

e-mail.

chrisbaker\_7@hotmail.com

THANK YOU FOR THE RESPONSE  
TO MY FIRST COURIER ARTICLE  
LAST MONTH.

I was flattered by the positive mail! I've tried to include something from everyone into my article.

**Luke Sellers** - 17 from Coventry - owns a Spitfire MK4 that looked like a very nice tidy car,



Luke did a little light restoration work to the car. Unfortunately his car came into a meeting with a tree on a country road. Accidents will happen and in the real world, trees are one of the worst things

to hit, they just don't move. Fortunately due to the Spitfires good design the damage isn't as bad as it looks, although Luke and his girlfriend at the time suffered some nasty injuries they both



recovered well. Amazing for a car which basic structural design stems back to the late 50's. Honourably, he is going to put the Spitfire right and rebuild with the help of another chassis and bonnet from a poor condition Spitfire donor car that came with his car. He's also replacing the front and rear suspension and brakes. If anything happened to my MK3 Spitfire I would no doubt make the same decision and rebuild. No doubt Luke will keep in contact and update us with how the rebuild is going. He is planning on having it ready for just over a month's time to travel to Cornwall! An impressive deadline.

My sisters 1962 Herald Coupé has arrived. It ran up the motorway from Poole to Nottingham



If anyone out there is restoring an early shape Spitfire or GT6 then its definitely worth looking at Richard Dane and his fathers fantastically rebuilt GT6 MK2 joint project which started in early 2003 and was finished last year in time for Stafford. I was sent a comprehensive restoration story, enough to fill 12 issues. This car was left in a garage and unfortunately suffered from a little rot. It is a lovely car

perfectly at around 65.

Possibly the longest journey the car has ever taken as it has resided in Poole all of its life up to now. The car looked a little dull in the paint when it arrived and had a few areas of bare metal under the bonnet. Overall the car is defiantly strong. When I first drove it I thought it drove like a dream, although the brakes really need to be pushed hard due to 4 wheel brake drums.

The car still boasts its original interior trim and the optional rear seat costing £10 in 1962! Three T-cuts and countless coats of wax and the paint looks very tidy. The interior was damp but its dried out nicely and has been thoroughly cleaned and the roofs been better sealed.

The bonnet is now better aligned and all that's left to do is repaint the engine bay and line up the doors. The car is in very original unmolested condition and although some parts of it show its age the car now looks like a well cared for Herald Coupé.



tastefully modified up to 2.6L to produce an impressive 130bhp. To view the restoration photos type this link your internet



- A connection perhaps? Mark then went to a 250hp Caterham type kit car with a Ford engine which he described as "a little lively". It sounds like the full Vindaloo with extra chillies to me. He sold the beast for this reason and decided to take on a GT6 Project. Mark plans to also increase the cars horses and possibly use it for track days and racing! He plans to uprate the handling and braking as well. If your planning on making your car a pocket rocket the place to start is with improving the handling and brakes and most importantly tyres in order to

page.<http://mysite.orange.co.uk/gt6mk2>

Mark Kendall aged 28 a recent club member has decided to take on such a similar challenge and I'm sure he will find Richard Dane's pictures and information on his 1969 GT6 invaluable with the challenge. Originally Mark had a Porsche 924 like mine, a couple of emails I've had from Triumph enthusiasts said they had a Porsche at some point

take the extra power later on. I enjoyed poor tyres on my Spitfire for too long, when I got worthy tyres it was a completely different car.

Also I'd like to welcome Andy Sollis, a new member to the Notts Area, he has kindly volunteered to take over the local website.

Thanks for reading!

CHRIS

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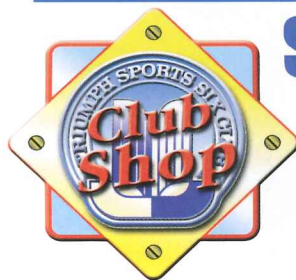


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# READERS SPITFIRES

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**THIS MONTH IS ALL ABOUT  
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**R**ebuilds in picture format. Very few words..... The idea is that a picture speaks a thousand words.

Many thanks to the members who have sent me these pictures. I hope you recognise your own achievements in producing such great final vehicles.

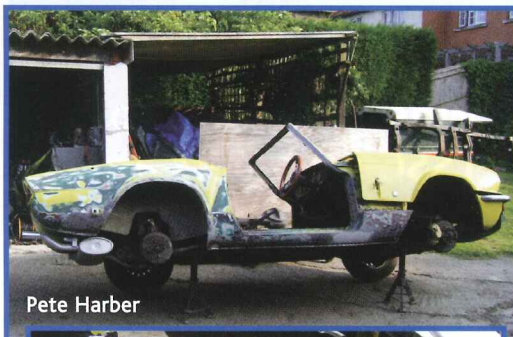


Andy Sollis

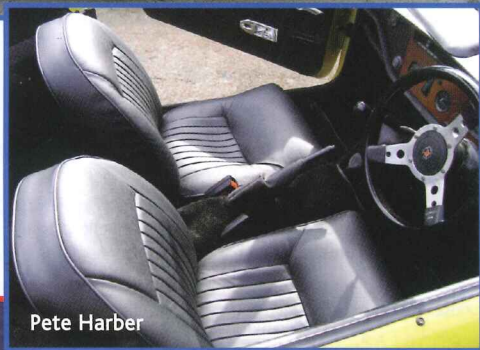
Please excuse me if I don't have your names exactly correct but my thanks go to Andy

Sollis, Pete Harber, "Sid" and Keith Williams.

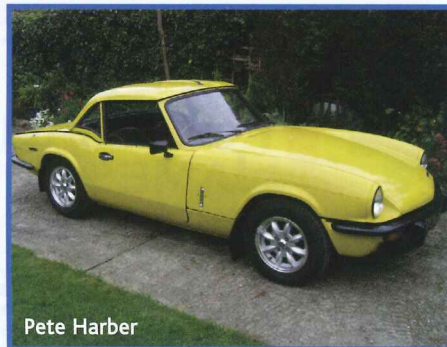
On the IVR front, I have received a number of new IVR forms and so can now start to re build a meaningful data base. I will give you some data details next month. For now look and enjoy.



Pete Harber



Pete Harber



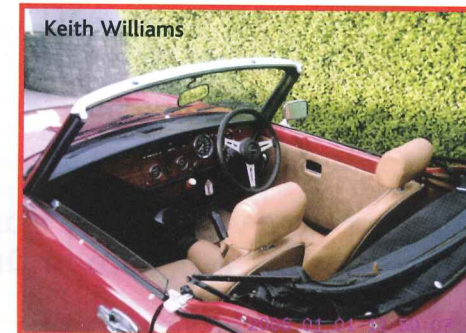
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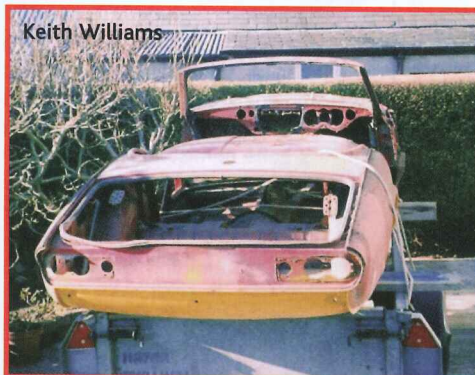


"SID"

Keith Williams



Keith Williams



Keith Williams



Keith Williams



Keith Williams



# PRESCOTT, BOTTLES & A STAG REBORN II

**Richard Briscoe**

**STAG Register**

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

I'M SAT HERE WRITING THE MONTHLY  
REPORT SAT IN A FIELD IN DENT

**W**hilst on the Dales run, which as been the busiest ever with 50 cars attending over the weekend (ok 4 were modern, but they did the run!) Alan has certainly done his usual trick and booked the correct weather!



It has been a bit busy with organising for the Dales run so the Stag has had to take a back seat for a while so it's still waiting for those 2-3 days of welding to finish the shell. I should get the chance in the next few weeks.

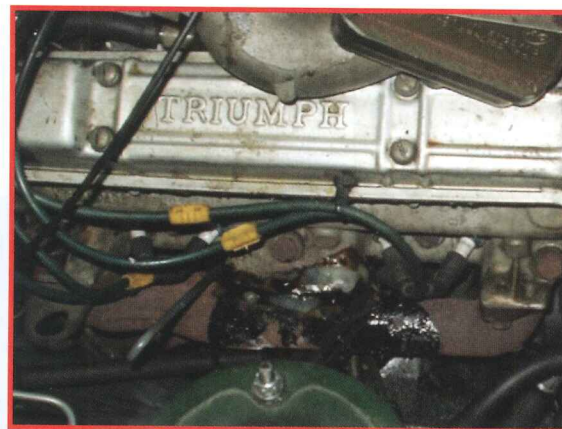
I took my dad's Stag down to the national marque day at Prescott. Myself, Mick and Janet Sayles, Ian, Sharon and Lee Cottam as well Victor and Vivien Thompson all went down together. It was a great weekend and we had an enjoyable run around the Cotswolds on the Saturday, which was

finished off by a fish and chips supper on a steam train from Toddington. It was an experience not to miss! Although when we arrived at the station we thought we had under dressed as the carriages on the nearest platform were all first class dining cars and everyone boarding it was dressed to fit in! Luckily we spotted the correct train on the other platform and were able to breathe a sigh of relief! The food was excellent and the staff on the train were extremely helpful.

The hill climb was worth watching as well, Tony Hart's Racing Stag went up a number of times, but he only seemed to really push it up there at the end of the day. Ian Cottam's White Stag did a couple of runs and that sounded awesome going up. Nicely tuned Stags have a whistle when they are used which is quite unmistakable!

We did have a couple of incidents, the worst of which was Mick Sayles master cylinder starting to fail causing him to have to keep pumping the brakes to stop. Victor and Vivien's Spitfire exhaust kept separating when it made contact with the bumpy roads in the area - this was diagnosed as the front pipe having been damaged in the past and requiring straightening, a job quickly sorted by Ian on our return with his gas equipment! The strangest failure was my dad's Stag to which I'd fitted a new washer bottle. During the Cotswold run it jumped out of the bracket on the wing and landed on the exhaust manifold! I only found this out when I tried the washers and they didn't work. A very strange smell issued forth and the manifold is now plastic coated! It appears as though the new

bottles have a slightly smaller rib that slots into the bracket. The solution is to either pack out or fold the ends of the



bracket to make a tighter fit. It is also worth checking the long pin is still fitted to the bracket because if this is missing there is nothing to stop the bottle jumping out of position should the car go over a bump. All the necessary parts were obtained at the show and I even got hold of an alternator relocation bracket for when I fit my electronic water pump to my Stag.

I have to confess that the main reason I went to Prescott was to hear the TR7 V8's going up the hill so I could choose an exhaust! Its still a difficult one. They sound great with the single pipe, but I'm not sure that it would be fun on the motorway.

Have to check the thoughts of the TR7 Reg Sec!

Now back to **Steve Pratt** for the second part of his article.

**28TH JANUARY 2008**

Had an early morning visit to Faversham as Kevin told me on Friday that the Stag would be sprayed in Primer at the weekend, so I went down to look at her and take some

photos. He is hoping to spray her today/tomorrow in 2 pack, so the next visit will be even more interesting! He has managed to get some excellent panel joins which are far better than she had when she went in there, not withstanding the accident damage of course, I remain very impressed with his standard of workmanship.

**30TH JANUARY 2008**

Chocolate Stag? Well, that's what my wife said when she saw the photos of today's visit to FC. Went in the Spitfire as the carbs are now nicely balanced - just need to check the timing/mixture as she's pinking a bit under load. Had a very nice run across country on part of the route I've planned for the TSSC Run to Manston, bit bumpy in places - didn't notice that when I drove it last week in the Superb, wonder why?



Found a lovely piece of road just out of Ashford on the way to Faversham past the Chilton Park Hotel, they have this high brick wall that echoes the sports exhaust for about 1/2 a mile!

Any way, here are the photos of a Chocolate Stag (Actually Russet Brown)

4TH FEBRUARY 2008

Had my weekly visit to FC today to see the progress. Kevin has polished the resprayed area now and it is looking very nice, the finish is excellent. Had a discussion about the rear wings as the



paint applied during an earlier repair is lighter, so depending upon the look when the doors are fitted it may be necessary to flat back the existing paint and spray on a layer of the new. I am leaving this decision in Kevin's hands as he is the expert! The colour match is actually very good, next time I see the car the paint will have been flattened and polished, and the doors put on.

12TH FEBRUARY 2008

Had a phone call today - the Stag is ready for collection, so tomorrow morning is the big day! Over the last week she has had some additional painting down the sides to blend in the new paint - there were three layers of coach lines on her! I decided to have the timing chains replaced whilst the bonnet and radiator were out - Trevor at FC reported that they were well due for a change as the tensioners had a large gap to take up. I also elected to replace a driveshaft/hub assembly as the MOT man issued an advisory last year, so today she passed the test first time! Can't wait to see the finished product with all those eBay bits fitted, new headlights and a nice shiny second-hand Stag badge picked up at Stoneleigh for a fiver last Sunday.



13TH FEBRUARY 2008

Just got back from Faversham with the Stag, had to wait until I got back to take pictures as it was very foggy over there, was held up for 30 minutes on the M2 - passed 3 nose to tail accidents, know just how they feel! The finish on the car is superb, I have to hand it to the guys at Faversham Classics, they certainly know their Stags - I recommend anyone that needs some work done on their Stags to consider using them, whether it is bodywork or mechanical, and their rates are reasonable too.

Gave the car a good run back on the M2 (Fog had lifted), performed brilliantly - inside the speed limit of course, at least that's what the Speedo said, I think it under reads by about 10mph!

Engine seems much quieter - were the timing chains that bad before? Temperature stayed spot on between quarter and half, but then it has had a new radiator to replace last year's new one! Viscous coupling was new last year as well.

Stag twitch seems to have all but disappeared although only one drive shaft has been replaced, there is some steering vibration at 60+ at the moment which was not there before the accident, I put this down to wheel imbalance, will get that



checked in the near future when my funds have recovered!

Just need to give her a couple of coats of polish to protect the new paint (advised by Kevin), her next real outing will be on the Historic Counties Run with CT'

20TH FEBRUARY 2008

The sun has just broken through the fog again today, over the last couple of days it has been so nice in the afternoon that I have been out each day for a blast around the countryside, top down in both the Spitfire and Stag - even collecting an 8ft tree from our local garden centre with the Stag. The only mechanical tinkering carried out has been to replace a courtesy light switch on the Stag, all the interior lights now work! I also keep finding little improvements following its return from Faversham - the heater fan now runs in 2 speeds, and the windscreen wipers now self park in the right position. Noticed this morning a couple of deep gouges in the front left quarter of the bumper which are clearly a result of last years accident - must keep an eye out for a cheap replacement as its the only thing

that's slightly marring its appearance. Completed the SOC Agreed Valuation forms today and sent them off to Stuart at SOC Spares so that I can get a true value of the car to update the insurance - wonder what impact my accident will have on the premium renewal?

## POSTSCRIPT

The Stag is now happily secured in my newly refurbished garage and is being used regularly when the weather permits ñ I have even made a Bosscreen look-alike for it. What have I learnt from this process? Lots!

1. Don't let your attention wander when following Tesco Delivery Vans.
2. Have a good insurer - Mine were very fair in their dealings despite the car being undervalued.
3. Get your car properly valued!
4. Use a good classic restorer who is willing to work with you to keep costs down.
5. Be flexible in agreeing to extra work - it will pay off in the long run.
6. Use all sources for spare parts to keep costs down Ebay, Stoneleigh Triumph Show etc.

In summary, the Stag is now better than she was before the accident, the body is in excellent condition and the mechanics in very good condition - the true cost? Roughly twice what the insurance company paid out went to Faversham Classics, plus the parts I bought direct from SOC Spares, Ebay etc - At least it was spread out over 3 months!

And the car is now insured properly for £8,500 as an Agreed Value following the return of the valuation documents.

Thanks for that Steve, Keep running on eight.

RICHARD

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# SMILES All Round

## Guy Singleton BOND EQUIPE Register

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e-mail.  
[bond.equipe@virgin.net](mailto:bond.equipe@virgin.net)

### IT HAS BEEN A FAIRLY QUIET MONTH FOR US BOND-WISE

Only a 370 mile round trip in my convertible to Cornwall for a colleague, and fellow TSSC member Ben Myerscough's wedding to Lorna. [Sorry Ben, had to slip



photos of a wedding in as I didn't have any new Bond pictures this month! Note to all Bond owners, please let me have your stories and photos for next time!] He did drive his Spitfire to the church and they were planning to start the honeymoon in it with the journey to the airport, but the offer of driving his Dad's 1930s Bentley from the church to the reception was hard to turn down. A great trip and a very good wedding. I think there might have been one



or two sore heads in the morning.

Mine was, but unfortunately due to sun – not alcohol!

We had a great weekend at the Triumph Forum organised Standard Triumph Marque Day, although we took our 1924 Standard rather than a Bond. Robin Hedger came in his convertible and had a great day – having not booked a run up the hill he managed to get one at the end of the day, unfortunately we did not witness this, but he had a big smile on his face when he got back!

I have recently heard from Martin Cook who has decided not to restore his 2+2 – he has the same problem as most of us – too many projects – and is looking for it to go to someone who will complete the restoration. The car is complete but will need floors etc doing to put it back on the road he is asking £250 for the car. He also has a good bulkhead and doors available for the car which are available by separate negotiation. If you are interested please contact him on 01489 787385, the car's near Southampton.

Following the Club's expansion of the insurance scheme we asked the 3 insurers to quote for our fleet of 11 cars. The net result was a reduction of



Robin Hedger's Bond at Prescott

35% on the previous quote and so we've switched over to Adrian Flux. They do not include breakdown cover but even factoring this into the equation the reduction was still worthwhile and Suzie's AA membership should cover the occasional mishap. I would

say in Footman James' defence that their quote was still good and I have been happy with them over the last 10 years or so but the overall package we were offered by Adrian Flux was too good to pass over this year.

## Magnetronic Ignition



**NEW!**

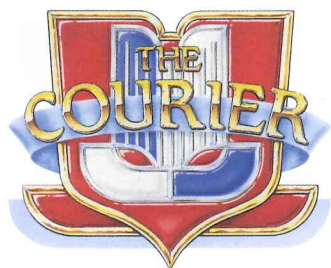
### System by Lumenition

Totally housed within the distributor cap with no separate power module, this system maintains a totally authentic look to your Triumph whilst delivering the superior spark management of a modern electronic ignition switching system.



Part No	Application	Distributor type	Price	weight kg
B3-180-MTK003	"TR3A, TR4, TR4A, Herald 1200, 13/60"	"22D4, 23D4, 25D4"	£84.00	0.21
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B3-370-MTK007	"Dolomite 1300, 1500, Spitfire 1500"	"43D4, 45D4, 48D4, 54D4, 59D4"	£84.00	0.21
B3-249-MTK009	"TR5, TR6, Vitesse"	"43D6, 45D6, 48D6, 54D6, 59D6"	£84.00	0.21

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# RESULTS OF THE COURIER MEMBERS' PERCEPTION SURVEY

**by Nigel Clark**

**FIRST LET ME SAY  
A BIG THANK YOU TO  
ALL OF YOU WHO TOOK  
THE TIME TO FILL IN  
THE QUESTIONNAIRE  
SENT OUT WITH THE  
MAY COURIER**

**W**e are very grateful to you for doing this, because without your input we can only guess at how much you like the Courier and how best to improve the magazine in the future. I have just completed the task of reading and analysing all your replies and as promised, this article will give a review of the results.

In fact, we received 340 replies, which is a response rate of about 5%. Such a low figure is not unusual for this kind of survey but I would have hoped for more. Can we assume that 95% of our readers are so happy with the magazine that they don't feel the need to reply?

We can never know.

## **HOW THE RESULTS WERE ANALYSED**

First let me reassure you that all the replies have been kept confidential. The responses you gave have been entered into a spreadsheet including information about age bands,

number of Triumphs owned, annual mileage etc. The responses to questions about the Courier where the questionnaire had tick boxes ranging from "Very Poor" to "Excellent" have been given scores from 1 to 5. From the totals of these scores we can calculate a "percentage satisfaction" with the relevance of the Courier articles, quality and all the other factors in the questionnaire.

Many of you made comments and suggestions, and the main ones have been recorded and counted in categories, so we know for example, the number of members who would like to see more technical articles.

## **RESULTS FROM QUESTIONS ABOUT MEMBERS**

The first section of the questionnaire asked for information about the member who was replying. From the replies received we found that:

- The average age of those replying is around 54.
- On average members who replied own 1.4 Triumphs and cover around 1,500 miles per year (although this includes cars in restoration which are obviously not driven at present).
- 36% of members who replied belong to another car club. This gives them an interesting perspective on the Courier, because they are used to seeing other clubs' magazines.

We also asked about delivery of the Courier, and it seems that the vast majority of UK readers receive their magazine within the first week of every month. Not much comfort if your magazine happens to be delayed but generally the mailing service is working well. Please let us know by phoning or emailing the Club Office if your Courier should be unduly delayed.

## **RESULTS FROM QUESTIONS ABOUT THE MAGAZINE**

We asked the following questions about the magazine, and then scored the responses as described above:

- How much of the Courier do you regularly read?
- How relevant are the articles?
- How do you rate the quality of the articles?

- What do you think of the format and layout?
- Overall, how satisfied are you with the Courier?
- How effective is the Courier as a central communication resource for the Club?

The results tell us that on average, members regularly read about three quarters of each magazine. This is made up of many who always read cover to cover and few who are selective about the articles they read each month.

All the other questions about relevance, quality and so forth gave very similar results, with average scores of around 80% for each question. This means that on a scale that runs "Very Poor", "Poor", "Average", "Good", "Excellent", we are most often achieving a rating of "Good" or "Excellent". This was reflected in your comments, where you were often complimentary and several members actually went so far as to say that the Courier is "the best car club magazine". Our thanks and congratulations are due to all the feature writers and to Bernard as the Editor. It is worth pointing out that the regular contributors to the Courier are all unpaid volunteers, none of whom are professional authors.

But the aim of the questionnaire is to learn how you, the club members, would like your magazine to be improved.

Here, the comments and suggestions that you made are more revealing.

## **TOP 5 COMMENTS AND SUGGESTIONS**

We received a wide range of comments and suggestions. In order to distil out the most important points, a "Top 5" of most popular suggestions has been picked out of all the questionnaires that you returned:

1. More technical articles, giving details on maintenance and restoration tasks.
2. Move to a larger format e.g. A4.
3. Improve grammar, punctuation and spelling.
4. Increase the number of Classified Adverts.

5. Eliminate single lines of text next to pictures.

## **NOW WHAT?**

How will we act on your views to improve the Courier, bearing in mind that most members seem very happy with the magazine already?

## **IMPROVING A GOOD READ**

To make the Courier more appealing I want to incorporate as many of the Top 5 suggestions as possible but realistically, everything can't be done overnight. Straight away we can start looking to publish more technical articles, if someone with enough knowledge and experience will volunteer to write them. Moving to A4 format will give us far more flexibility with the layout of the magazine but this comes at a cost.

We must investigate the extra cost of moving to A4 before deciding on this change. By the way, the issue with single lines of text appearing next to pictures could easily be solved by moving to a larger format. There are also many members who find the present A5 format very convenient, so this may not be a universally popular change.

Bernard, as Editor and artwork production artist, works hard to correct any grammatical, punctuation and spelling errors. Inevitably, with a tight deadline every month and so many articles to review a few do slip through the net. We will continue to do our best to catch every problem with grammar, punctuation and spelling.

Since the website classified section has been in operation, the number of classified adverts in the Courier has increased. Over the last 2-3 months members have found entering new adverts online is very convenient. We will continue to look for ways to boost the number of classifieds, although when you consider the fact that the Courier is published more frequently than other club magazines, it already carries more classifieds than most.

**Thank you again to those who replied.  
Now you know the views expressed in this survey.**

Please watch this space, and I will keep you up to date on how we plan to improve your Courier.

# STANDARD TRIUMPH MARQUE DAY



## Standard Triumph Forum

Triumph Forum is the informal gathering of Standard and Triumph clubs working together to promote and preserve these famous marques



*by Nigel Clark*

Pic: Claudia Wiles

## THE WEEKEND OF MAY 17/18TH SAW A HUGE TURN OUT FOR THE STANDARD TRIUMPH MARQUE DAY AT PRESCOTT HILL CLIMB.

**A**fter three cold, damp days, the sun came out on the Sunday, as Standards and Triumphs of all ages converged on this historic hill climb course.

The Standard Triumph Forum is an association of the clubs supporting the Standard and Triumph marques, with a total number of club members exceeding 30,000. Each year the Forum organises a national event at which members of all the clubs in the Forum can get together and celebrate their common interests. In 2006 and 2007 the event was held at the old Brooklands circuit.

For 2008, the event moved to another famous motor sporting location, Prescott Hill Climb, located in the Cotswolds, some 6 miles North of Cheltenham. This year's event was sponsored by Moss Europe and was jointly organised by Forum members Stag Owners

Club, the TR Register and of course the Triumph Sports Six Club.

The weekend turned out to be a great example of how the biggest Triumph clubs can collaborate to put on a truly special event.

Although the marque day was tradi-

### Opening Run with Club Officials aboard



Pic: www.magiccarpics.com

tionally a one-day event, this year the organisers decide to offer some activities on the Saturday, so that

members could enjoy a weekend. On Saturday afternoon participants had gathered at the nearby Toddington terminus of the Gloucestershire and Warwickshire Steam Railway. Over 80 cars departed for a scenic drive through the Cotswold countryside to Bourton on the Water, returning later to the railway for an evening Barbeque. Those choosing a less

### Club Stands



Pic: www.magiccarpics.com

## The Barbecue at Toddington



Pic: Claudia Wiles

active day took a ride on the railway with the opportunity to enjoy a fish and chip supper on the train.

Early Sunday morning saw a stream of Standards and Triumphs entering the Prescott site. Advance bookings totalled nearly 300 vehicles and numbers were further boosted by those turning up on the day. Standards and Triumphs parked in Prescott's Paddock while other cars parked in the Orchard.

We estimate that well over 500 cars attended.

## A glorious setting



Pic: www.magiccarpics.com

Prescott is situated in a bowl on the edge of the Cotswold scarp. The 60 acre site is well groomed and would pass as parkland - indeed it originally had been the entrance drive and park of Prescott House, situated at the very top of the hill. Since before WW2 the Bugatti

Owners Club has owned the course and has improved and enlarged it over the years. The hill climb course is 1127 yards of smooth tarmac, winding its way up the steep escarpment face. The many vantage points on both sides of the course gave good views of practically the whole course, as well across the surrounding countryside. The course is host to the British and Midland Hill Climb Championship events and the massive VSCC

event held each year at the beginning of August. As a location, it really is very picturesque indeed.

The main business on Sunday was for participants to drive the course at their own speed. Timing and competition were banned for the day, which meant that vehicles of all ages could have a go and that passengers could be taken in the cars.

The hill was opened at 10 o'clock by Lesley Phillips, the President of the Stag Owners Club, after which the first ascent of the

hill was made by Guy and Suzie Singleton's Standard Kenilworth carrying Lesley Phillips, Chris Cunnington,

## Jigsaw's ADU 1B



Pic: www.magiccarpics.com

chairman of the TR Register and myself representing the TSSC. After that a succession of classic, and even vintage, Standards and Triumphs started their runs.

Spectators watched the climbs, some gentle and considered, others accompanied by much tyre squealing and rubber burning. Incidents were few.

An over-enthusiastic Vitesse continued to accelerate beyond the Finish line and found itself heading for the straw bales, and the Jigsaw Racing Le Mans Spitfire replica suffered a suspension failure which then took

it into the gravel at Pardon Bend. Otherwise incidents were limited to the spraying of gravel onto the track from those who had strayed into the run off areas on the outside of the many bends.

For those wishing to savour a climb in a competition car, there were three cars offering "Exciting Rides". Jigsaw Racing had brought their Le Mans Spitfire, Tony

## Tony Hart's Stag



Pic: Claudia Wiles

Hart had brought his racing Stag and Simon Coldbreath had his sprint/hill climb TR4.

A pause in the proceedings at lunch time made way for a cavalcade. Some 200 Dolomites, GT6s, Stags, Standards, 2000s, Spifires, TRs, Vitesse and many others wound their way in a stream up the hill.

There was a trade presence with Moss, E J Ward, Jigsaw Racing and Robsport offering their wares and also a small auto jumble. The main clubs representing the Standard and Triumph marques had displays but most impressive of all was the sheer number of

## Simon Coldbreath's TR4



Pic: www.magiccarpics.com



The Cavalcade forms up.

Pic: www.magiccarpics.com



The Cavalcade under way

Pic: Claudia Wiles



A Brace of Macau Spits Pic: Claudia Wiles



Pic: Claudia Wiles

Many Thanks to Claudia Wiles  
and Richard Dredge of  
[www.magiccarpics.com](http://www.magiccarpics.com)  
who supplied all these Photos



A Bugatti on the Hill

Pic: www.magiccarpics.com

Standard and Triumph cars parked in the paddock. Many had used the event as the centre piece of a long weekend, camping at Prescott for two or more nights. The hill was managed by Prescott's marshals and St John Ambulance was in attendance. Everyone managed to enjoy themselves

with no significant dents to the person or pocket, and driving the hill climb really brought the event to life. As the event drew to a close, the main thought in everyone's mind seemed to be *"that was fantastic, when can we do it again?"*.



Suzie & Guy Singleton Set the "Standard" for the weekend

Pic: Claudia Wiles



# INTERNATIONAL CONCOURS 2008

## **Victor & Vivien Thompson** **CONCOURS**

Tel. 01302 850740  
e-mail. [vanv@fsmail.net](mailto:vanv@fsmail.net)

The Club's International event marches ever closer, and we are very pleased to say that we have already received our first concours entrants. This time around there are more classes than ever and even more opportunity to enter and hopefully win some recognition for your Triumph(s) (let's remember some members own more than one Triumph than others, like us, have completely lost the plot!).

As previously mentioned, **the first 30 entrants will receive a bottle of Autoglym car polish**, and Autoglym have also very kindly given valet packs for each class winner and a special pack for the car of show. As there are more classes, this means that we've been seeking even more sponsors, and so we're very pleased to announce the following companies have very generously agreed to sponsor this years International Concours and so will either be sponsoring individual classes or supporting the concours as a whole, our thanks go to:

**Autoglym**  
**Rare Bits 4 Classics**  
**EJ Ward**  
**Chris Witor**  
**Paddocks**  
**Jigsaw Racing**  
**Rimmer Brothers**  
**Footman James**  
**Chic Doig**  
**Triumph World**  
**Abingdon Spares**  
**Moto-Lita**  
**Adrian Flux**  
**Paint Spot, Penistone**

The winner of the prestigious car of show award, in addition to the pride of winning, class sponsors Triumph World have also donated a free subscription.

### **£250 OF CLASSIC CAR INSURANCE UP FOR GRABS**

We also have some incredible news as **Adrian Flux**, Classic Car insurers have very generously donated a £250 insurance voucher. We have therefore decided to ensure everyone entering has equal opportunity, so all concours entrants will be entered into a draw, and the concours entrant whose name is drawn out of the hat will get £250 of insurance, so even more reason to enter the concours, so apply/send your entry now, without delay!!

If you have any questions, drop us an e-mail or give us a call.

### **Concours Judges**

Also, please remember judges are needed, so don't be shy, it's extremely rewarding and interesting and a unique opportunity to see the best Triumphs around and you will be given support and advice on all aspects.

Can we take this opportunity to thank those who judged last year: **Geoff and Barbara Owen, Nigel Penistone, Peter Moore, Martin Marrison, Andy McGowan, John Beeston and Chris Gunby.**

If any of you are happy to judge again this year can you please let us know.

## **INTERNATIONAL CONCOURS ENTRY FORM 2008**

### **ABOUT YOU**

Name .....

Address .....

.....

County .....

Postcode .....

Country .....

Telephone No .....

### **YOUR CAR**

Model & Series	
Colour	
Registration	
Annual Mileage (Cruised & Used entrants only)	

Advance Entries by  
post or email by  
4th August 2008 to:

**Victor & Vivien Thompson**  
**Ivy Cottage**  
**5 Rectory Mews**  
**Sprothborough**  
**Doncaster**  
**South Yorkshire**  
**DN5 7LG**

**Tel: 01302 850740**

### **CONCOURS CATEGORIES**

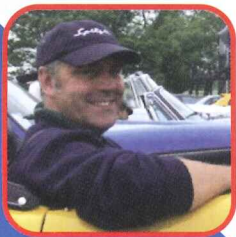
Please circle **ONLY ONE** of the appropriate categories  
plus **Best Presented** if you wish to enter this class also.

MASTER CLASS	BEST STAG
BEST HERALD	BEST BOND EQUIPE/SPECIAL
BEST VITESSE	BEST MODIFIED
BEST SPITFIRE	CRUISED & USED
BEST GT6	UNRESTORED CLASS
BEST 2000/2.5	BEST PRESENTED
BEST DOLOMITE	

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e-mail: [vandv@fsmail.net](mailto:vandv@fsmail.net)



# TRIUMPH FANTÁSTICO!

**Gary Russell**

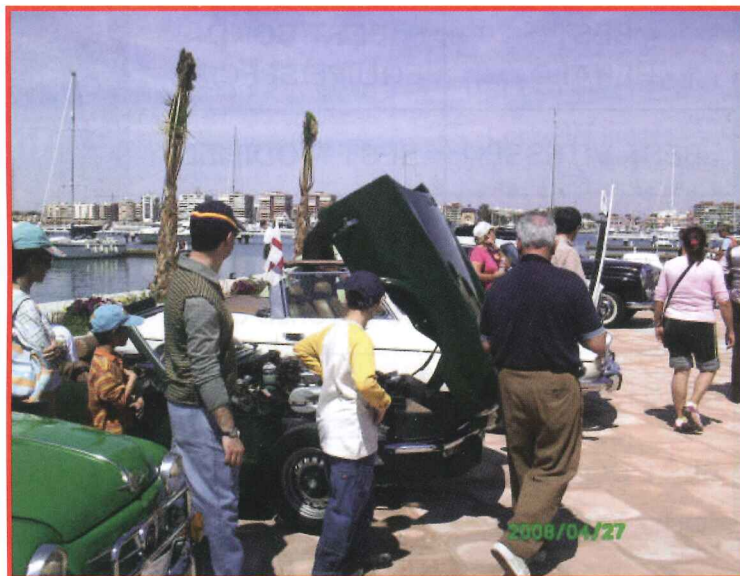
## INTERNATIONAL LIAISON Secretary

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e-mail.

[overseastssc@ntlworld.com](mailto:overseastssc@ntlworld.com)

TRIUMPHS IN TORREVIEJA, SPAIN.

**M**y thanks to Phillip Avis last month for his report on taking his Stag to Cyprus. Today, is the 15th June and the 24th Hours Le Mans has just finished with yet another win for Audi and with a UK Driver at the helm Alan Mclish, I made a prediction to a Mr. B Sears who is covering a event for me at the Classic British Welcome in France, that Audi would win again for there 9th year? More about the Classic British Welcome next month.



SPAIN, or to be more precise "Torrevieja" Brian Hopper resides out here in sunny Spain and is desperate to get a few Triumphs together to start a local group of like minded Triumph owners. so they organised a trip around the city on the 27th April.

Unfortunately to make up the numbers more modern cars are allowed. there were 4 triumphs, the largest contingent even out numbering the Fiat 500/600. 2 Stags, a TR7 and my Spitfire. The Spitfire was very popular because she spent most of time on display with bonnet up .

To help Brian out, is there any other Triumph owners in this region of Spain? who would like to get together with Brian to



organise a local group for the TSSC.

Please if you wish to contact Brian, through me ,on the [overseastssc@ntlworld.com](mailto:overseastssc@ntlworld.com) email and I will pass on your message.

Since taking on the role of ILS I have been talking to people from one side of the globe to the other? further reports to come from Australia, also the USA. we have a chap who competed in the Targa Tasmania in a GT6, and also a couple from Warrington who took their GT6 around the Northern tip of Spain.

Of course I will also be present at our International at Stafford this year looking for the furthest travelled TRIUMPH.

So I do still need to hear from the following countries: **NORWAY, HOLLAND, BELGIUM, DENMARK, PORTUGAL, INDIA, ITALY, CANADA, LUXEMBOURG, NEW ZEALAND, SWEDEN, and MALTA.**

I am also interested in nostalgic trips people have made in the past? Like one chap was describing how he drove his MkIII Spitfire from Northern Germany to Monaco.

Happy Triumphanting

GARY

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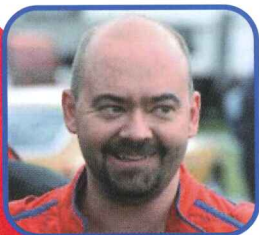
Testing on class IV vehicles which includes: cars, light commercials, motorhomes and 4x4's. And as classic car enthusiasts we understand the needs of the older and modified vehicles at MOT test time. Pass or fail, all we've got to gain is your future custom.

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**Nigel Gibbins**

## RACE NEWS

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

**Calvin Andrew - Bond  
Equipe - Curborough  
Sprint 11th May**

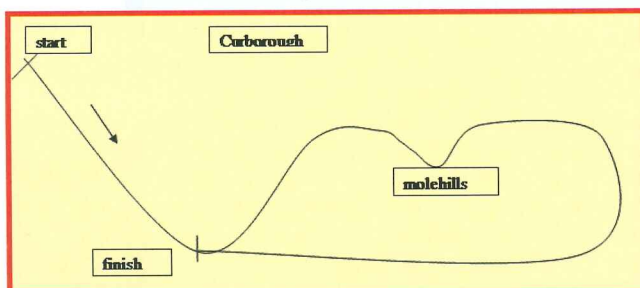
**D**iscovering a worn UJ one week before an event is not the best way to keep your stress levels down! But with a sterling effort from my good friends Andy Parrish and Phil Brammer I had all I needed to quickly rebuild the drive train.

My work colleague Martin Pitt put the thing together and then, on Saturday afternoon, after having picked up the trailer from my sponsors, Fountain trailers, I rebuilt the back end of my car and set off to stay over at my uncles at Tamworth, 20 minutes from Curborough, saving me a very early rise on Sunday. After a troubled nights sleep I was eventually woken up at 5.30 by the incredibly moist lips of the gorgeous Cal, a somewhat overweight over friendly, rottweiler! A bacon butty and a cuppa later and

# RACE REPORTS 2008



I was winging my way down the A38 to Curborough when I received a phone call from my uncle, "You are not going to get too far without your helmet; you left it in the kitchen" ... Doh!!! I eventually arrived first, sank into a quagmire, pushed the Bond off the trailer and discovered that I had left the keys behind too! Uncle Dave and Ollie to the rescue again!



Scrutineering was my biggest worry, I knew that the battery clamp was secured by plastic ties, I also knew you could not open the bonnet with the timing strut in place, there was no extinguisher, the fuel filler cap stood proud of the car and that it wasn't secured other than by it's own snap on fitment. The Scrute checked all of this and than suggested that I put another return spring on the throttle for safety's sake. That was it. Panic over.

I am in the modified production car class, where mods are wide and varied, my competitors in the class were a rally prepared Lada Samara on slicks (130 bhp ish), a Nova running an XE engine at 197 bhp on semi slicks. Me, I got about 105 bhp on 175 series road tyres, on the oldest car in the competition. Nuff said.

My practise times were around 46.80 seconds, and I set myself a target of 45 seconds to beat. I then got slower as the day progressed because I was trying to find a smooth line to the track and had scared myself a bit with fluffed gear changes and wildly slewing lines.

Eventually it came together, the car performing faultlessly and then in one lap, I knocked a second off my time, then the following lap I reduced my time by nearly half a second again. It was down to 44.88 seconds, and I felt good, if I could get it down below 44 seconds, I could have caught up with a road going MR2 who was on his first race too. My next lap was a 44.80, hmmm, consistency, good quick smooth progress and then to my final effort, I got into the lap quickly, negotiating the molehills smoothly and at speed, and disaster struck, I missed a down change going into the final bend, aghh, panic, panic find gear, slew round the bend and charge down the straight for another 44.88. I could have got it below 44 seconds I reckon without the handicap of my ineptitude.

The Bond itself looked and sounded great, according to the MG driver, my

uncle and Ian Smythe who turned up to watch with his family. In fact Ian was so impressed with the relaxed atmosphere in the paddock that he signed up to take advantage of the Nottingham Sports Car Club free membership for 2008 offer. Whether he will take his Spitfire racer or his new 190 Mercedes pimp wagon round remains to be seen.

I had many people ask me about the bonnet which confuses people all the time, but it seemed to make one gentleman's day as he had driven and modified Triumphs in the sixties, working for an engineering company specialising in engine work.

My next race is in July, the 13th in fact, at Curborough again but this time it is the double lapper, and the Bond will be going on a diet, with a new fibreglass bonnet and gearbox tunnel for starters, I will also be moving the battery to the back of the car at some stage. It would be great to see some TSSC members there, it is free to spectate and what a spectacle, single seaters pulling 100mph at the end of the straight, rally prepared Evo 4s doing Scandinavian flicks, Scooby doos spitting through their blow off valves, oh, and a little blue Bond Equipe with a sweaty but adrenaline fuelled driver desperately trying to look like he knows what he is doing.

**John Davies - Triumph Vitesse  
Mallory Park 'Jigsaw Classic  
Invitation Race' 26th May**

**T**he marshals organise us into two lanes as the previous practice cars stop howling by, loud despite car, helmet and



Pic Courtesy Kevin Rochfort

balaclava. Still we wait; the marshals have things to do, the Clerk has to tour the course, but surely not this long! Then, a be-flagged marshal is waving away the first line out onto the circuit. We're off!

My first time on a competitive track this year.

And I'm surprised how fearful I am. I've been doing this for a while and Mallory's first corner is the long, long Gerrards Curve so no complex corners to negotiate. Yet I can't push, even the little that is appropriate as you go out to practice.

Routine takes over. Check the gauges, check the switches and check the belt straps one more time. Now, drive like a granny for three laps, make sure you qualify to race and to get to know the circuit, that I know well, but has changed since I last raced here.

The trees on the approach to Shaws Hairpin that were a landmark and aiming point, gone since they were implicated in the tragic death of a biker. The much more prominent curbing on the exit of Gerrards, they all have to be put into the database.

Count them. 1-2-3 laps. OK, I'm qualified and in the groove. Now, go for a good lap time! The routine has taken over, I feel confident in myself again, confident in my car and really looking forward to a good race!

And it was a good race, although marred by a racing accident only a lap out that nearly took me and another racer with it. I had qualified halfway up the grid, just behind Kevan Hadfield and alongside Eddy Driver's TR2 - but Eddy had retired with failed ignition.

I would have to watch out for Nick Marsh in a TR4 on the next line, who would have a clear run forwards on my left, and Ian Smythe, who was bound to be pushing through behind him.

In the event, the whole grid got away, more or less in formation, and as the rain began to fall in earnest, we pushed on into Gerrards, the two rows thinning out as the faster cars pulled ahead. The rain was falling harder and Ian got ahead of me up the back straight but had to correct sharply on the new, slippery tarmac of the Esses.

Then it happened. The yellow Dolomite of Trevor Pickard was across the approach to Shaws Hairpin, with smoke or steam and bits of bodywork all over the track. Everyone was braking frantically, looking for the way through, and another driver and I chose the same one. Mark Osbourne in his black Dolomite and I had a 'coming together' in touring car style rather than anything else, but it made quite a clang. We were able to continue, found our way through, and although I thought it would be a red flag, the race continued.

But not for me. As I pressed on, Son of Silverback (SofS) began to stumble. Power off then full power on and off again. Familiar territory this, it's a fuelling problem. I pulled into the pits, and tried again, revving to clear the blockage, but another lap and going

around Shaw's was as if I was pushing a Zimmer frame. Anxious not to impede the others, I went into the pits again and retired. He, who runs away, lives to fight another day.

So I was able to watch the rest of the race from the paddock, amazed that Trevor, Mark and Jonathan White, the other part of the first lap incident, were all still rolling, despite a major remodeling of Trevor's boot. And Mark Osbourne bore me no blame for our accident that had only scarred his doors and done less to mine - thanks, Mark!

At the presentation after the race, every racer got their souvenir cup - well, really a mug, and all the more useful for that - and the class winners a bottle of celebratory wine. The best news of all was that the CSCC was satisfied with the Jigsaw Classic Invitation Race, and would be happy to put on some more!

So thanks to Mark, and Jo, and Jigsaw, and let's go racing again!

## Mark & Jo Field - JIGSAW Classic Triumph Invitation Race Mallory Park Monday 26th May 2008



A cold and windy, but dry, late sprint Bank Holiday Monday morning greeted the eclectic mix of Triumphs that were to form the JIGSAW Classic Triumph Invitation Race, a race that had been long thought of as being possible by Mark of Jigsaw.



Amongst the grid of 25 were four competitors that will be competing at the Le Mans Classic 2008 event, these being Celia Stevens Peerless GT, Mark Hoble Australian TR2, Neil Revington TRS and Alistair Pugh Spitfire ADU1B. Other cars on the grid coming from a wide range of race championships and series, and including selection of Spitfires, GT6, Herald & Vitesse, TR's from across the TR2-6 range and even a couple of Dolomites.

Scrutineering was the first port of call for the race competitors with everyone securing their pass for the race, a dry 15 minute practice followed with a few competitors experiencing teething problems, although most were sorted out a few thought it best not to continue through to the race.

The race was scheduled for a 2pm grid up, but whilst waiting to go out the heavens opened thus soaking the track. On the green light a good start was made by Jon Ellison (TR6) and Roy Chamberlain (TR3) both leading into Gerrard's. Unfortunately pole place man, Jonathan White (TR6) had an incident with the Dolomite Sprint of Trevor Pickard in the Esses, taking both cars from the race, thus the grid grouped quite tightly into Shaw's Hairpin allowing the two front runners to gain an edge in the 20 minute race. During the race it was good to see Les Congdon coming up through the grid in his inaugural race seemingly enjoying the wet, as it dried Les found himself going back as the dry track fancied the more powerful cars once again.



Lap 6 saw one of the most unusual racing incidents as Mark Hadfield was caught by a huge gust of wind on the back straight and unfortunately taking him out of the race.

Jonathan Ellison having lead from the start came in as race winner with Roy Chamberlain in second. Looking down the results it is great to see that Brian Arculus in his Equipe GTS qualifying TR3a finishing fourth behind Mike Hazlewood's TR4, with a lap time of 56.994, four hundredths of a second behind Jon Ellison on fastest laps, with Spitfire driver Steve Adams, First in class, close behind him.

It is great to see such a variety of well driven and presented cars on one grid, and how fantastic to see Kevan Hadfield in his Herald Coupe and John Davies in his Vitesse Coupe, two of the more unusual small

chassis Triumphs.

We would like to thank all that took part and are sorry that we have not been able to mention you all by name. Thanks also to the Classic Sports Car Club who assisted us with the holding of this race.

### CLASS ALLOCATION & WINNERS



**Overall race winner - Jon Ellison -TR6**

**Class 1 - up to 1150cc**

**Class 2 - 1151 to 1400cc**

**Steve Adams, Spitfire**

**Class 3 - 1401 to 1650cc**

**Kevan Hadfield, Herald Coupe**

**Class 4 - 1651 to 2000cc**

**Clive Gimson, GT6 MkII**

**Class 5 - over 2001cc - Jon Ellison TR6**

Pics Courtesy Kevin Rochfort - to see a Full range of Pictures of this race go to <http://triumph-motorsport.fotopic.net/c1518346.html>

## Richard Cross - Triumph 2000 - HRSR/HSCC Snetterton 1st June

SNETTERTON was the first 2008 HRSR/HSCC 40 minute optional 2 driver races, so I took the opportunity to get Tony Lindsey-Dean out in the car he has built for me to try it on the track. The mandatory pit stop for all entrants is a 1 minute stop so even if you do it alone the stop is the same.

Practice/qualifying was a bit of a mixed bag for us. My intention was to go out first get my 3 laps in and hand over to Tony for the rest of the session as he hasn't raced for a number of years and hasn't driven the car on the track ever. Unfortunately I had a very hairy "tank slapper" coming out of CORAM



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which somewhat dampened my enthusiasm but put in a 1:41 lap, no sooner had Tony taken over than a nut fell off the carb linkage effectively reducing the triple 40 webers to twin so Tony came in and set about fixing it for the race. This qualified us at 17th out of the 18 starters.

The Triumph got a good start as usual, and passed a couple of cars on the Senna straight, the Riches bend is taken in 4th holding on until Sears right hander taken in 3rd where the understeer, still there in the big Triumph, drifts you out onto the concrete apron then flat out in 3rd changing at 6500 + into 4th and foot hard down on the long back straight taking her to 7000 in 4th and debating



overdrive, hit the first part of the Esses in 4th with just a dab on the brakes on entry grab 3rd mid way for the right-hand exit just clipping the grass at the kerbing stay left and turn in for the Bomb Hole clipping the right kerb grab 4th for Coram, the bit I really do not like in the Big Triumph (and where I had the tank slapper in qualifying- not something to repeat in the race!) dab the brakes and into 3rd for the Russell Chicane exiting with the wheels clipping the grass and foot hard down for the Senna Start/Finish straight.

Tony had adjusted the accelerator pedal height during the break which gave immediate response but prevented me from heel and toeing so my lap times were up around the 1:42s.

Tony took over at the half way mark and quickly got to grips with things, comfortingly for me his times were only a little better at 1:40 but he obviously enjoyed himself and finishes a very creditable 10th out of 13 finishers.

His style is more aggressive sliding nicely sideways with opposite lock but overall not a lot quicker.

The Triumph went well again a testament to its inherent strength. No wonder they made great Rally Cars. A lot of the more cutting edge cars failed to go the distance, but Lotus Cortina's were doing 1:25 and the top 6 cars were all under 1:30s. It's a shame that the "hot rod" semi works Triumph 2000 Rally/circuit racers of 1963/5 were not homologated as was intended.

Tony now feels we are getting the best we can out of the current set up and that we need stiffer front springs

and slight lowering at the front with of course more power or less weight. As we run in Class K2 this year weight loss is not an option but we intend to go to Class B next year with fiberglass boot and bonnet (does anyone know where I can get these made at a reasonable cost?). We are allowed to reduce the weight by about 200 kilos for Class B (if only we could!) Meanwhile Tony will work on another engine as we are allowed to go to 2500 but the engine block had to be available from the same manufacturer within the cutoff date 31/12/66. In any event Tony is convinced the current 1998 engine can take 8500 revs safely and needs a stronger camshaft.

Hopefully the new wheels and tyres will be on for Brands on the Grand Prix circuit on 29th June. I hope a few members come along and say hallo.

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# A ONE OFF GT6/SPITFIRE

*by Andy Courtney*

**A**s I specialise in GT6 and Spitfires, I put an advert in the local 'freeads' wanting any of these cars. I received a phone call from a chap in Cornwall wanting to sell his GT6. As soon as the chap started talking about the car I knew it was something a bit different as it had a live back axle and a 2" wider wheel base. The chap said he took the car back, some 20 years ago, as a bad debt, and the person he had it from also gave him photos of the car racing in the late 60's, but with a Spitfire body on. When I asked about the photos, the chap said unfortunately the photos got lost, whilst he was going through his divorce!!

I paid £200 for the car and when I got it home my idea was to build a 'one off' GT6/Spitfire

## START OF THE REBUILD (APRIL 07)

Firstly I stripped the chassis, and then rebuilt it with uprated front springs, quarter elliptic springs on the back (similar to the Jag), adjustable Spax, 4 pot aluminium race callipers, braided brake hoses and polyurethane / superpro bushes in the suspension.



The front of the chassis was then modified immensely creating the bonnet to be hinged from the inside - resulting in the perfect smooth lines on the front, and the lower valance is now part of the bonnet.

The engine is a fully race built 2.5 injection with a highlift cam, oversize pistons, 6 3 1 stainless steel manifold, a rebuilt distributor upgrade for that engine and also an overdrive gearbox is fitted.



The body is from an early rust-free Spitfire, still having its original floors and panels. It has been fully de-seamed, featuring sunken in 'Corvette' style lights and the wheel arch skirts have been moulded into the body (that you would find on an Le Mans Spitfire).

The dashboard is aluminium, with many dials. The car starts on a helicopter switch (no key) and also has a quick release steering wheel.

The wheels are 5.5J style with welded centres and come complete with three eared centre spinners.

The wiring loom is modified from new and everything is fused separately.

The bonnet is 'Lemans' style with a wide open mouth bulge and a TR5 tear drop to one side, to make room for the injection manifolds.

The car has a cut down screen and side screens to use as a convertible or can be changed to a full screen with a very tasty looking hardtop and full screen windows with a small sliding screen within the full side window.

The driving experience of this



car is unlike any other GT6/Spitfire in my experience. It handles extremely well, there is very little roll in corners and when you turn the steering wheel - the car is there.

Having a 2.5 injection engine, it is kicking out approx 190bhp, and with a light body, it is really quite a handful!!

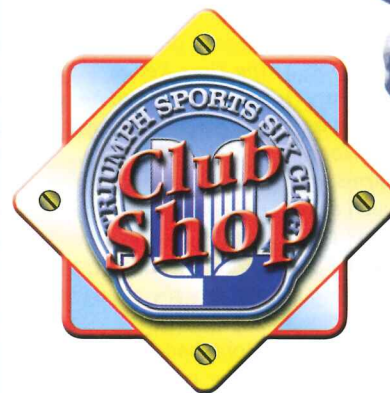
I have now decided to sell this one off unique car, so If you are interested in it, or would like to discuss any of the work carried out on the car, please call Andy on 01823 443966.



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# JOHN MURREL STANDARD TRIUMPH SERVICE MANAGER

by Paul Richardson ©

**M**y memories of the fifties are such happy ones and this, in no small measure, was due to the close family friendships formed between Ken and my mother Maisie with members of Standard Triumph staff including John Murrel the service manager of the company.

I interviewed John and this interview was particularly interesting because of his close friendship with Alick Dick who became M.D. of Standard Triumph after Sir John Black in 1954.

John Murrel was born on 16th August 1913. The son of a London bank manager, he became a very keen motor sport enthusiast and was a regular spectator at Brooklands and Donnington park in pre war days. John joined the Standard motor company as an apprentice in 1934 which involved moving to Coventry from his home in London.

John recalled. *"I met Alick Dick, who'd also joined Standard as an apprentice, and we became very close friends from then on because we lived in the same digs and shared a keen interest in motor racing and rallying. (N.B. John and Alick Dick won a gold award in the 1935 RAC rally in John's Standard 10/12 as a private entry and were subsequently given a works drive in a Flying Standard in the 1936 RAC where Alick unfortunately turned the car over on Salisbury plain. I detailed this in a previous issue.) We were both outsiders as Alick's home was in Norfolk and I was from London but we soon found the best local pubs together including The City Arms in Coventry and the 'Q and C' in Kenilworth. (This was the Queen and Castle pub opposite the ruins of Kenilworth Castle and it was the regular haunt of Standard Motor Company staff in the fifties P.R.). They were wonderful days full of excitement and Alick's family was well connected in the Coventry motor industry as his uncle Sidney married one of the Hillman daughters like Sir John Black. I can't remember the details but I think Alick's uncle was responsible for organising his apprenticeship at Standard."*

I asked John when he became service manager at the company. *"I think this must have been in 1953, Bart Turnbull had been the service manager at Standard for many years and I became his assistant and was promoted to service manager when he retired."*



John Murrel

*Bart's son's George and John also worked for the company and George became head of the experimental department during the time Ken was developing the TR2 and he went on to greater things in the motor industry. John worked in the design offices on chassis and suspension but he left the company about the time the Herald was on the drawing board to join Ford."*

John had some very interesting memories about the fifties era in Coventry and famous personalities who owned TR's.

*"After the war the motor industry underwent a great*

*change because the overhead valve engine began to replace the side valve and cars became more powerful compared to pre war models and life in general improved after the war. In the early fifties TV came out. It was only black and white then with the one BBC channel and this reminds me that the engineering people at Banner Lane fitted a small TV in the back of a Vanguard. This was before most of us even had TV at home. It worked very well in the Vanguard after some reception problems were solved, and Ivor Penrice (Ivor Penrice was the public relations manager of the company P.R.) ran this car about quite a bit to demonstrate the in car TV to important customers including government people. The main problem with it was the cost and people were only just getting used to having TV at home."*

*"When the TR2 and the Standard Eights and Tens went into production from 1953 the company seemed to take off. We had a new range of cars and the TR developed such good publicity for the company. As you know, Ken's cars won loads of trophies in rallies and Le Mans. I remember TR owners were so proud of their cars they had them serviced almost on the dot mileage wise to keep them in first class order. We had very few problems with the TR thanks to Ken and it was remarkable how many well known people had one. Reg Harris our champion cyclist owned one and so did Chris Brasher our champion runner who was a friend of Ken's. I can't remember if Stirling Moss had a TR but he used one of our press TR2's at the Oulton park circuit to evaluate circuit improvements. Oulton was quite a dangerous circuit in its early*



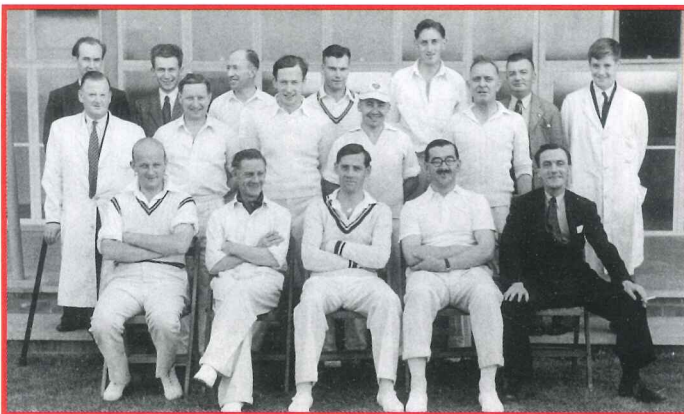
*During celebrations after 1955 RAC Rally, when Standard Tens of Jimmy Ray and Brian Harrocks won the rally outright, Ken Richardson and Kit Heathcote finished 3rd overall, with the Standard Ten of Bobby Dixon and I. Robertson. The 3 car team also won the manufacturers Team Prize.*

*days and I suppose it can be said that a TR was instrumental in improving it in the hands of Stirling Moss. I know Stirling had a Standard Ten for several years because that car was serviced at Allesley on occasion. Mike Hawthorn had a Standard Triumph dealership in Surrey and he was very helpful to our public relations people in promoting the TR by appearing at several shows and publicity events at our main distributors and at the factory. As you know, he was also a regular guest at Ken's parties. Several TV stars had TR's as well including the TV pianist Semprini who I got to know quite well."*

John related of Sir John Black.

*"From what I remember, Sir John was very adept at improving production output by making sure the company used the latest machine tools and production procedures on the assembly lines. He appreciated hard workers as he was a hard worker, but he made sure our workers had the best of everything including good wages. This was one of the cards up Sir John's sleeve because the wages and bonus schemes at Standard were a bit higher than normal and this attracted the best engineers and assembly workers from other companies. We also had our own tennis courts and sports grounds and Alick and I played in the works cricket team. I've got a snapshot you can have of the cricket team but I can't remember when it was taken it must have been about 1950 by the look of it. Sir John also instigated holiday camps for workers. This was a big thing then because holidays away from home were almost unheard of at that time. We also had a really excellent training school for apprentices to see which career path best suited them. There were classes where new apprentices interested in design could take up technical drawing and the maths courses that went with it. Sir John took a genuine interest in staff and this was also good for the company because it's no good working in a department where your soul's not in the job."*

*"You see Alick was a born organiser and he was transferred from the press tool section to a suit job in the purchase and*



Standard Motor Co Cricket Team. John Murrel 2nd from right front row. Alick Dick centre front row. Ivor Penrice left front row

supply department after about two years into his apprenticeship. He shot up the ladder to take charge of the entire supply department for our aircraft factories in the war. He was working directly for Sir John by then as his right hand man. As you know Alick became M.D. when Sir John was forced out. Alick had a lot of unforeseen problems to deal with before the company was taken over by Leyland. The Suez crisis hit the company hard, together with the rest of the industry, because the petrol shortage it caused led to petrol rationing in England for about seven months in 1957. This was about the time Ken's competition department moved to Allesley from Banner Lane. The car industry was so badly hit on the sale of new cars during the Suez problem, especially the larger ones like our Vanguard, that manufacturers had to cut production and most assembly lines were put on three and four day weeks."



John Murrel talking to Semprini, seated in his TR2.  
Left John Murrel, Leslie Brooke, Kit Heathcote.

John related of the build up to the Herald era. "Alick always advocated that government help should have been given to the motor industry by a reduction in purchase tax on cars which was extremely high in the fifties and the higher purchase rules weren't much better. The cost of petrol went up after Suez as well so the

market for small economical family saloons became stronger. That said, we announced the Herald at the Albert Hall to a fanfare of trumpets in 1959, but we had endless problems with it when it went on sale. Water leaks everywhere were the worst thing and Allesley became choked up with angry customers. There were dozens of other problems with the car which collectively cost the company a kings ransom with all the guarantee claims and gobbled up profits that seriously compounded the financial trouble we were in by the end of 1960 and Mike Whitfield (general manager and director) told me as much."

The company was almost bankrupt when Leyland Motors took control in 1961 and they cleared out most of the Board of Directors including Alick and there were many other redundancies including myself and Ken as you know.

This was a bitter pill after working for the company for so long and I decided to take a pub at Shawell (near Lutterworth). All the friendships Joan (John's wife) and I made at the company carried on there when all my old friends from the company, including Ken and Maisie, made regular visits."

John passed away in 1998 having survived his wife Joan by several years.

The Murrels were a delightful family and I have the fondest of memories of them.

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

Jan: <b>Bond</b>	Feb: <b>GT6</b>	Mar: <b>948/1200/1250/13/60</b>	Apr: <b>Spit IV/1500</b>
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## TR7 & 8 INTERNATIONAL VEHICLE REGISTER

Thanks to all of you who have sent IVR forms to me. Any Extra information along with your IVR I would also be happy to receive and sometimes I would like to feature your cars in my Register Reports so a couple Photos would be welcome along with a brief history and of course any technical tips or requests you may want to see in the Courier

(IDEAS FOR REGISTER ARTICLES ALWAYS WELCOME)

I prefer to receive original IVR forms (on the back of your address label or from HQ) by post and it won't even cost you the price a stamp if you send it to the Freepost Club address.

The Register is steadily growing and I need your help for it to continue to do so.

The more information

held the more I'll be able to see trends and be able to feed back information to other TR7/8 owners within the Courier.

My Contact Details are on Page 82 under TR7/8 Register.

Hugh Glossop



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JULY 2008

Plus

## CLASSIFIED CARS & PARTS CONTENTS

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- PARTS FOR SALE
- ORDER/AD FORMS



## International Family Weekend

August 2008  
15<sup>th</sup> to 17<sup>th</sup>  
STAFFORD  
County  
Showground

## Beach Party Theme

Bring your own Bucket  
& Spade  
Sun & Fun Guaranteed!





# 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!!!  
YOU ARE MEETING WITHOUT TSSC INSURANCE COVER!

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 NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Various see report in Area news Pub Run See Area News for details	1st Wed. Eves. Last Thurs. Eves. 2nd Thursday

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Roy Ross: 01229 474077	Advertised in News monthly	Last Sun.12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Saracens Head - Paddock Lane WARBURTON WA13 9TH	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning: 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm 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	2nd Mon. Eves.
SOUTH YORKS	Richard Measures: 01302 788396 Mike Charlton: 01302 537290	The Manvers Arms, ADWICK UPON DEARNE	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. Eves.

## MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 01664 850253	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday Eves.
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	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsden: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. Eves.
WEST MIDLANDS	Roger Hayward: 07969 024999 West Midlands Police Social & Athletic Club, Pershore RD, Edgbaston BIRMINGHAM	Schofields Pub - GREAT BARR BIRMINGHAM	1st Tues. 8pm. 3rd Tues. 8pm.
WORCESTER	Stefan Graham: 01384 279686	The Berkley Arms - SPETCHLEY	1st Mon. 7.30pm

## WELSH AREAS

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

## EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	The Unicorn - TRUMPINGTON CB2 9LA.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	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 Thurs. 8pm.
GATWICK	Sue & Paul Cottingham: 01342 843290 Steve Fielder: 01403 254334	White Hart - ARDINGLY/TURNERS HILL Roving Meet - phone for details	1st Wed. 8pm. 3rd Wed. 8pm.
HANTS & BERKS	Andy Cook: 01252 810828	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	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	Del Holman: 01732 743747	The Windmill - WEALD, SEVENOAKS	Last Tues. Eves.
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves.
SOUTHERN	Suzie Singleton: 01672 514241	The George & Falcon - WARNFORD, A32	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Green Man, Lewes Rd - RINGMER	1st Tues. Eves.
THAMES	Mickey Hazell & Julie Hill: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. Eves.

## SOUTH WESTERN AREAS

ANDOVER	Guy Singleton: 01672 514241	The Wyke Down - ANDOVER SP11 6LX	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 Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Crown Inn - CATCOTT	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Contact only	3rd Tues. 8pm
WYDEAN	Clive Speaks: 01531 650035 or 07828 250517	New Inn - ST OWEN'S CROSS	3rd Thurs. Eves.

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## AREA LIAISON OFFICERS REPORT

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e-mail: pip1272frank@homecall.co.uk

Well Stafford isn't far away now so don't forget you are invited to the A/O Seminar on the Saturday, so if you want to include anything on to the Agenda please feel free to contact me that is what we are here for.

We visited South Yorkshire Area natter & noggin evening and although it was a social evening as their Area Meeting is on the first Tuesday of the month, the same as our own, it was a very lively and interesting evening, with Le Mans being the top of the agenda and Mike carrying spare parts that just so happened to be needed that evening by somebody or other. It was a good evening and we really enjoyed our selves it has been good to meet the many members we have through out the Yorkshire Area. Richard Briscoe and his dad Dave have been to all three meetings, now that is dedication (or are we being stalked) I will leave that to the members that know them best. What a great lot you all are!!

We are trying to get round next to Mark Astley North East and Doug Hogg Northern Ireland next.



We have just been on the Dales weekend with all three Yorkshire Area members from the North East, Derwent Valley, Notts Area, Lancashire Area, Manchester Area & loads more. We have had the BEST weekend!! The weather was brilliant, the run was stunning, the games and quizzes were fun, the auto gymkhana was exhilarating the raffle prizes were interesting and the charity is a worthy one, plus a Concours, well it was all brilliant.

We got to meet so many A/Os and members. The weekend was so well organised our thanks go to Alan Heaton, Richard Briscoe and all the team. We had a fabu-

## ALO REPORT . . . ANDOVER AVON . . . SOUTH BUCKS

lous weekend, Alan even managed to organise the weather for the weekend. Thanks again we had the best time, you all worked so hard to make it a success and we look forward to September 2009 The Xmas Party. I can't finish without mentioning the midges and being eaten alive. I am still waiting for some more stories from you girls out there, we have kicked off this month with a story from Lisa Overall from the North East come on you Triumph Chicks!! I know behind every successful man and Triumph there is always us Girls!!!!

We are still enjoying our jobs as Area Liaison Officers because you make it so, with your support and positive feed back, you are the backbone of our great club so please enjoy it as much as we do.

See you all in August at the International. Congratulations to the **Wirral Area**, please get in touch with Angie at H/Q for your regalia vouchers, you are our lucky Draw winners this month.

See you all soon

*Dip/Frank*

## ANDOVER

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

It was good to see Chris and his Stag as part of a full Club Stand at QE Park at the beginning of June.

Another evening at the Wyke Down dry enough - though a bit chilly at times - to sit outside for most of the evening. The evening was enlivened by the smoke from a nearby bonfire - or so we thought - till we heard the 'BOOM' of a fuel tank going up and the flames visible over the hedges. Still not sure whether it was a house or a car but someone presumably didn't have a very pleasant evening.

Nice to see Graham's Spitfire did eventually get its MoT and looked good in the car park.

We gather Anthony and Rachel had a good day out at the Rainscombe Park Show and would recommend it to others. They had planned to camp at the show but we gather that 'someone' was working on Sunday so this wasn't possible. We also hear that 'someone' (AKA Anthony) is now rebuilding the front suspension on his TR6 - rather than working on Rachel's Vitesse!

We are pleased to hear that love triumphs over Triumphs and that despite saying, when we first met them, that they would get married when their GT6 was finished, Peter and Rosie have booked the date in August and the conclusion is that the GT6 just has to be finished by then - or will have to wait!

Please note that Suzie and I will not be at the **July** meeting at the Wyke Down on **10th July** as we will be in France for Le Mans Classic - hopefully in Sybil - but others will be there so please do go along to keep them company.

July's events include our BBQ on **5th July**, the Goodwood breakfast for open top/convertible cars on **6th August** (not sure we'll be getting up early enough the day after the BBQ to go to this one) and the Portland and Horndean shows on the weekend of **19th-20th**.

Don't forget to let us know as soon as possible if you would like a ticket for the Wroughton Classic on **2nd and 3rd August** or for the show at Broadlands, Romsey on **Sunday 24th August** so that we can make sure enough are put aside.

*Guy*

## AVON

Tel. 01454 327059

As I write this, it is scorching hot and let's hope it stays the same when you read it. I am busy finalising Castle Combe and Brean. Another good turnout for the last club meeting, although far too wet to be outdoors. A reminder to let me know if you want to go to Hay on Wye in **August**.

As you read this we will be relaxing in France for the Classic Le Mans. The monthly meeting will go ahead on **Monday 7 July**, but without me Les and Colin. Normal service will resume in **August**.

Next month will have a review of Brean and Castle Combe. Enjoy the weather while it is here. A bientot

*June*

## August

**2nd - 3rd** Wroughton Classic- contact details in events list in Courier  
**9th - 10th** Hay-on-Wye, camping and Steam Rally on the **Sunday**  
**16th-17th** TSSC International, Stafford.

## SOUTH BUCKS

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

Hi all. Without wishing to turn this in to a monthly report about the issues with my Stag (which would be quite easy at the moment!) mine is off the road again with another fuelling issue. I hope to have it resolved soon. I hope you are having more luck with your cars; that's what happens if you leave them in the garage for too long!

After last month, where a Nissan Figaro got into a classic car show, this months 'odd choices by marshals award' goes to Goodwood. It was super-car Sunday at Goodwood on the 1st. As you would expect there were loads of Ferrari's, Porches and Lamborghinis but what's this, near the back but defiantly still parked in the 'reserved-for-theme-cars-only' paddocks? Yes, a Triumph Stag! Still, thinking about it they are noisy, thirsty and a bit of a pain, but also gloriously character full so maybe it did belong? The big event this month was the Chiltern hills rally. The excellent weather brought a huge turnout, probably the biggest I've ever seen. Even if you've been to a lot of these shows, the sheer variety of vehicles on display means your bound to find something interesting. Ever seen an open top NSU RO-80? Well, you would have done if you had been there. The 1700 mile from new green goddess was also stunning, but my car of the show had to be the 1978 Land Rover series 2 near the back. It looked just perfect, with its faded blue paintwork and thrown-together dash board. It was even for sale.

## CAMBRIDGE . . . CANTERBURY CHESHIRE

If it wasn't for the fact they don't fit in a normal garage you wouldn't be reading this, as I'd be far to busy driving it to write.

Our next meeting is **July 16th** at 8pm onwards at the Squirrel in Penn. Classics on the common is on the **30th July** (I assume that even needs no introduction?) and, don't forget the classic cars nights at the Ace, I expect the next few will be very busy. **Second Tuesday** of the month at the Ace Cafe. Regards

*Daniel.*

## CAMBRIDGE

Tel. 01223 836335  
e-mail: tssc-cambridge@rochfort.org

A wet meeting this month, so not many Club cars in the car park. Top marks to Peter for bringing his MK3 Spitfire - Yes it is better than his TR6, and yes, we are all very jealous. Just after the meeting, I received an email asking for a Spitfire MK3 to feature in a Classic & Sports Car article, guess who's car I've put forward, good luck Peter.

The Enfield Pageant of Motoring over the Bank Holiday weekend lived up to its reputation, reasonable weather on Saturday, and a washout on Sunday and Monday, I hope anyone that went got what they wanted and enjoyed the car displays, I did. Also recommended last month was the CSCC Race Festival at Mallory Park, which included the Jigsaw 'Classic Triumph' mini-enduro race - what an excellent days racing, with the biggest grid of Triumphs seen in many years. Well done Mark and Jo for getting such a great field of cars together for a race.

You can find the photos at <http://triumph-motorsport.fotopic.net>. I look forward to the next one!

The Luton Festival of Transport on the 8th June was also very well attended, with members from the Cambridge area joining together with the Herts. & Beds area to make a large Club stand.

For the future I'm looking at organising a treasure hunt around Cambridge and the Cambridgeshire countryside. More details next month.

Classic Le Mans 24hrs, **10-13th July**. Hopefully Toby will have the Hurricane ready to go, if not I guess it will be the 1500. I'm heading over earlier in the week to help The North London Area set up the Triumph Campsite, and to make sure there is enough cold beer for us. See you all there, it should be a great event.

TSSC International, Stafford, **16/17th August** - Anyone that wants to drive up in a convoy, we will be setting off from Cambridge (M11 J12) at about 9am on Saturday morning, heading up the A14 towards the M6, and then off into the countryside for a spirited drive down some of the old Triumph factory test roads as we make our way up to Stafford across Cannock Chase. Don't forget to advance order your tickets to save £2.50 on the entrance price.

The next meeting will be on **Monday 7th July**, 8pm onwards.

The dates for the rest of 2008 are **Monday 4th August, 1st September, 6th October, 3rd November, 1st December**.

*Kevin*

## CANTERBURY

Tel. 07932 179459

If you are reading this the Editor has looked kindly upon me as I was really late with my offering due to working nights and not knowing what day it was (nothing new there) For the same reason I missed last months meet, thanks to Eddie for holding the fort.

Faversham Classic was as usual busy, although with few Triumphs, but a good day never the less. Myself, Tony and Cliff had a wander, although we seemed to spend as much time in the beer garden as looking at the cars. Hey Ho!

Due to work I had to cry off from going to the Sandwich Classic and Ed who hasn't been feeling too good lately decided to give it a miss because of the bad weather, however we did manage to get to the Saturday evening do. Julian and Sue do pull out all the stops and it was an enjoyable if damp evening. Hopefully we will make it next year.

As that weekend was in disarray, we decided to give the Hamstreet show a look as Steve has been banging on about it for ages. The sun made an appearance on a very well organised show. A good turnout from our area (I must remember to leave the area banner in the car) and a few enquiries from people wishing to join. The highlight was watching the lawnmower racing, very entertaining. If you have never seen it, imagine being strapped to your Suffolk Punch doing 40mph around the garden. Best days racing I've seen for years. Unfortunately Tracy's 2000 had starter motor problems on leaving and despite everyone's best attempts had to be left for the tow truck.

By the time you get this the tickets for Detling should be here, with only a week to go it will be tight.

If not I am going to take up dentistry, pulling teeth must be easier.

Lastly, Derek's Spit 1500 is up for sale as he has decided he wants a change. A good car for those who just want to grin and drive. Also a certain two tone Herald has come on the market from a trader in Maidstone. At a lot more than I sold it for. I wish him luck.

Don't forget Stafford in **August**. I will be going on **Thursday**, all being well.

*Dell*

## CHESHIRE

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Your organiser (so called) was a bit like a cat on hot bricks last Thursday, watching the weather forecast all day and wondering what the BBC actually mean by 'light showers' - does this mean a concentrated shower in the vicinity of Bollington, Alderley and Adlington starting at 8 in the evening and carrying on till 10? Actually it meant a short shower in Macclesfield at about 6 (so short I actually missed it, but it left plenty of evidence of its passing).

So six Triumphs (4 Spitfires, one Vitesse and one recently repaired Bond) gathered in the car park of the Thing and Doodah. I

had been warned by my better half (the management) that Macclesfield College were having some kind of gathering at the same location, and the car park was indeed rather full when we arrived. Paul must have taken my comment about starting when he arrived to heart as he was third to arrive, the Bond looking resplendent in a fresh coat of white paint. We set off a little after eight and motored gently through Adlington, Alderley and Chelford and eventually came to a halt at the Red Lion on Lower Withington. As on most previous runs we stopped for a leisurely drink, and then most folk headed off into the night for their respective homes. Some Spitfire owners seemed to take several minutes to raise their hoods, which Paul and I (we were watching, and helping is definitely not allowed, you understand) recall being a relatively fast operation. Others drove home with roof down and some gestured at the camera as they left the car park. Heaps the Vitesse went home with the roof down and very soggy seats.

I now understand the problem of leading the convoy (if it is a convoy) as it seems unfair for the front car to floor the throttle until the last car can be confirmed as having cleared the last junction and even with just 6 cars, that can look a very long way in a rear view mirror. My passenger was also very much occupied with reading the fiendishly complicated directions, so only managed a couple of shots of the convoy itself in motion. Edited highlights (I think the night shots of the Red Lion are quite nice) will appear on the web site.

Another of Mike's runs will be re-run at the **July** meeting. I am inclined towards the 2005 route that took us to the Hanging Gate, but that is subject to confirmation. The emphasis will shift slightly towards a pub that is reasonably close to Bollington, and the instructions from that pub to Bollington will be via ordinary roads (so folks will have no difficulty getting home) and the leader promises not to drive too fast (or too slow). Again the arrangements are 7.30 for 8 at the Cock and Pleasant, and expect about 30 miles to be covered.

There is no news of Adrian's GT6, which is suspected of being close to MOT state and seems to have not made it there yet. Perhaps having number one daughter move into a new house, and getting a new job, has diverted him from the task in hand. Perhaps he has been excommunicated for not having the GT6 ready in time to ferry another daughter (I've lost track of which one) around in June.

I hope to have tickets for the **August** Tatton but the system has already caught me out once this year. My notes indicate August tickets arrive in July so we're unlikely to know until the **August** meeting. This year Tatton clashes with Stafford, and I shall make a special effort to get to Stafford this time round (honest).



## CHESHIRE Cont.

Our next meeting is on **Thursday 3 July** at the Something and Pheasant in Bollington. It's a run out so arrive 7.30 for 8 please.

Henry

## COVENTRY

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There were half a dozen Triumphs parked in the paddock at The Bull and Butcher last month, a fair turnout, given the rain showers which threatened to spoil the evening. Thankfully the weather was kind to us, but the uncertainty of fine weather put a few people off from taking their car to the event. I was there early for a change! However, I had to leave around 8:30 to attend a live music gig in Rugby. I went to see a band play called The Dukes Jetty play at The Merchants Inn. I am enjoying my Spitfire 1500, now that I have resolved the missfire problem. It was a matter of replacing spark plugs, HT leads and the distributor cap, whilst ensuring carburetors are free from debris. Like most mechanical items, you need to use them regularly to stop parts from seizing up, gaskets splitting, etc. The Spitfire is a fun car for the summer, and the Michelotti style looks as good today as it did in the 70's. I could do with a hood cover to improve the looks with roof down, do you know where I can get one from? Aren't you glad our cars run on petrol, and not diesel, given the ever increasing price differential!

We will have attended the Wheels Display at The Blue Lias, Stockton, by the time you read this, really looking forward to this one. The next event we have locally is The Birdingbury Festival, **Sat. 12th - Sun 13th July**. It's well worth the visit, with or without a classic car, as there is something here for the whole family at this well organised village show. Nigel and Steve dared me to enter the Stag last year...in The Steam Traction Engines parade! As this show is on over **Saturday and Sunday**, we will probably just meet up at the venue whenever possible. I intend to get along **Sunday**. We can discuss this at next meeting, which is **Tuesday 1st July**. The Bull and Butcher, Corley Moor, from 7:30 onwards. For all other events, local and National, see the section at the front of the Courier magazine. Regards,

Kevin

### IMPORTANT NOTE

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

## CHESHIRE . . . COVENTRY CUMBRIA . . . DEVON

### CUMBRIA

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The May meeting was at the Ratty Arms, Ravenglass. Followed by a trip on the Ratty to Dalegarth. Apart from it blowing a near gale during the day everyone enjoyed the trip. For most it was a trip down memory lane as it had been years since we had travelled on the train. But for Nigel it was his first time and on our return the Ladies bought him a Ratty tie as a memento. He has promised to wear it at the next show. Welcome back Trevor and Barbara, their Spitfire is undergoing a complete restoration so in the meantime they have purchased a GT6 to run around in.

If you are reading this then Silloth show will have come and gone June 22nd.

The July shows are Distington **6th July**, BBQ, bring some meat and salad the fire will be provided and don't forget The Cars the Star at The Heaves Hotel, Levens, is on the **20th July**. Please arrive no later than 9.30am.

Safe Motoring

Roy

### DEVON

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TSSC Devon were invited by Andy Moss, a member of SOC and Dolomite Clubs, to an informal Triumph gathering at Route 38, the American diner at Trerulefoot Roundabout. As this is in Cornwall, we collected our passports and nine Devon Triumphs met at Ashburton's Pear Tree Cross for the drive down the A38. We were joined when we arrived by many others, and Andy counted 25 cars in all. Not bad for a first attempt at a Triumph 'Meet & Greet'. Amongst the Clubs represented were SOC, TR and 2000 Registers, Dolomite Club, and Cornwall Triumphs, but we were the largest! After suitable refreshment, our Devon contingent headed off for a foray into Cornwall on the way home. We did not intentionally follow Alan to his home at St Annes Chapel(!) but regrouped there with much laughter. Next stop was much needed ice creams at Yelverton before heading to Princetown, New Bridge and home. Unfortunately Grahame's 2000 estate suffered brake failure on Holne Chase hill - suspected boiling fluid, but thankfully he and his family came to a safe halt. We left him waiting for Footman James recovery. Lisa did her best to catch up with us after sensibly waiting for the previous night's indulgence to subside, but the phone call to say she had arrived at Route 38 reached Dan when we were at St Annes Chapel! Andy is thinking of planning another Meet & Greet, possibly the last weekend in September.

May's Club Night was well attended despite the distractions of the football! 8 cars and lots of people including new faces, Malcolm & Jan from Plymouth (1500 Spitfire), Matt & Kim from Torquay (13/60 saloon) and Keith & Lorna who are at present looking for a car, preferably a

Vitesse convertible. Matt's car now has a new gearbox courtesy of Ted in Plymouth - he says it is much better now he does not have to hold it in gear! It was nice to see Gerald again after a winter's absence. Alan even came back for more after we followed him home on our last outing! Grahame's 2000 was back after her recent accident. John and Dan brought along a selection of pics from the Isle of Wight trip and others, with a view to making up a Devon calendar for 2009 -

I am hoping that one of the IoW pics of your AO will be vetoed!!

Spring Bank Holiday weekend saw several members at Pecorama and Collaton St Mary shows. Seven were at Pecorama on the Sunday where, after a very damp start, the sun shone and it was tops off. In addition to our Stag were Allan & Jacky's Vitesse, the Potter family's Herald and GT6, and Chas and Dave (rabbit rabbit!) with their wives and a GT6 each. What a contrast on the Monday - it tipped down on Collaton St Mary, but Brian and Jason's GT6 was awarded Best in Show which made up for the weather! 8th June was the VCV show at Woodlands Adventure Park near Dartmouth. Brilliant sunshine for this one and 9 of us met at Halwell to arrive at Woodlands together. Lisa and Arun joined us later. Matt and Lisa came along from Callington, Mark and Becs brought the boys and we borrowed our friends' boys. Finlay came with Dad Jason and Brian & Anita. We all had fun in the park - Ian and Dan vied for the fastest down the Avalanche - we think Ian's additional weight was the winning factor!

Our North Devon group have been busy too, attending shows at Bideford Quay and South Molton recently and also supporting Steve's Dad Dave at Wiscombe where he was running his Alvis up the hill.

Mark A is now the proud owner of an Inca Yellow 1500 Spitfire - we wish him the best of luck and lots of fun with his first car. July of course is a busy month with shows. Starting with Powderham on **5th and 6th**, where we have some 34 cars entered in all on the Club Stand, and we are looking forward to seeing Nigel & Trudi from HQ. If you have not entered your car, why not come along and say 'Hello' to us on the stand - we always have a good time at Powderham and we are always pleased to see members and prospective members there. We have had to **CHANGE THE DATE OF CLUB NIGHT for July only**, as Lisa at the pub is celebrating her birthday with a private party on the 16th, so we will **MEET AT THE STAR on WEDNESDAY 23RD** - usual time from 7.30pm. Branscombe on the **27th** will see the Club stand out again, and a maximum of 20 cars allowed this year. If you are booked in, we will leave Exeter Services at 9 am to make sure we get there in time.

We are praying for strength to deal with the organisers there!

We have realised that we had not arranged a run for the beginning of **August!!** Whoops!! So - on **Sunday 3rd** we will meet up at 10 am at Pear Tree Cross, Ashburton (just off the A38) for a drive to Roadford Lake, just north of Okehampton. We hope that some of our MID and NORTH DEVON members will be able to join us there.

## DORSET . . . ESSEX GATWICK

Bring a picnic but NO BBQs please.

As it is June as I bash the keyboard, thoughts have turned to Christmas - we have had suggestions that, instead of our usual Club night meal in **December**, to make it a bit special and do it on a **Saturday**, so we have provisionally booked at THE STAR, LIVERTON for **Saturday 13 December** - mark your diaries now!

July

**Sat/Sun 5 and 6** Club Stand at Powderham Show  
**Wed 23** Amended date for CLUB NIGHT  
**Sunday 27** Club Stand at Branscombe Show

Sue & John

### DORSET

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Hi Dorset Triumph Bods! Yes I know it's some time since I last sent a report in, so, yes we still exist!! Apart from our usual monthly meets, members from our group have participated in the New Forest & Wessex run, a well organised event, thanks to Trevor Carlisle; The South of England meet, where Graham Sharp was selling off his unwanted bits!! and The Standard Triumph Marque Day at Prescott Hill Climb which gave Adam and myself the chance to have a go at the Hill in our GT6s!! Three really good events down, plenty of the Summer left, so make the most of it!

A few of our group are going to The Le Mans Classique, so have a good time chaps!! I'm very jealous of you as I can't make it this year!!

If you're reading this, do come to our monthly meets, you'll be made most welcome, The Rose & Crown is a really nice pub in a pretty village; so well worth the drive out in the Triumph!! Cheers,

Jasper.

### ESSEX

Tel. 01375 672072  
[www.freewebs.com/essextssc](http://www.freewebs.com/essextssc)

I need to start this month with an apology to Kent as it was Canterbury and not West Kent I was speaking to at Herne Bay about coming to our camping weekend on the **14th & 15th** at Weald country park in Brentwood. Now what have we been up to this month:

SEM Saturday 3 cars at Lakeside services car park Sir Gary and Lady Chris in their Vitesse, Janet and Joe in Theodore, and myself in Talulla. On arrival we found Keith and Caroline in their green spit had already arrived. The weather was good and the coffee and conversation flowed freely all



day. Janet, Joe and I were camping over, Sir Gary helped us set up the base camp two tents, Joe had his own this year there was another family from Essex camping over night as well. Simon, Debby, Joseph and Daisy & TR6. Sunday morning Janet went of to the sports centre to use the facilities I was having a lay in, 45 minutes later when she was not back I asked my head out of the tent and Janet was chatting with Carol from the Isle of Wight, Janet's dream, Triumph cars and the Isle of Wight (we are looking to retire to the Isle of Wight). Later in the morning Janet and Joe tried out the swimming pool and would recommend it any one.

We broke camp and moved the cars onto the field Russell, Michelle, Nick, Lucy, and Hayley were on the field already and the number of cars seemed to increase all day, I even had a new Essex member come up and introduce himself, Jeff Wickham, it turns out we went to Junior school and senior school together.

The SEM weekend seemed to be the only week end with good weather so far this year. Janet sends a message to Carol very sorry we didn't get to say goodbye before we left, but we will be over on the Island soon and will look up the website for any events. We may be meeting up with them hopefully.

Club Day Halfway House. 5 cars. A good natter and lunch made this a good day, every one is welcome with or without a car, come along to the Halfway House (A127) third Sunday lunch time. One of the new members is looking to get a Spitfire and was asking lots of questions and having a good look at mine (to see what not to get) he is still looking if any one in the area has a Spitfire to sell contact me and I will pass on your details.

Little Totham - this was a very wet day, two of our members went along. I went to the Halfway house to see if anyone had turned up, ready for the leaving time, no one else there, I was already wet and the rain looked set for the day so gave up on the run and went home and dried the car out.



Layer Marney Towers I was out of commission (man flu) Janet & Joe went to the Halfway House in the rain no takers this time either, they came home to nurse me better.

Museum of power - three cars, although one was a late arrival, Janet, Joe in Theodore and me in Talulla the late arrival was John, Donna and Lucy in their Red Herald soft top. We all had a good laugh as Lucy bought her usual tool, Joe bought 'mans' tools to go into his tool box. Weather wasn't too bad, a bit nippy in the afternoon. Managed to get a ride on the small steam train, and there were lots of more cars here this year than last.

We were missing Sir Gary and Lady Chris, (Bernie you are to blame) at the SEM the club bought a spring lifter for members to

use and Bernie insisted he could change a rear spring in 15 minutes (more like 125 minutes - assuming all the bolts come free! - ED) so Sir Gary started on Saturday morning expecting to have the car on the road for the show on Sunday, a day and half later lots of skinned knuckles and!!!!!!!!!!!! Words and the Vitesse is back on the road I think we need to get Bernie down next time to demonstrate his technical prowess.

UP AND COMING

**Sat 6th July** Boughton Monchelsea Nr Maidstone Kent

**Wed 9th** Classics on the common Galleywood common (an evening event)

**Sat 12th Sun 13th** 2nd Essex classic car show Barley lands at Billerica

**Sun 20th** Wings and Wheels Groombridge Kent

**Sun 20th** Club Day the Halfway House FOR MORE INFORMATION ON ANY OF THE EVENTS OR THE Essex group look on our web site [www.freewebs.com/essextssc](http://www.freewebs.com/essextssc) or contact me on 01375 672072

Birthdays this month - Janet is just over 21 on the 20th

A short report this month still suffering (man flu) Hope to see you at the club or a show

Allan

### GATWICK

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The sun has really been shining these past few days and it has been great to get in and drive the cars, perhaps summer really is around the corner. June has been (compared to May) a quiet month or so it seemed. At the first Wednesday in the month meeting, time was spent admiring Chris's spitfire and the amount of work that he has done is amazing (he had the photo's to prove it!) and as the weather was nice we had 4 Spitfire and one Vitesse. Unfortunately the trunnions on our Spitfire needed changing and we did not fancy breaking down late at night on the way home so we arrived in the truck. Glen and his son Joe are back from their road trip to Stavio Pass, Italy in the Vitesse and had some stunning photos to show of the mountains and places they saw along the way. All in all it seems they had a good time.

Malcolm's Bond is making slow progress in being restored to it's former glory but it will be great when it is completed as it will be the area's first Bond (unless there are other Bond owners out there).

The roving meet in June is going to be at the Amberley Museum on the 22 June and we are all looking forward to it and it will



## GATWICK Cont.

be a joint meeting with the Standard Motor Club too which will be great, so by the time you read this it will have already been and gone – hopefully the weather will be good to us for the day.

The there is the Ardingly Vintage Vehicle show on **12/13 July**, all the places have been booked for this but you are very welcome on the stand for a good day out. In **August** we are hoping to have a picnic and then there are the Cranleigh and Caple car shows – lots to do so if you are in the Gatwick area and have not been along to a meet before, we will be happy to see you, give us a call or just come to one of the meets and join in.

*Steve, Paul & Sue*

## GLOUCESTER

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

Hello Everyone. Well Andy landed me in on deadline day with some excuse about a virus.....So you have to put up with me this month.

Beginning of May saw another of our summer evening pub runs, a very merry crowd turned out on, a so far rare warm evening Martin joined us from Slimbridge in his beautiful GT6 great to see you again and what a beautiful car.....The usual crowd were there, many having taken very interesting routes to find their way there??

Next was a lot of running around to collect, Meat, BBQ's, Tent, Gas etc ready for the BBQ on the Saturday before the Standard Triumph Marque Day at Prescott. So armed and dangerous with BBQ tools we did a fantastic job of feeding lots of people plenty of food & drink after the Cotswold car run. A Big thank you to all of you for turning up and setting up/cooking/serving/making drinks/helping/clearing away again, I couldn't have done it without you (and nor would I want to!!!)

After a long day sorting all of that, early start was required on Sunday to go and get our money's worth out of that hill!!! The weather cheered up, the sun came out, and soon the adrenalin junkies were dashing up the hill itching to burn rubber. One or two of our members are starting to get to know this hill rather well, put that together with their well tuned 'toys' there was some pretty good times achieved (not that it was a race!!!). Obviously 'Head bargain hunter' scurried off trying to sneak back with full arms and empty pockets but was caught in the act on camera!!!! (anybody want to buy an exhaust?!!!!). Richard as always had some spectacular pictures of our cars and some interesting

## GATWICK . . . GLOUCESTER HANTS & BERKS

ones of the 'exciting' rides leaving the track!!!

Club meeting the night after, was a warm outdoor affair with a new addition of a lovely green GT6, alas I'm sorry but I don't have the gentleman's name but it was great to see you, do hope we see you again.

Sunday 1st of June saw a mystery run out to find the rain.....stayed dry in Cheltenham, but we drove off to Malvern so we could get wet!!!! Lovely route, (I may be biased!!!!) fabulous lunch at the Malvern Hills Hotel, and a great (free) tour of the three choirs vineyard. All our cars behaved, but John was not so lucky on the TR run where he came to a spectacular halt and spent a while looking for a Rotor Arm before he could continue.....

Paul did an impressive entrance at the pub run out to the Lower Lode, the first run in his 'latest off the production line' and the gathered crowd had to push it the last 30 foot!!!! Then on inspection it became apparent to all exactly what that smell of burning rubber was!!!! I believe they all got home and there is still some rubber left on those huge tyres (perhaps a little too huge!!!).

Anybody who has a Triumph in Gloucester (or surrounding areas) we would love to see you at our club meet at Norton or any of our events, with or without your car.

**Wed 2nd July** Pub Run to the Gardens Arms at Alderton meet there at 8pm

**Thurs 10th – Mon 14th**

Classic LeMans

**18th- 20th TR** Register International at Malvern

**Mon 21st** Area Meeting at the Kings Head Norton

**Tues 5th Aug** – Pub Meet at the Swan Inn at Brierly in the Forest of Dean.

**Fri 15th – Sun 17th TSSC** International Stafford

**Mon 18th Aug** – Area Meeting at the Kings Head Norton

**Sat 23rd** – Club BBQ

*Jane*

## HANTS & BERKS

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First some news on some of the events that I've attended this month, although I was the only person from our area who attended all of these it does show you what you missed!

SEM Leatherhead. A good turn out this year due to the excellent weather, good to see Bernie's Macau Spitfire replica there with Quasi and a great chance to catch up with some old Triumph friends some of whom I hadn't seen for a few years.

Standard Triumph Marque Day Prescott Hill Climb. What a fantastic event!! I've been attending Triumph events for well over 20 years and I have to say this is the most enjoyable event I've ever been to. Again helped by good weather the turn out was great. The selection of cars was also good as this event is organised by the Standard Triumph Forum rather than the

TSSC, so most Triumph Clubs are involved. But the best part by far was the fact that this was not a static cars in a field event with the brilliant and tricky twisty hill climb circuit in use all day with Triumph's screeching and howling up the circuit at the rate of one every 30 seconds or so. A chance to see the sporting variants of our cars used as they are meant to be. There were some really interesting cars, taking to the circuit. Some highlights for me were the Hart racing Stag, Bernie's Macau replica, Lemans Spitfire replica ADU1B (a shame about the broken halfshaft!), a Mexico works rally 2.5 PI Saloon and watching Mike Crewes nearly stall his Stag pulling away from the start line! I took my GT6 up the hill twice and it was a great experience, if you want to see how great then check out my GT6 web page [www.gt6.cookiehome.co.uk](http://www.gt6.cookiehome.co.uk) where there is some in-car footage of one of the runs. The venue itself is steeped in history, it's been a hill climb venue since the 30s and is owned by the Bugatti owners club, in fact there were a couple of Bugatti's there on the day one of which went up the circuit. There is also a small Bugatti museum which was well worth a look. I certainly learnt a bit, I never realised that Bugatti designed trains and planes as well as his famous cars. I really hope this event is repeated next year and going forward at this venue, if not by the Standard Triumph Forum then maybe we could have a regular TSSC meeting there??

Ace Café Triumph Day. This event wasn't particularly well publicised but I noticed I had made a note of it on my calendar and as it was forecasted to be a nice day I decided to go along. I had been meaning to get along to the Ace Café sometime anyway as I'm a bit of an ex Biker and the place is a real throw back to the ton up days of the 50s and 60s. The Triumph event was dominated by TRs, although there were a couple of other TSSC stickered cars in the car park (a 2000 Saloon and another GT6). A good venue for an informal Triumph meeting but it needs to be publicised a bit better in an ad in the Courier if they do it again.

Now back to the local area, the June meeting was a bit thin on the ground in terms of club cars with just Tony and Mark's GT6's in the car park. We had two new members father and son Rob and Charles who are currently rebuilding a MKIII Spitfire. I brought along my laptop and we had a showing of a DVD I have put together from video footage I shot at the Prescott Standard Triumph Marque Day.

A couple of our members have been off on trips 'abroad' with their cars. Carl and Beckie were absent from the monthly meet as they were on the 'Circuit Historique de Laon et de L'aisne' trip into France using their American mate Bill's Dolomite, they were in good company with lots of other interesting cars in their party such as a Cobra Replica and an E type kit car. Jason was off to 'La Carrera Caledonia', a 700 mile jaunt around Scotland in the company of Triumphs and lots of other classics.

As some of you may remember, a while back we had a Hants and Berks Area Website, this was hosted by Craig Gingell when he was involved in the area and the

## HERTS & BEDS WEST KENT . . . LANCASHIRE

club, however the website has died and no longer exists. I've therefore decided in my capacity of Area Organiser that it would be a good idea for me to attempt to put a new area website together. I've started work on this and intend to host it on freebees. I'll put basic stuff on there like a brief description of the area, a map of how to get to the Crooked Billet and any up and coming events etc. I'd also like to put a few photos of our members cars plus links to any members websites or blogs you may have (eg Jason's Blog). Don't worry, I won't put any links up without the owners permission. Also if any of you have any websites or blogs or have a photo of your car (plus any other interesting Triumph related info) that you'd like or be prepared to be included on the site then please contact me.

*Andy*

## HERTS & BEDS

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Hi Triumphers! It's nice to see a bit of sunshine, about time, hope it's going to last a while so we can get out and about. This follows on from the May Monday meet when 13 of us braved the torrent of bank holiday rain, Pete S won the raffle. Like he really wanted the screwdriver and pliers set.

Stuart's Bond has some engine deficiencies to be corrected before it ventures out beyond the front garden and decision is to do a transplant, Paul B has repaired brake and clutch pedals and now it's not like using a foot operated joy stick, and I have just fitted some nice red leather MGF seats into the Vit 6 to complement the Courier rear spring and some new spax shockers and Les has remounted the Ashley kit to his Spitfire. Mark is still welding panels (now it's the boots turn) on his MK3 Spitfire. Nice to see Chris has the Spitty back on the road following its bulkhead repair ready for Le Mans.

Chris, Ray, Kevin will be at Le Mans soon and I hope to get some report on this for another issue.

Ashley, Ray, Chris and Sam and families all went to Prescott, Ashley wrote "Prescott was one of the best TSSC events I have ever been too. My whole family really enjoyed themselves. The location was great and we visited the local area on Saturday as the main event was on Sunday only. We met people that we hadn't seen for years and it was a great weekend. Four people from our area went Sam, Chris and Ray and myself. If you could please pass on to the TSSC forum our opinion that this was a truly great event as I would like to go there again next year."

Chris has some great footage including a camera view of the run up the hill, the Le-Mans Spitfire 1B crash, Passenger ride up the hill with commentary from me in the back of Sam's car and our family outing up the hill in our Herald 13/60. also Chris in Spitfire with Ray on camera What a brilliant day this really must be repeated!!

*Ashley*

We had 15 cars ( 7 Spitfires, 3 Vitesse, 2 13/60, Stag, Burlington, Acclaim, on the

club plot at Luton festival of Transport June 8th, this is arranged by the local Chiltern vehicle preservation group, something like 1200 classic's on show and sun burn to match, most of us bought something obscure from the traders as usual, another good day out, next area meet is **28th July** at 3 Moorhens P.H. Hitchin 8pm. If I've left something out it was probably intentional or just memory loss, that's all folks, see you all soon, especially at DUXFORD SEPTEMBER 14TH. Regards.

*Peter*

## WEST KENT

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WestKent@tssc.org.uk

News this month is a bit limited because I missed the June meeting – family funeral right down near Truro.

Now to matters Triumph. Thanks to Steve for holding the fort in June, and for selling some more Bromley Pageant tickets. Our pitch for 10 cars seems likely to be a bit sparse (7 tickets sold). And the Classic Sandwich will also have been and gone. The weather was good so I do hope it was a success.

Steve has put the following together for me:

At the June meeting, there was some interesting car and event discussions as well. David spent a lot of time discussing Spitfires with Roger, and Malcolm and I talked about different shows, whether we could do an area run up to TSSC Headquarters sometime and how do we top the Drive it Day next year? Malcolm attended the Chatham Dockyard BB meeting - he was the only classic car there!

There are also plans afoot in the county to resurrect a meeting for all Triumph fans from all clubs, meeting somewhere in the greater Maidstone area. The first meeting is now confirmed for **Tuesday 26th August** at the Smarden Bell from 7.30pm. Steve has passed Del's contact details together with Malcolm's (who was interested) to Simon Ewbank who is organising it. He has a blue TR7 and will be wearing his Ten Countries Run Shirt as an identifier - makes a change from a carnation! - link to Smarden Bell here:

[www.aie-direct.com/pubs/pubs.php/bell-smarden](http://www.aie-direct.com/pubs/pubs.php/bell-smarden) Looks like the kind of venue we are seeking. We'll be able to report back for the **September** meeting.

Spoke to Transtar Promotions yesterday who confirmed we have a club stand at the Boughton Show for 10-15 cars - may be cosy - and details for applicants will be sent out 2-3 weeks before the event. My ticket for the Darling Buds of May (**July 13th**) show has arrived, not sure if anyone else from our area is going, there doesn't seem to be much enthusiasm for it. And Canterbury Area seem to be having difficulties getting into Detling for the Kent County Show, (**11, 12 and 13 July**) so maybe the Darling Buds day (**13th**) would be a better bet.

*Steve*

There was some discussion about the suitability of our venue at the Windmill, with no off road parking. I have no particular loyalty to that pub, but they do do us a



good Xmas dinner. For **July**, it would be useful if we could discuss the other options in the area – somewhere with good off road parking where the cars could be lined up – and maybe a garden too. Unless there turns out to be a quite exceptional suggestion, maybe we should investigate pubs central to our members – how about between Westerham, Badgers Mount, Wrotham, and Tunbridge Wells; and with easy routes in. Let's have your suggestion for the **July** meeting – assuming your Courier reaches you in time. See you all on **July 1** stand **29th**. Keep Triumphant.

*Del.*

## LANCASHIRE

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It was enough to make a glass eye cry, the sight of thirty two plus Triumphs all in convoy, all together motoring through the Yorkshire Dales, I honestly had a lump in my throat (damn midgies, more about them later.) I am of course talking about the camping weekend in Dent held by the Yorkshire Areas, what a fantastic weekend, from the moment we arrived Friday afternoon Alan and his team were on the ball, offering Hot drinks for the travel weary, and organising a chippy run (you know how us hotpots like us chippy tea) so we didn't even have to worry about food. Friday night was just a bit of a noggins and natter type of night with gentle friendly banter being tossed to and fro between different area's, and then as the sun began to settle, the midgie invasion began, so bad was it, that we all had to either retire to the pub or our tents nowt would shift them from our area (even the dog poo on the top of Brian's TR6 wheels how a dog got it's bum that high I don't know) (more about midgies later).

After the rain poured overnight we got up to a dry passable morning, and with a gentle 106 mile run facing us we set of in convoy around the beautiful Yorkshire countryside.

It was, as I have mentioned previously, a brilliant sight, with loads of pedestrians stopping waving and clapping, and the lunch stop at the Black Bull with a car park of nothing but Triumph's in it, had passing traffic stopping to take photo's. After lunch we continued with the convoy eventually splitting in Hawes while some of us got supplies for the evening. Myself being the smart cookie I am (AO of course) was switched on enough to visit a camping shop and buy myself (and Dawn) head over mosquito nets (wont let them beat me I thought) and Brian almost as smart as me bought one too.

Back to camp and onto the communal

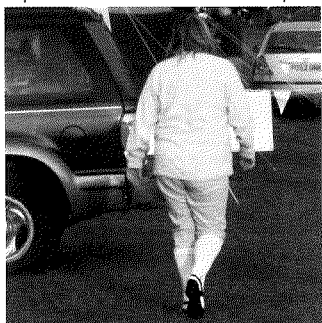


## LANCASHIRE . . . LEICESTER & RUTLAND LINCOLNSHIRE

### LANCASHIRE Cont

barbie, Alan and his team lit it and retired to a pint pot somewhere only to return 45mins later and announce it to be ready. Mark Coward was like a greyhound from a trap, armed with burgers he was probably first there. No sooner had we stood up and gathered our bits Mark was back with his cooked burgers. Bloody hell we thought the barbie must be red hot...not so as Pam found out at approx 2am when the well cooked, burned on the outside, but raw on the inside burgers showed themselves in another form. That's the last time Mark cooks, good one Mark, great plan.

After tea we settled down to the entertainment laid on by Alan, firstly a couple of quizzes and then the Fancy Dress Competition the theme being either Aliens or dress the age of your car. Molly Manville won the junior fancy dress with a brilliant costume that must have taken her and her mum, Annette hours to make. A win for Lancashire Area. Well done. Now as I have mentioned the theme was Aliens or the age of your car, now how that was interpreted, in Fulwood, a posher area of Preston I don't know, but Lorraine Ivett was dressed as something that was a cross between Origato the Japanese sniper, and Marilyn Mansen sporting one black eye, knee high socks and sandals (see piccy), still it alienated her from all her friends, so perhaps she should have won the alien prize.



**Origato the Japanese soldier beats a hasty retreat from the mosquito!**

Then the midgies descended again in force and the evening had to be cancelled, Myself, Dawn and Brian, sat like real SMUG clever clogs sat inside our mosquito nets untouched.

At 3.30 am went to the loo, the little sods were waiting for me behind the toilet door, I kid you not they were huge, there was a gap under the toilet door that would have let a puppy in, and I swear I

saw some struggle to get under. Wave upon wave of Stuka dive bombing midgies got me at my most vulnerable. That took the smile off my face, as various parts of my body swelled up under the numerous bites, but Dawn wants me to keep the swelling, aren't women strange?

Next morning Origato the Jap sniper got her own back emerging from her trailer untouched by the midgies, mind you they probably couldn't bite for laughing.

Sunday was a brilliantly sunny day and after a leisurely breakfast Alan and team had organised an Auto-gymkhana which we gladly took part in, the course was very well thought out and challenging and the simplest of tasks such as driving 100 ft in a straight line to park next to a bucket both driver and co-driver blindfolded turned out to surprise 98% of drivers how far out they were. My co-driver was Mark Whittle Jr. and had I listened to him instead of thinking "stupid child what can he know" I would have finished so much better off. The real Stars of this task were Richard and Martin who ran beside the cars all afternoon in blazing sunshine, guiding all the drivers and rearranging the course after every car. Well done chaps.

After the Gymkhana a concours event was held which all comers were invited to vote on their favourite car and a charity raffle held.

Lancashire did quite well in the raffle, and I won best GT6 in the concours (thank heavens the burgundy one went home) and Sharon Taylor and her dad Roy won the Gymkhana trouncing all others. This was one brilliant weekend, well organised, well run, and with a team of dedicated helpers, THIS IS HOW ALL WEEKENDS SHOULD BE HELD, WELL DONE ALAN AND TEAM, FROM THE LANCASHIRE MEMBERS THAT ATTENDED.

The end of May meeting was quite poorly attended, but I would like to thank the members that did turn up for turning up in Triumphs we had eight on the car park, none too shabby for the amount of people that turned up.

Thanks to those who rang to say they couldn't make it, much appreciated.

I am hoping to hold a Crown Green Bowling tournament at the July meet if I can raise enough interest. All the best

*Kevin*

### LEICESTER & RUTLAND Tel. 01664 850253

We came, we shivered in the cold, we ran out of gas for the barbecue, and we went home. Just one of our lovely May outings that I had organised. This was our area day out on Sunday 18th May to Rutland Water, in the hope that a few members from that area of Rutland would come along and say hello. 15 Triumph cars plus members turned up on a cool, windy day to enjoy a picnic by the waters edge, but sadly no new faces. Mind you it was nice and warm in the Butterfly House, but after five times around, the novelty wore off, and the parrots kept attacking my shoes.

Sunday 1st June saw us at Brooksbys Hall open day, and after the obligatory shower of rain just as the show opened, it turned out to be a dry day. We had 15 club cars on

display and twice during the show we were asked to drive down in front of the hall and park for thirty minutes, when we let the throng descend on the cars and ask questions. It also gave us the perfect opportunity to advertise our own Sunshine Rally on **Sunday 3rd August**.

At last, summer arrived for our trip down to Evesham on Sunday 8th June when sunburn was the order of the day. Eight club cars set off from Fosse Park bright and early and seven arrived at Evesham and we parked near to the food and drink vendors, perfect. Andy M eventually arrived in his Subaru Impreza flying machine, having been taken home courtesy of Footman James from midway between Leicester and Evesham. Boat trips, ice creams, hot food and cold drinks were the order of the day and plenty of people came to talk to us and to look at our club cars.

Next to us was the local MG club, with their cars fenced off and the members in a circle, ignoring the visitors. Not sure why they bothered to attend, but we did brisk business promoting the pleasure of driving a classic Triumph.

The menus are finalised for our ladies evening at Stapleford Park Steam Rally, and if the weather is kind, it promises to be a great night.

The gentlemen are sharpening their knives, donning their aprons and cooking for the ladies. Report next month.

The show committee are still smiling so matters must be progressing smoothly in the organisation of our 25th Sunshine Rally. Hope to see you all there on the day. The area week away to Hunstanton in July is well supported and I am currently putting together a list of places to visit whilst we are in the Norfolk area.

*Dave*

### LINCOLNSHIRE Tel. 01529 307302 www.lincolntssc.co.uk garth@lincolntssc.co.uk

Sorry for a lack of report last month. We rather lost track of the dates having been away for three weeks on the trot. The Isle of Wight weekend, SEM and Prescott.

The weather was reasonably kind to us on the Isle of Wight if a little windy; we had a kite rather than a tent. The Herald did us proud loaded to the gunnels. We even packed the hood storage area with kit. Even if it was blazing sunshine we would have had to have had the hood up anyway! As usual the Island weekend was great and our thanks go out Graham and Angela for a fantastic event. Phil and Will enjoyed it so much that they are going back as a family for a holiday later in the year.

SEM the following week saw us taking our old caravan down to Leatherhead with the club van. We soon got set up and went down into Leatherhead to get something to eat. The following day was fine and Sunny but as I was working so I did not get a chance to look at either the cars or the auto jumble. Sunday was a repeat of Saturday with a little more breeze. We then had the long trip home via the club HQ to pick up our car. We got in at 10 pm.

The next weekend I set off from HQ with the Caravan and got to Prescott in just over

## MANCHESTER



### Prescott Hill Climb

I was asked once again for my literary prose  
And I've well documented your troubles and woes  
But what's going on, you're smirking with glee  
Now the tables have turned and you're picking on me.  
I'd been to the doctor, I thought I was ill  
Expected the worse,  
'Is it cured with a pill?'  
The diagnosis was in, oh just 'bring it on'  
I'm sorry to say, it's a phenomenon.

A 'nominon' I exclaimed!  
'Does this make me unique?'  
Sounds rather exotic, a little mystique  
It had Ler in stitches and by god did I cop it  
There's nothing unique about being a muppet!

As the mickey was taken it was hard keeping pace  
From the Swedish Chef to a Pig In Space?  
Miss Piggy was out as I've not got the chest  
But you all wouldn't drop it and give it a rest!

Corey became a Marshall with clipboard and jacket  
Then washed all the cars and earned a small packet  
Cadged a passenger ride in everyone's car  
But his favourite lap was in 'Wedgie' by far.

Every model of Triumph graced the Prescott Hill Climb  
Either tearing up the hill or taking its time  
The choice was yours once the money was paid  
You could race a few laps then join the cavalcade.

Some really did floor it, with nerves made of steel  
And one poor bloke even lost his wheel  
With screeching tyres and red hot brakes  
It really is amazing the noise it all makes.

For just a few hours it was a Boy Racers dream  
With soft tops down and driving extreme  
And the Manchester ladies weren't missing the fun  
Proving there's a bit of Boy Racer in everyone!

**By Kes**

Bring on Tatton Park!!! We had 25 various Triumphs on our stand including John Mc Cartney, raffling off his Spitfire for the Trans-American Charity Drive 2009. The sun shone all day and our stand looked fantastic with all our Triumphs polished and gleaming. We held the Ian Hartley Trophy on Saturday (The Ian Hartley Trophy is held every year in memory of Ian who was one of our founder members and much missed) 1st Prize went to Paul Cottrell with his



Stunning white Triumph Stag PGU 164K with her gorgeous paintwork very tidy interior and her very shiny Bling. Your car is gorgeous Paul well done!!



2nd Prize went to Pete Davies in his Triumph Spitfire USE 42R Pete who is more at home with his job as "Senior Technical computer Engineer" than welding and re-upholstering, he has been working on his Spit for months welding with the help and advice from our very own uncle Les and completely changing his interior his Spit it is a total credit to him.



3rd Prize went to Martin Bridge in his stunning white TR6 VKA989H Martin's TR is beautiful and is easily a very worthy winner Martin's TR is hoping to complete the A6 Charity run this year at the third attempt (good luck Martin I hope you are up for the challenge) anyway well Done a truly smart Triumph.



Les was presented with a special award for his services to all the members of the Club that he has helped over the years with their Triumphs from engines to upholstery Les is always there always willing to help once again Thanks Les!

The Tuesday night meeting was well attended again with 30 members present we were given feedback on Prescott Hill and most of it was positive the one or two small suggestions will be aired at the Com Meeting that we will be attending on Sunday 15th June. We will be doing the Ireland Trip in August 2009.

The Xmas Doo will now be at the St Ives Hotel at St Anns Lytham on **January 3rd 2009** please get in touch with Janet if you would like to go.

Any body requiring Manchester Area

2 1/2 hours, I eventually got the caravan level and settled down for an evenings natter with Karen and Adam from Surrey. Saturday was a lazy day, as after Bernie and I had put the pop-up up there was nothing else to do, so we sat around chatting drinking coffee and later beer. In the afternoon Karen, Adam, William, Jenny and myself went to the GWR railway and had a return trip to Cheltenham, followed by the BBQ. It was a shame that it was so cold.

Sunday was a far better day, the stand was soon set up and the cars were soon speeding up the hill. I was saying to Angie Hill that it was a shame I did not have a car to go up the hill with. Angie very kindly said I could take her Spitfire! After the requisite paperwork we were off. The first run was a bit of a non event as even if you have driven the same model, each car was different and I made a right hash of it, not helped by the fact I could not see very well as the top of the screen frame was right in my eye line.

As it was the end of the day we went right down the escape road and had a second go straight away. This was much better and (managed to get the tail out on most of the corners apparently one of the marshals looked a little concerned. To me it was just like going around some of the roads on the Isle of Wight! So once again a big thank you to Angie.

A big thank you to all the people who came to the meeting this month. New recruits Sarah & Simon and a Welcome back to Ian and Nikki in a lovely GT6.

Keith has nearly finished his soon to be concours GT6 and its looks great. Can't wait to see it at Stafford, in August.

We have now Organised what we are doing on our camping weekend, we have found an excellent lunch venue near to our main attraction on the **Saturday**.

If you are coming to the camping weekend on **29-31st August**, and you intend to eat at the pub on the **Saturday** lunchtime (bar snacks) please you **MUST** let us know by the **Friday** night so we can let the pub know in time to be ready for us on the **Saturday** lunchtime. The menu will be up on our website as soon as possible, it may even be on there by the time you are reading this.

Breakfasts at the onsite Pub however, due to last years fiasco (note to be repeated I **MUST** have pre-bookings for breakfasts by **Wednesday 20th August** at the latest. Alternatively you can collar Garth on the Club stand at Stafford and let us know or you **WILL** go hungry! Please note our Change of email address.

We have the second Louth Meeting at the Crown fleece on **Wednesday 16th July** at 7.30 lists pm.

They have a lovely bar menu and we will take full advantage.

See you Soon

*Garth & Ellie*

### MANCHESTER Tel. 01524 791607 www.tssc-manchester.org.uk

We really have had a few very busy weeks so with out further ado our first weekend Prescott Hill Climb!!



## MANCHESTER Cont

regalia please get in touch with us in the usual way.

We have just spent a fantastic time on the Dales weekend, we have had a ball!! Unfortunately it is too late to fit into this month's area news so to do it justice a full report will be in next month's area news.

Dates to remember in **July**.

Area Meeting **1st July**,  
Silverstone **25th July**

The August Meeting will be held on **Tuesday 12th August 8ish** instead of the 1st Tuesday of the month this a one off due to unforeseen circumstances so don't forget please!!!!

And finally Congratulations to Steve and Nic who are tying the knot on 12th July

Steve & Nick are tying the knot  
To be happily married,  
they'll give it a shot

We all wish them well for their  
July wedding

And a honeymoon in Canada is where  
they'll be heading.

You're made for each other  
and really are great

And lucky to have found your  
real soul mate

But if you flunk your lines just remember  
'I Do'

'Coz to you you'll always be  
Dr & Mrs Noel

Happy motoring

*Dip/Frank*

## NEWBURY

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mary.rumens@btinternet.com

A small select group from Newbury went to the Triumph Marquee day at Prescott Hill climb and had a thoroughly enjoyable time. Alistair and his GT6, Colin in Alistair's Vitesse and our GTfire - lovely sound of three straight 6's purring through the countryside. Getting up at 6.00 a.m. on a Sunday was not so good when you are retired, but it was worth it to beat all the queues and have a good position in the paddock. There were some lovely cars there, several out to show the rest of the world what they and their drivers were made of. We went quite carefully round the bends but opened up on the straights and of course the second time round you can be a bit braver. Alistair was very brave and appeared to roll the GT6 according to his video recorder which fell off its fixing point round the first bend, into his lap! Bit of a giveaway that the trees were still the right way up! (Perhaps he will show everyone at the race night evening.)

## MANCHESTER . . . NEWBURY NORFOLK . . . NORTH EAST

The weather was good and I would recommend this event if it is run again.

The Thatcham car display which is part of Thatcham Festival of Arts week is on the Green at Dunstan Park again. Although there are no club stands as such, we thought we could meet up at the Frank Hutchings car park (100 yards up the road) and all drive in together and hopefully park together. There is a website where you can register that you intend to attend: [www.thatchamclassic.co.uk](http://www.thatchamclassic.co.uk)

At the committee meeting we set the bowling evening for 6th November, more details later. We also made decisions about the cars in the car park evening - to be revealed on the night!

We thought about future events and Alistair suggested a treasure hunt in the local area - this will be organised for next year's season. (MR already has a cryptic clue!!)

I think everyone will agree that the area fleeces are superb - next order will be in the autumn.

Report on camping next time due to deadline dates and don't forget to get polishing for the Cars in the Car Park evening.

Events:

**5th July** Guy and Suzie's BBQ

**9th July** Cars in the car Park evening  
Next meetings: **Wednesdays 9th** and **23rd July** starting about 7.30 p.m. at the Spotted Dog, Cold Ash  
Keep 'em flying.

*Mary and Dave R.*

## NORFOLK

Tel. 01493 728764

Well you lucky readers have two months worth of meetings for the price of one!! The reason being that last month's meeting was held too late to reach the Courier deadline.

May's meeting was a fairly quiet affair. Adrian Richmond gave a talk on his forthcoming Arctic run in a TR3A, for which he has raised £5,500 for the Parkinsons Disease Society. Adrian & Peter went on an 80-mile shakedown run beforehand to identify any potential problems. The one that manifested itself was the windscreen wipers turning themselves on. They thought that they had this cured, but during the Arctic Run itself (from his daily Internet blogs) this problem again occurred together with the disintegration of the dynamo bearings. This held them up for some while whilst the appropriate spares were sourced and fitted. He reported that the scenery was quite staggering. June's meeting was also quite quiet. Joe, our A.O. couldn't make it due to a stomach complaint. We amused ourselves with ad-lib reports of where we had been for the previous four weeks. More on this in the paragraphs below. We have managed to attract sponsorship for the MOT event from two local businesses - Caroline's Cars and The Finance Shop.

We welcome a new member, Keith who has both a 13/60 and a Spitfire 1500. We hope to see you again at future meetings.

In this era of high fuel prices, David & Yellow John have been investigating fuel-saving devices - one of these being using hydrogen to supplement the fuel. The

hydrogen being created by electrolysis. There appears to be quite a bit of information scattered around the US web-sites. All a bit far-fetched in my view, but David seems willing to be a guinea-pig.

We visited Omicron Engineering one evening last month. This firm specialises in restoring old Lancias, but will turn their hand to all classic marques. Their workmanship looks to be really first class with their paint finish being to international show standards.

Quite a few members attended the Wings & Wheels event held at Henham Park, Suffolk. There were more than 700 classic cars and motorcycles ranging from a Model T Ford to a Lamborghini, with a pink Cadillac being one of the more bizarre entries.

As its name suggests, this is a combined show of aircraft (flown in) and classic cars. It was a great success, not least of all due to the glorious weather that weekend.

Looking forward, some of us are going to the Peak Run. I'm going to have to bow out of this event as it clashes with our annual driving holiday through France.

There is a BBQ at Felbrigg Hall on **Friday 4th July** at 6pm. Contact David for further details if interested.

Mandy & I will be holding a BBQ on the **3rd July** from 7pm onwards. All are welcome. Our address is 52 Hill Road, New Costessey. NR5 0LZ.

Our next meeting is on **7th July**, when (weather permitting) we will be holding our annual mini-concours.

This is a good excuse to give your Triumph an extra polish.

Drive safely and enjoy the numerous by-roads around Norfolk.

*Laurie.*

## NORTH EAST

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Hi all. Another wet and miserable meeting night, but good turnout in the pub and club cars in the car park, first visit for Graham's new Spitfire, which picked up best TSSC car and 2nd overall at Runswick Bay, well done. Rather better than Dave's Spit which dropped all the flywheel bolts and cracked the front pulley returning from the same event. Nice to have Bill Meson come back up and in his TVR as well.

First time visitors this month were Arthur and Helen who have a white GT6 MkII with 2.5 engine, nice looking machine. Nice to see Ian Longmires Spit back on the road with its interesting colour scheme, looks like it's had a Union Jack draped over it.

Well done to Aaron for getting Okie back on the road after the engine transplant. Congratulations go out to Claire and Gavin Brown, they had a baby daughter on April 7th, Grace Isabelle, 6lb 5oz. Gavin sent me a message but to my old phone so no I've only just found out.

They are all doing well and enjoying this life changing experience.

We have located a site for our camping weekend, we'll be staying at Warren Park up near Bamburgh, the **8 and 9th August '08**. Anyone interested in going please let me or Steve Overall know so we can advise the site. It's a 4\* rated venue, plush facilities, looks very nice. Cost is £11.50 per night for tent and 2, extra bodies are £2.30

## NORTHANTS NORTHERN IRELAND

per night. Run through Northumberland to Chillingham or suchlike will be done by Ken, many thanks to both for working on this. Having visited the site, we will need deposits to secure pitches at the **JULY** meeting, not sure exactly how much per unit, but somewhere between £10 and £20 so please bring (or send) £20.

The Holy Island run went pretty well. Whilst waiting for the main group to come round to the second meeting point, I had a chat with John and Ann Jardine who have almost finished a GT6 rebuild, might even be at the July meet as well, be nice to see you again even if the car isn't finished. Only one minor route mishap on the way but easily sorted thanks to CB radios, and Bills' Locost dropping bits here and there. 12 cars enjoyed perfect weather (bar a lack of wind again). Good fun was had playing non-stop cricket and a bit of rounders/ baseball. Many thanks to everyone who made sure all the kids had fun as well, special thanks go to Snoopy, fielder extraordinaire....

Cheers to Geoff for sorting our Dales Run out. Hopefully it was well attended.

Pop along next month, hopefully the weather will be nice, bring camping deposits, should have the CLM tickets as well. All the best

*Mark*

## NORTHANTS

Tel. 01933 229992  
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England 1174, Germany 0. Well, at least that's what my mileometer tells me. Playing for England we have my trusty Herald, covering a staggering 1174 miles in May and what a phenomenal month it was.

The Standard marquee day at Prescott was without doubt a huge success. Karon and I set out on the Friday, so we had the full weekend to enjoy the event. The journey was a real joy and took us through some beautiful villages and over rolling hills and only improved as we got closer to the Cotswolds. We arrived in the mid afternoon and had the pick of the campsite. By 4.00 we were pitched up in our new tent with a cup of tea. Saturday morning and in true British camping style we had a full English breakfast and watched the rain clouds gather in the distance. We set out for the start point of the Cotswold run and to our delight bumped into Colin and Jane. The route was well planned and easy to follow and gave a real flavour of the area. The next morning the event really came alive with the arrival of a massive number of Standard and Triumph cars. The paddock area had a real sense of anticipation as the first cars lined up for the famous Prescott Hill Climb. As my Herald is not exactly hill climb material with a 0 to 60 time of, well, about a week. I felt it was best just to enter our car in the cavalcade. The parade was postponed for a while and it was just as well as with Health and Safety formalities taking longer than the drive up the hill itself. We almost missed our turn as I was filling in the name of my next of kin and to be told when you get to the top, Stop! Just in case you couldn't work that out for your self!

We were joined on the Sunday by Norman, Gaye, Jenny, Tony, Martin and Linda also I was told that Martin Littlejohn was in the crowd however I was unable to spot him to say hello.

The Standard Triumph Forum certainly delivered a thrilling event that captured the imagination.

Just a week later we were preparing to meet Paul and Vie for the Laon Historic but the knocking that was resonating from the back end of our car was causing me much concern so much so that replacing the UJ's before the trip was my only option. Removing the half shafts with the help of Norman was relatively simple however on fitting the new UJ, I managed to break it and caused a slight panic. Despite the fact that John had only just returned from holiday we decided that he was our only hope. When we arrived the Monaco grand prix had just started and I suspect our incompetence was not appreciated. By the end of the day the Herald was back on four wheels and was knock free. For the second month running, thank you John very much.

I will give you a full report on our adventures in France next month. As for our German car, it has been nowhere. The marshal at the SEM would be proud.

At the May area meeting we welcomed Steve Dix with his TR7 Drop top. It's good to see you and all our recently joined members. If you would like me to include your account of your favourite event over the coming months feel free to contact me at [tsscnorthants@aol.co.uk](mailto:tsscnorthants@aol.co.uk) and I will include it in our area news.

Next up:

Kimbolton Country Fayre & Charity

Classic Show **20th July**.

Classics on the Common **30th July**.

Robin Hood Run **1st/3rd August**.

Our next area meeting will be at Elwes Arms, Great Billing on **Wednesday 9th July**. Old and new members are always welcome. I hope to see you there.

## NORTHERN IRELAND

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Well what a run you missed. The May Bank Holiday trip to the Isle of Skye was what could only be described as a great run for all those who took part. An early start for the ferry and then a smooth crossing to Troon and for those that needed it an early/another breakfast. We were accompanied on the ferry by a number of noisy Mini drivers, including Bobby, who were going to a meeting at Falkirk to join with others there. After leaving the ferry we drove along the east coast of Scotland taking the Dunoon ferry across Wymess Bay to ensure that we saw the very best of views along the coast. After a reasonably quick run we had a lunch stop at Inverary Castle using the opportunity to visit the



garden in the grounds of the castle. Further progress was made along the roads from Oban to Fortwilliam where Frank had the usual bother using roundabouts, not once but twice! (even with a Sat Nav fitted). I needn't talk though as I attempted to drive into Oban instead of bypassing it - thanks Stephen. The whole route was dotted with picturesque castles and spectacular scenery that was a joy to behold. Now I can understand why Stephen returns here year in and year out on his motorcycle. We arrived at our hotel in Kyleakin just before tea giving us a little time to get ready for what was a pleasant meal in comfortable surroundings - although a few wouldn't have minded a fish supper as well. The rest of the evening was spent walking on the seafront as we wound down after having travelled two hundred and thirty miles that day in Scotland.

Although we were all tired by then it didn't stop John (G) chatting up the local female tattoo artist who had arrived for the evening for a number of drinks. After a good breakfast - the coach loads had left by then - we set off for a tour of the island having our morning coffee in Portree. Further along the coast we visited Flora McDonald's grave and monument and a number of other view points that could only be described as very windy although the views were spectacular. It was during one of these visits I thought that we were going to lose Alan and Maureen. I thought that I was reasonably close doing an overtake when I met a caravanette driver in Broadford but when I looked in my mirror Alan had done the same and was closer still - I don't think the driver could have dealt with both of us had we gone back. We had a late lunch at Dunvegan Castle as we transversed the other side of the island but we didn't visit the grounds due to the expense and lateness of the day. Well they do say that the Scots are careful with their money so why not act like them when you're in their country.

A quick run south, having travelled over one hundred and fifty miles that day, brought us back to the hotel in time to prepare for our evening meal. The journey back wasn't without incident as first Alan and then Stephan had problems that were, thankfully, sorted out by Stephen. I sometimes wonder how I would manage if something went wrong with the TR6 - there's nothing much you can do with just a trolley jack in the boot of the car. On the recommendation of the female tattoo artist we went to THE restaurant, the



## N. IRELAND Cont

Gateway, in Kyle of Lochalsh. We needn't have worried as it was a superb meal and enjoyed by all with no suggestion of the requirement for a fish supper. In fact it was so good that Edward, yes Edward, did without his sweet - now that's a first. As seems to be the usual practice on these Bank Holiday runs we all make our own way back to the boat. The first away, again, was Stephen and Elizabeth, and then Heather and myself. I suppose we had an excuse for leaving the others as I needed to get to Troon early to visit my brother who had just moved to a new home there. Thankfully the others stayed together as Alan had a few electrical problems on the way to the boat - perhaps there is a lesson there for the future. Another smooth crossing and we were home having travelled over 650 miles throughout the weekend. Well done Stephen.

The first Wed. in June saw a small number of us at the monthly meeting - all the Carrick folk were missing - where we discussed the Totally Triumph show. All agreed that it was a good show and importantly was a financial success. A big thank you to all who helped - especially Paul and Jacqui - and I hope that we can do even better next year. Due to the numbers attending the show I've had to order some more finishers awards. I hope to have them by mid June - certainly before Stafford - along with a number of fleeces that were also requested.

On Sat. 7th June some of us, well Frank and the family and myself, travelled to the Claudy Show with its entry fee, meal ticket and finishers award all thrown in for free. We met up with Tim (P) and John (K) as well as Sam (W), whom we had met at the Argory and Shanes Castle events, and had a great time with really fine weather.

Sat. 28th June will see the Sperrins run taking place starting from the Elk Inn at 10.30 am sharp. Lunch will be at the Fillin' Station and the route will be different from last year.

The Norman Edmunds run has been moved to the date of the Mourne Meander on **Sat 25th October** instead. This date could change to an earlier date in **October** now that the Sperrins run has moved forward to June. Further details later from Alan (F).

**July** will see us at Glenam on **Mon. 14th** and Ballymena on **Sat. 19th** and then we are all invited to Stephens' 40th birthday party on **Sat. 26th July** - details by email at a later date.

Of course three of our members, Paul and Jacqui, as well as Frank and family are going to the Le Mans Classic or, as they say, Triumph Au Mans, on **11th to 13th July** and we wish them a safe journey there and back.

After a busy July we have our first run in **August**, on **Sat 2nd**, to the Omagh area with lunch at the Folk Park. Frank needs to

## NORTHERN IRELAND . . . NOTTINGHAM PETERBOROUGH . . . SALISBURY

know if you are going so that we can book a place to park - it's busy at that time of the year. We meet at Sprucefield at 10 am for 10.30 am start time.

That's it for now folks and I hope to see you throughout the summer months either on our runs or at the local shows.

*Douglas.*

## NOTTINGHAM

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Well, hopefully I've got this to Bernie on time and it should be in its right place this month. (Pause for shock to settle in!!)

We've had a busy month again. The May meeting was one of the quietest we have had for a long time but with the change of day due to the Bank Holiday and the appalling weather we had expected numbers to be down.

We attended Wollaton en masse in the pouring rain, thanks to those diehards of you who turned up. This is a huge event in the Notts area and even with those who couldn't make it due to the rain we still put on a pretty spectacular show along side Derwent Valley.

The following weekend three Triumphs and Colin from DVs Volvo made the trip to the Dales Run. Gorgeous weather, fantastic scenery and great company made for a very enjoyable weekend.

**July** seems a fairly quiet one this year as the International is in **August** for a change. We are hoping to visit the TR International in Malvern to see how another club runs a large event.

Plans for our very own ROBIN HOOD RALLY are well underway. If you don't like cooking, this weekend is the one for you. With free food on arrival, amazing breakfasts in the pub both days, free burgers/hot dogs on **Saturday** lunch and our famous barrel BBQ and archery competition in the evening you may need to loosen your belts by the end of it.

Don't forget to book soon to get the reduced rate. See you all soon

*Claire*

## PETERBOROUGH

Tel. 01778 560507/01780470358

The June Monday meeting was held on one of the best evenings so far this year, and it tempted out 13 cars and 20+ members. It was good to see Mike Bewicks 1968 Herald 1200 Convertible which has taken 2 and a half years of his life to restore. An excellent job, Mike. It was good to see another new member, Ian Foster, and look forward to seeing your 1360 when it passed its MOT. My GT6 also did not make the meeting due to failing its MOT. This was due partly to a stone falling from a passing lorry and having hit the windscreen and causing a bullet mark on the screen. Though it was repaired the damage was still larger than the 10mm maximum, so a new screen is on order but its having the time to take the car in as they will not come out to fit it. The front Stromberg carburettor float needle also decided it was going to stick open and flood on the way to the MOT station, so it was two black marks and due to pressure of work is now going to have a complete

new retest. Brother!

Poor old Brian and his garage. The local authorities have re-routed a drain and now when it rains his garden, drive and garage fill up with water. The photographs look horrendous. It may well be a good idea Brian to turn that Herald into an Amphicar! Jeff Pearman has his Spitfire up for sale, he's now looking for a four seater and something that's a bit older. Andrew Turner was giving his expert advice to 2 or 3 members on their carbs. Well that is his job, but normally he charges for it!

We still have 4 of the branch calendars for sale, this could be your last chance to obtain one of these prestigious and unique pieces of print. Please contact Paul Lumsdon for your copy.

Gary was going to the Barrowden Classic Car Event, but was not at the meeting to give us a report. This event happens on the 1st Thursday of June annually, and encompasses an extreme selection of various manufacturers over many decades. An event we must try not to miss in our calendar next year.

To ensure you can squeeze every last pint out of Greedy Gordons Gas, here's some fuel saving tips - Ensure all the tyres are inflated to the correct pressure, check the contact breaker points clearances, rotor arm and distributor cap for cracks, plug gaps and leads for deterioration. Check the tappet clearances, and ensure the rocker gasket still seals so that oil does not leak over that lovely clean engine. Probably you may have some more tips that you use or that you could share with us? PS We are running on petrol here, not vegetable oil as a replacement for the diesel.

The **July** meeting will be on the **2nd Monday** of the month, the **14th**, and as usual will be at the Bertie Arms at Uffington, near Stamford around 8.00pm. Join us for a natter, noggin n'roll n'raffle. Raffle prizes always welcome.

Here's hoping you are able to enjoy a fabulous summer.

*Doug*

## SALISBURY

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It was great to see so many faces at the May meeting, which is now back at our old haunt The Greyhound Inn, Wilton, near Salisbury, following a recent refurbishment and change of management.

In particular, it was good to see Ash Mills and his girlfriend, Mary, having recently acquired Nick Vass's Spitfire from him. Apparently, Mary bought the car for Ash as a present...!! Wow, sounds like a great relationship you have there, Ash...you're a lucky man for sure...!! Anyway I hope that you'll both decide to become regular attendees to our group meetings and gain a lot of pleasure from Triumph ownership.

Thanks go to Bob Digby for suggesting and preparing route notes for an interesting evening's drive out for our group's on the 17th June around local roads in our area, taking in Zig Zag hill and other scenic delights of the Dorset/Wilts countryside - Vive La France...!! Le Mans Classic / 11th to 13th July

Finally for anyone in the Salisbury area planning to come down to the Le Mans Classic this year - there's 3 cars from our

## SCOTLAND CENTRAL WEST SOMERSET . . . SOUTHERN

group that I know of who will be journeying down to the event and joining in our small convoy which leaves on the 8.45am Brittany Ferries car-ferry from Portsmouth to Caen on the morning of **Thursday 10th July**. If you fancy meeting up at Le Mans or meeting us en-route, please call me to coordinate on 07703 598903. Best Regards

*Adam*

## SCOT CENT WEST

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The meeting at Lochinch coincided with the local football final, so the car park was a bit full. But in true tradition we spent most of the meeting there until the midges appeared. We had four Triumphs. My Mk2 Spit, Mark's Mk3 Spitfire, David in his Vitesse and a new shape for us, a TR6 belonging to John. Jim, Scott and Graham were all in modern cars (temporary).

It was John and Graham's first meeting, good to see the TR6 and Graham's Vitesse is again a known Club car and will be up and running soon. We perused the cars and talked Triumph and tried to spot the bits common to the TR6 and the Spitfires and Vitesse.

Remember the mountain bike circuit beside Lochinch? Well, just as we were finishing the list of common Triumph parts bin items, out of the single track wilderness appeared, Colin, under pedal power, or should that be under powered? Colin campaigns a lightweight Spitfire Mk1 in sprints and hillclimbs. The car has had a few tweeks and is still going strong. So members are coming to the meetings on all modes of transport. We are going to have a go at the bike circuit sometime, most of the people at the meeting said they had a bike.

That said; read on, the show at Dean Castle had three club cars plus two private entries. We had the red white and blue dis-



play, David's white Vitesse, my red Spitfire and Bobby in his blue Spitfire with Katie who wanted to win the trophy. There was lots of interest in TSSC with some people looking for cars and parts, others had had various Triumphs and one person had rallied/navigated with Stuart Turner in the 1960's. A good busy show this year and it stayed dry too.

Once the show was over the Scotland West bicycle convoy was set up consisting of David plus daughter in a trailer buggy, myself in shorts with dazzlingly white legs, followed by Linda trying to avoid the glare off my legs. The country park is a good venue although the routes are not well marked; we did come to steps at one point and turned round. One way to stop tail-gaters in the Spitfire is to have a bike carrier strapped to the back, although, the Spitfire is low and I had to take the front

bike wheel off to get ground clearance.

I have made no progress on my Mk1 Spitfire in the garage as the Mk2 had to be Mot'd (passed first time) I now have two older car friendly garages on the Area list. Any more nominations?

A report on the Leven Show next month. Weather permitting. The show dates we are attending are still as follows:

**3 August** ? Eglington **PLEASE NOTE THIS SHOW HAS BEEN CANCELLED.**

**17 August** - Stafford or Chatelherault

**23/24 August** - Culzean Autoclassica

Contact me if you want to attend, and I will send out details / entries.

I think the Mk 2 or 3 Spitfire is still in a yard in Muirhead for spares. Condition v. poor, worsening. There is also a Mk4 Spitfire for sale, highly modified with Triumph items and twin webbers. I have details of a Herald 1200 convertible for sale in Edinburgh too.

I also have someone looking for a GT6 and another person wanting a Herald for customising (sacrilege!)

The next meeting is on **Wednesday 2nd July** at Lochinch see you there (all methods of transport accepted).

*Gordon G*

## SOMERSET

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Okay I have checked and I am exonerated!! The Somerset area news in the last Courier (336) is definitely different to the Somerset news in Courier 335, so despite popular belief at the last meet I did not submit the same news twice!!! What 'appened was, my mate Jethro...The news was submitted to the courier but E-mailed out to you all at the same time, so you read it via E-mail and then it arrived in the Courier. Some of you realised you had read it after a few words - well done Derek. Others got three quarters of the way through before realising they had read it before, didn't you Darren (name has been changed to protect the guilty - I guess this will run and run and run, just like his foot)

Anyway - Our first meeting on the new day and we all got it right so well done everybody, except Wingnut who had to ring me and check. Shockingly, I also managed to get there and remember some of what I had to tell you all about. What the issue with missing Hedgehogs, Dereks Potato and scythes has to do with anything is a mystery - but had I been at the last meeting(s) maybe I would have known. Yes I know Dirk didn't recognise me.

6 Triumphs, a fiesta, Omega and a motorbike (not a triumph) in the car park and as the sun had been glimpsed earlier in the day some crazy fool suggested sitting in the garden admiring the view. - Lovely, half a dozen blokes rear ends stuck out from under Rod's Vitesse bonnet when he opened it!! Talking of Rod and his Vitesse, he has amended his Exhaust, so instead of hearing him from about 5 miles off it is down to about 2 - fantastic sound though - and a 0-60 in about 8 secs.

Nothing sensible chatted about again - other than Ann and Sue on about waxing...but not cars and the chess championship was scrapped due to the large and heavily voiced encouragements coming



from all directions of the table. The Ham, egg and chips came highly recommended and the two who ordered had plenty of help eating it.

The outside sitting lasted for about 15 minutes due to hypothermia setting in on Sue and Ann - Despite Ann wearing Wingnuts Motorcycle jacket, Dereks chequered wool blanket and producing her own vast amount of hot air. Hence, we reconvened back where we started, with Diaries and pads at the ready for taking notes, most of which I had forgotten, misplaced or just generally gave up on. I tried to speak with Dominic about some various dates, but he looked blankly at me. He was saved by his good lady Ashley who was on the ball and had all the dates we needed to know!

Ad hoc days will be announced shortly via E-mail (possibly prior to this appearing in the Courier) as soon as I have got my thumb out of my proverbial exhaust pipe.

What is firmed up is the club BBQ at 1pm on **13th July** in Winscombe at Andy and Debs. Bishops Lydeard is our club stand on **2 / 3rd August**. Please Support it.

**Sunday 20th July**

Classics at the castle - Sherbourne

**Sunday 27th July**

Branscombe air show

**Sunday 27th July**

Paignton classic car show

**2nd/3rd August 08** Bishops Lydeard

**Sunday 17th August**

Mark Moor Show Village hall

**Monday (B/H) 25th August**

Lions Show - Weston (Baytree rec)

**Saturday 6th September**

West Huntspill classic car show

**Sun 7th September 08**

Thornfalcon Car Sales

Next meeting **Tuesday 8th July 08** - This message will only be printed once!!

*Phil*

## SOUTHERN

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A damp May roaming meet at The Deer's Hut at Griggs Green meant Mike and Mark G were the only TSSC members to arrive in a Triumph, (Mikes Stag). However, there was also a Stag owners club there and this resulted in an additional 3 Stags, along with an Alfa Romeo Spider, 2 MGB GTs and a 1928 Bentley 4.5L. Mike G reported that his 2.5PI was only firing on 5 cylinders, which later turned out to be a blocked injector. Sunday 1st June was the South Hants Vehicle Preservation Society's show and Autojumble at Queen Elizabeth Country Park. Thankfully the rain stayed away, despite the weather being overcast all day. We were pleased to be joined by Darrell and Oliver from the Standard Motor Club in their 1939 Standard Flying 8 Tourer.



## SOUTHERN Cont

The club put on an impressive display of 16 Triumphs, including 4 Vitesse's, 3 TRs, Peters TR4A, Paul and Ben in TR5 and Mark D in TR6, Mike G in his Stag, Mark G in the 2.5PI and Jim in 2500S, 2 Spitfire 1500s belonging to Lee and Neil, Guy and Suzie in the Bond 2 L convertible and Fliss (Alan & Wendy's daughter) and her husband Chris brought their MG Midget to park among the Triumphs. Apparently this was its first real car show in the 20 years or so Chris has owned it, so it made its debut in good company! It was nice to see Kat again, making her annual pilgrimage with the 3 young boys.

The June regular meet at The Seven Stars, at Stroud was well attended by Triumph members but another damp evening meant only a few cars. There was Pauls TR5, Mark and Mike G in the 2.5PI, Neil F in his GT6 Mk1 and Guy and Suzie in their Dolomite. Dick who attended for the first time said he was 4 years into the restoration of his Mk1 GT6 and was about to refit the body to the chassis. However, he did bravely state that he was hoping to have it complete for the Goodwood Revival in September. Mark G borrowed a pressure gauge from Paul to check the fuel pressure on the 2.5PI.

Mark

### July Events:

**1st July:** Regular meeting at The Seven Stars, at Stroud, near Petersfield, GU32 3PG

**5th July:** BBQ at Guy and Suzie's at Cadley, near Marlborough, Wiltshire SN8 4NE

**6th July:** Goodwood Breakfast for open top/convertible cars

**11th-13th July:** Goodwood Festival of Speed

**11th-13th July:** Classic Le Mans

**19th-20th July:** Portland Steam Show, Portland Bill Dorset

**17th July:** Roaming Meet at The Pub with no name alias 'The White Horse' at Priors Dean GU32 1DA.

**19th-20th July:** LL Club Vintage and Classic gathering at Horndean, (club Stand)

**7th August:** Regular meeting at The Seven Stars, at Stroud, near Petersfield, GU32 3PG

## SUFFOLK

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There was a good turnout of cars at the June meeting, the reasonable run of weather having tempted people to bring their cars out, though it was a bit chilly, so roofs up was the order of the day for the return journeys. Unfortunately the Felixstowe contingent had been reduced

## SOUTHERN . . . SUFFOLK . . . SURREY SUSSEX

to Lyall by work commitments and faulty boilers, so no mystery tour of the back lanes of Suffolk for him this month, just a thrash along the A14. If anyone else from that neck of the woods wants to join Peters tours, just get in contact with Peter. Or else contact me and I'll put you in touch. An excellent way to enjoy your Triumph!

Talk was mostly of how to fix Lyalls vibrating bitza-mobile, conclusion being it was the propshaft, or maybe the wheels, or perhaps a bent driveshaft, or possibly a faulty gearbox or overdrive. Basically no-one could agree. It has subsequently been proven by substitution to be the propshaft.

Also discussed was the Fill The Carpark Night on the **1st of July**, though I suspect it will have been and gone by the time you read this, so we will assume it was a hot and sunny night and not the usual of torrential rain that we have come to expect!

Cas has sold his Spitfire that was mentioned a few months ago to a guy called Jason who lives in Gt Yarmouth, so perhaps we will see it back at one of the meets in the near future, though Jason does have the little matter of a lack of a driving license to sort out first, having been a biker for many years.

At the last meeting Chris mentioned that as he wanted to get a TR6, he had been issued with an ultimatum from SWMBO, and would need to reduce his fleet by 1, so he may be looking to sell his Mk3 Spitfire. Watch this space. Me, I can't see the problem of having 4 Triumphs. Well I can see a problem, 4 just isn't enough!

Shortly after the July meet a few of us will be going to the Classic Le Mans in France, so if you want to join in the anticipation, or be enthralled by our tales then make sure you get along to the **July** and **August** meetings respectively.

Hope to see you all at the Maggie on the **1st July**.

If you can't make that, then hopefully on the **5th of August** or the **2nd of September**. Cheers

Colin

## SURREY

Tel. 0208 8733022

After the hectic start to the show season in May, June calmed down a bit with only the Woking Hospice Show on June 1st. The weather was very kind to us again and thanks to everyone for bringing their cars. We had a great display of 15 cars. Sorry for the mix-up with the tickets and thanks to Sue for sorting out getting us all in to the show. The peoples choice for best car of show was a Triumph again this year but sadly not one of our cars. It was a very nice TR6 from the Thames Area TR Register stand next to us. Adam took the TR5 from Enginuity (his work) to the show which attracted quite a lot of interest as it is built to racing spec and has had £45,000 spent on it. I can almost hear the intake of breath as you read that figure, but it was built as a showcase and TR5s are not common cars. Apparently it was fun to drive. As we pulled onto the A3 on our way home, one second the green TR5 was in front of me and then all I could see was this green spec in the distance. I had no hope of keeping up in the 1964 Mk1 2000 saloon I was driving!

The first Sunday in **July (6th July)**, weather permitting, we will be going to

Goodwood circuit for the Goodwood Breakfast Club meeting. The meeting this month is 'Soft-top Sunday - a taste of the British summer'. If you want to go, entrance is absolutely free and if you arrive early (8 to 9am) in a relevant car, you will be parked in the designated area for British soft-top cars. Obviously they have to be a classic.

They have said they have improved the parking this year and segregate the modern cars more, but we will see. Breakfast can be bought there at a variety of different prices, the full English is around £12 per head but you do get a huge amount. Alternatively there are stalls selling bacon rolls, coffee etc. If we get enough interested people we may go in convoy so give me a ring on 020 8873 3022.

Since the Classic Car Show that used to be held at the Hop Farm in Sussex is not happening this year and the International has moved to **August**, I am organising a TSSC stand at the Bookham Grange Festival on **Saturday 12th July**. Due to limited space the stand can only be for 5 cars however there is also the opportunity to enter the show individually. The show starts at 11am until 4pm so they need cars to be there by 10am at the latest. If you would be interested in attending and haven't got a ticket yet please ring me on 020 8873 3022. Entrance is free and the day includes classic cars & bikes, rural crafts, barbecue, bar, live music and many other attractions. Bookham Grange is a few miles to the west of Leatherhead.

The area meeting at the end of May was well attended, however the bad weather again meant that there were only 2 cars from the Surrey area in the car park that were Triumphs. We were visited by some members from the Gatwick area; Antony Morse brought his Mk4 Spitfire and Colin Roberts brought his 1500 Spitfire. David Parker and son James would have brought James's 13/60 Convertible but they have differential problems. I hope it will be on the road soon. Tom had brought with him a long piece of metal flexible tube with fixings at each end that Tom said was a rocker shaft oil feed. However I preferred Liz's description "a boys shiny bit with knobs on the end". I brought with me the camcorder and we had a look at the footage I took of the Prescott Hill Climb. I will get around to saving it to a DVD and then anyone can borrow a copy, if you like spending about an hour and a half watching Triumphs zoom up a steep gradient and squeal the wheels around the bends. Let's try and fill the carpark with Triumphs in the June and **July** meetings then and we will have some real Triumphs to look at, not just pictures.

Meeting this month - **Wednesday 30th July** at the Well House Inn, Chipstead Lane, Lower Kingswood

Karen

## SUSSEX

Tel. 01273 566593

Another month has just flown by. The meeting was a well attended with a couple of new cars turning up. Firstly a Stanton TT special, owned by Tim (sorry if that's the wrong name!) and a nice, well used Wedgewood Blue Herald 12/50 owned by Harriet. Unfortunately Harriet got accosted by the ladies of the Stag Owners Club who also happened to be at the pub on a roving

## THAMES



ing meet, and managed to keep her away from our group, even trying to persuade her to change her car to a Stag. That actually backfired as the Stag group of about 15 members had the grand total of ZERO, yes zip, none, zilch Stags in the carpark, and it was a gorgeous evening.

There is a moral here somewhere.... Hopefully we will be seeing Harriet and her Herald again soon!

Simon brought along some forms for the Seaford Lions Classic Car Show on **Bank Holiday Monday 25th August**. Entries need to be in by 20/8 so plenty of time. Could be a good day out too, often get some cracking weather.

There was also mention of a GT6 Mk3 for sale, tax exempt (so prob rototelf) but no MoT/tax. Sounds OK though, give me a call if interested.

There is still talk of a visit to the International Spitfire Weekend, held in Holland, in early **September**. This is a super event, the locals are really friendly and the accommodation has always been good. Well worth considering, especially if we can make a group up.

Well that's about it. Don't forget about the International at Stafford in **August**, which I will be away for, and get out and use your cars.

Clive

## THAMES

Tel. 0777 362 3807  
e-mail: thames@tssc.org.uk  
www.tssc.org.uk/thames

Greetings to you all. Here we are at the start of summer, car shows are flying past and we have been very busy enjoying the sunshine at the shows and Julie's cake making skills. My Acclaim is still soldiering on with no problems, the exhaust blow is getting noisier though. My Vitesse desperately needs the front seats rebuilding (although they are strangely comfy) and a few cosmetic's on the bodywork.

8th May Julie and I are in the Vitesse on this beautiful sunny evening. At the Fox & Castle we are joined by George B, Nina J, Tony H, Dave L, Andy K & Paul MS, Rob W, Mike H, Oliver.

Talk was of the loW camping weekend and how much we enjoyed it. Rob has now started on the other side of his 2000 restoration, Tony's Spitfire passed its Mot and he was boasting of a new polish he's trying out called Q8, I must say it looked very shiny in the car park. Mike has now fitted a new dynamo after the last one failed on the way to Farnham show. Oliver has been bleeding the brakes on his 2000 estate. Triumphs in the car park this evening were Mikes 13/60 Herald Convertible, Robs 2000 Mk2 Saloon, Andy's Stag, Nina's Spitfire Mk2, Dave's 2.5 Pi Saloon, Tony's Spitfire 1500 (very shiny) and my Mk2 Vitesse Convertible.

9th May Friday morning and with most of the SEM equipment and a bit of our camping stuff in the trailer behind the Vitesse, I brave the light rain to head for the leisure centre in Leatherhead. The rains get heavier as I get closer to my destination. I park up and raise the hood to stop most of the moisture getting inside the car and hunt down the key for the gate to the sports field. After pouring out a coffee to drink the rain dies out and won-

derful blue skies return, shortly followed by the marquee and tower scaffold and then Guy & Suzie S in their Bond towing yet another small caravan (this is the 3rd in as many years). George B arrives in his Mk1 Vitesse towing a trailer of camping stuff and so does Dave L in his 2.5PI. We start off setting out the new look for SEM. Setting out the marker stakes and labelling them, roping off the camping and car parking areas, putting up a few gazebos for the club event stand and entrance gate, erecting the tower scaffold, eating all of Suzie's sandwiches and washing them down with Guy's beer. More help turns up during the day George and Phyllis as well as Julie in the battered Acclaim with the rest of our camping gear. As we run out of tasks to do we turn to making our home for the next couple of nights and put up the tent next to George and Chris. This year we had quite a few early birds camping so Julie and I were off collecting rent and welcoming them. Then I went off for a much needed shower, before helping Guy collect the traditional chip supper (Thank You very much). We finished the night off in the leisure centre bar.

The next morning after kindly being awoken by the birds dawn chorus, we started cooking our breakfast and enjoyed eating it out in the morning sunshine. After putting out our cars in the show area we started to show other Triumphs to their ranks and directing auto jumblers to their sites and collecting more campers fees. George was busy collecting entrance fees and welcoming customers at the gate. The new lay out seem to go down very well and many visitors commented on the change for the better or worse. The Sunshine was definitely a change for the better. After a great day George, Chris, Julie and I walked to the Running Horse for a meal which sorry to say was not up to the same standards as the past years, although the beers are still spot on.

That evening we joined other campers to enjoy the band and even though they had a few technical difficulties they were entertaining. We had a few nightcaps afterwards chatting to friends before turning for the night.

Sunday morning as usual came to quickly and after a cooked breakfast we were ready for the day. Which was very busy lots and lots of Triumphs and friends turning up. As the day went on we got time to wander around looking at the cars on site and what was left of the auto jumble. Later in the day the shows concours was announced and the cars picked would easily make it on anyone's Triumph's wish list.

Julie got to collect the winners and runners up names for reference as they were awarded their trophies (the list will be in the courier soon if not already).

We then headed back to the campsite to pack up our tent and belongings as the show began to wind down. With all the camping equipment loaded we then collected the show equipment that we store and helped pack up the rest of the show, before saying our farewells and heading for home.

A big thank you to Guy and Suzie for running the show we had a great time.

18th May While most Triumph owners were having a great time at Prescott, at the "Triumph Marquee Day", Julie and I in my

Vitesse were making our way to meet up with Tony & Penny H. in their Spitfire, and from S.Bucks, Carl S in his Stag, Charlie in his Spitfire, Dan in a Jaguar (as his Stag had a petrol leak) in the Tesco's at Amersham. After a brief hello we headed off to Aston Clinton Show, we had a lovely trip through the country side to the showground. At the showground we found our club stand with Dave, Nikki & little Laura (E.Berks) in their Herald 13/60 already there. We quickly sprung into action putting up a gazebo the TSSC banners and bunting and flying our flag high. After which we had a much needed mug of coffee or tea. The show ground itself was filling up fast and there were many more vehicles on display this year, although the field was littered by the past occupants (cows) and you needed to be careful where you walked and sat. There was all the usual side shows and auto-jumble, refreshment stalls, traders and funfair rides. We had a very enjoyable time walking around and met up with lots of friends. back at the stand we met up with Chris C who had to change the engine mounts on his Spitfire in the morning, but arrived a little later. Peter & Sally G (E.Berks) in their Spitfire were parked a little further down the field, as was Mark S (E.Berks) in his Mini, Helen J (E.Berks AO) and Duncan were there in his Warwick, we also saw a lot of other Triumph's parked up in the rows of classic cars and many displaying the TSSC logo.

We had some more tea and coffee (thirsty work just wandering around and meeting people) and enjoyed Julie's carrot cake. Later that afternoon as the show started to wind down we set about packing away our stand. We had a great trip home in the sunshine and would like to thank S.Bucks for a wonderful day out.

Andy K and Paul M-S were among many other Triumph fans that made the trip to Prescott Triumph Marquee Day on Sunday.

We arrived at Prescott on the Sunday morning in a TR5 donated for the weekend by my Boss. As this was its first run since a nut and bolt rebuild, we did have a couple of teething troubles, but that is another story. Prescott must be one of the most picturesque locations for a hill climb. The view from the top of the hill is spectacular and to be surrounded by so many of our beloved Triumphs of all shapes and sizes, made my day. The TR was parked in the paddock where we met up with Adam and Karen C and family and Tony Hart (the Stag Guru).

Tony took passengers up the hill for a charity donation in his beautifully sorted fast road/race Stag and worth every penny too, as I found out later in the day. The various Triumph clubs had an area for their respective stands to one end of the paddock, whereas a few parts suppliers were by the camping area with all the usual shiny bits and bobs and must-have extras.



## THAMES . . . NORTH WALES

### THAMES Cont

We spent the next hour or so walking around catching up with old friends and making new ones! (Surely this is what it's all about?) Taking pictures and generally enjoying the sights and sounds of "our" cars as they were put through their paces.

Plenty of Stags and TRs with a fair amount of Spits, GT6s, Vitesse and a couple of Heralds, some very fast and some a bit more leisurely, were all having fun with a capital 'F'. We also saw a very small but pretty Bugatti having a fair go. . . I didn't know, however, there is a small but well put together Bugatti Museum at Prescott with very helpful knowledgeable Museum staff, it made a (free) visit a must.

The runs up the hill went on all day except when the unfortunate driver of ADU 1B lost a wheel on a run up the hill. We didn't see the car or driver after they were recovered, so let's hope both driver and car are ok.

A reasonable lunch was had at The Lodge, which is the on-site restaurant, with a view of the course while eating lunch. . . perfect! After lunch I paid my charity donation for a run up the hill as a passenger in Tony Hart's Stag, which was great fun. . . I wish it had been a longer one!

All in all this was a wonderful day and well worth the visit, just the drive through the pretty Cotswold countryside is enough to make it worth the effort. Next time I will go on the Saturday and camp on site to have two days there. A few people I had spoken to have said that they didn't go because it is too far! What rubbish! Get the roof down, grab the camping stuff and make a weekend of it. This is a great event. Just make sure you book a run up the hill for your car. (I didn't, but I wish I had). It's not competitive, it's just for fun.

Andy K.

22nd May Another sunny trip to the Fox & Castle, which Julie and I made in the Acclaim. We had the good company of Dave L, Oliver, Andy K and Paul M-S, George B, Mike H, Tony H, Rob W, Primula. Triumphs in the car park included Dave's 2.5 Pi Saloon, Andy's Stag, George's Vitesse Mk1 Convertible, Mike's Herald 13/60 Convertible, Tony's Spitfire 1500, Rob's 2000 Mk2 Saloon and our battered Acclaim. Dave was busy sorting out monies for Uxbridge show in July (we do need your deposits ASAP and names for coming shows ie:- Windsor, Cranleigh, Aldershot). Talk was of the shows looming up, our cars and life in general.

1st June With my Vitesse washed and polished, sporting some smart different alloys wheels (an e-bay purchase). Julie and I headed off to Windsor to collect Nina J in her Spitfire, we had light rain all the way there and back which stopped by the time we got to the showground. We were shown to our club stand and waited for the rest of the cars to turn up and Karen C to

organise the display. We did not have to wait too long before there was a blur of Triumphs shuffling into an arranged parking plan and Surrey areas large gazebo erected, then the tables and chairs were set out. The TSSC Banners, Bunting and Flag were also proudly displayed and then there was time to relax, chat and refresh ourselves with teas & coffees. From Thames Area we had Nina J in her Spitfire Mk2 Convertible, George B & his mate Chris in George's Vitesse Mk1 Convertible. Mike and Judy H, in their Herald 13/60 Convertible, Tony and Penny H in their Spitfire 1500 Convertible. Chris C in his Spitfire Mk3 Convertible. Martin and Cynthia in their Spitfire 1500 Convertible. Julie and myself in our Vitesse Mk2 Convertible. From Surrey Area we had Karen C in her 2000 Mk1 Saloon. Adam C in Eniguit's TR5. Liz and Con in their Herald 1200 Convertible, and other TSSC members were Dave H in his Spitfire 1500 Convertible. Terry B in his Vitesse Mk2 Convertible. Sue B in her modified Spitfire 1800 (Ford powered). Mick H was in his GT6 Mk2. From Club Triumph and Eagle radio we had Paul D in his Herald 13/60 Convertible (wanted the Herald to be in good company as he was working).

There was also the TR Register next to us with another fifteen Triumphs on display and quite a few other Triumphs parked up around the showground amongst the two hundred and thirtyish other vehicles on display. In the Arena there were the Karen Clarke Performers, live music from Sultana and a marching troop, a parade of motorbikes and cars. There was also Flower Festival on the grounds. A miniature Railway, Craft Stalls, Side Stalls, Veteran cycle club, Kids Farm, Sweetshop, a Face painter, who painted my twin nephews faces, Beer and Pimms Tent, Hog Roast & other refreshment stalls. We had a great time at the show meeting up with local friends and car friends, enjoying the sunny weather and the whole atmosphere. The day flew past so quickly as well and it was not long before we were packing up the stand and saying farewell to our friends. Hope next years is as good.

5th June I am on my own this evening as Julie is recovering from an operation. All went well and Julie is looking forward to going camping soon and keeping me in check. Anyway I am in my Vitesse on this glorious sunny trip to the Fox & Castle. Tonight I have the company of Tony H, Chris C (his first meeting this year) Rob W, Dave L, Oliver, George B, Mike H. The Triumphs in the car park made a good display also As the were Tony's Spitfire 1500 still very shiny. Chris's Spitfire Mk3 now with a full width radiator fitted. Rob's 2000 Mk2 saloon. Dave was in a borrowed Mk1 2000 saloon. George's Vitesse Mk1 Convertible. Mike's Herald 13/60 Convertible and my Mk2 Vitesse Convertible. Talk was of what car shows members wanted to go to as the change to Stafford has opened up early July and clashes with Cranleigh in August. But it still seems to be the majority are going to the Cranleigh show.

Our next meeting's at the Fox & Castle are in **July on the 3rd, 17th & 31st & in August on the 14th & 28th.** Please come and join us for a warm welcome. Call me for further details on 07773623807 please. Up coming events are :-

**6th July** British Airways club car show  
**11th/13th July** Classic Le Mans  
**12th July** Ardingly Show  
**19th July** The Ripley event  
**20th July** Uxbridge Car Show  
**1st/3rd Aug** Robin Hood Rally  
Notts Area  
**15th/17th Aug** Stafford  
TSSC International  
**16th Aug** Aldershot Town Centre  
**17th Aug** Cranleigh Show  
**25th Aug** Littlewick Show, Maidenhead  
Best Wishes  
*Mickey & Julie*

### NORTH WALES

Tel. 01978 359263  
www.triumphwales.co.uk

It has been a busy month, with lots of events. Took the Stag to Llandudno Festival of Motoring on 4th May. As usual a very good event with large crowds especially in the town. Stayed for the evening run along Marine Drive and around to the headland. This is a toll road but vehicles in the Festival were allowed along free. Quite a large crowd present along the route to watch the heavy lorries and coaches covering this route. Only a few cars took part perhaps because it was late evening by then.

On the 11th we had a good turnout for the event at Cholmondeley Castle and super hot sunshine ensured an excellent turnout of classic cars. Went down to Cheltenham on 17th/18th for Triumph Marquee event. Interesting classic car run on 17th and the hillclimb at Prescott was a really great day. Fine day, masses of cars and 3 runs up the hill for me and the Stag made for a super event. Must have been one of the largest turnout of classic Triumph cars with all models and colours from the 60s and 70s present. At the club stand I suggested we have the same venue in 2009 and I hope the committee agree!

Weekend of the 25th/26th spent around Prestatyn area. On the Sunday we had a classic car run and I acted as navigator for the 100 mile route. A very large turnout of cars from six clubs took part and although little sun, at least the rain held off.

On Monday we had a show in town but my Stag let me down as my fuel pump failed on my driveway and as my Herald was undergoing repairs I had to get a lift with another club member. Once again an excellent show which is getting bigger each year. Around 300 cars took part and we were still given a free meal. Derrick came along and kept the crowd busy with his polishing of his silver bullet. Failed to



win best sportscar this year as award went to another Derek with his 1960 MGA, still he is coming to Jersey in June so maybe

## WEST MIDLANDS . . . WIRRAL

another cup, more on that another time. Lots of events to come so let's see you at a future meeting

*Michael*

### WEST MIDLANDS

Tel. 07969 024999

As reported in the June edition of 'The Courier' the West Midlands Area are now meeting twice a month on the 1st and 3rd Tuesday's of each month May through September. Our meeting on the 1st Tuesday of the month is still at Schofields Pub on the Queslett Road, Great Barr, and the second monthly meeting on the 3rd Tuesday is at the West Midlands Police Social Club, Pershore Road, Edgbaston. The first meeting at this new venue on the 20th May was without doubt a complete success with 14 cars lining up along the car park whilst the owners and passengers enjoyed a warm evening and the occasional jar of brown falling down liquid. It was a pleasure to welcome as a guest Mr Peter James of Peter D James Insurance Co Ltd, who spoke to members about their cars and it soon became clear that he has more of an interest in classic cars than just for business purposes.

Our old venue the 'Drakes Drum' which has been undergoing refurbishment reopened officially on Tuesday 3rd June but it is still not clear if we will be welcomed back under the new regime so until checks have been made we continue to meet at Schofields Pub on Queslett Road, Great Barr.

Our meeting on the 3rd June had 19 Triumph cars on show with a total of 39 people in attendance. It is nice to see that a number of new ladies are attending on a regular basis, accompanying their husbands or partners.

You're all very welcome.

In the May edition I reported on the sad loss of one of our oldest members Jack Berry who passed away after a short illness, and I made comment that Jack would be sadly missed by the West Midlands members. He will also be sadly missed by fellow residents of the cottages where he lived, for a very different reason. New houses were built to the rear of the cottages where Jack and other residents lived and over a period of years attempts were made by these new occupiers to claim rights of way over the road at the rear of the cottages which Jack and other residents had used for many, many years. The matter eventually had to be resolved by the Courts and Jack Berry proved a star witness. Having lived in his cottage for so many years he was not only able to give the names of previous residents of these houses he was able to give the make and registered number of all the cars these people had owned. The judge deciding the case was very impressed with the way Jack gave his evidence and eventually gave judgement in favour of the cottage residents, saving them not only many thousands of pounds in legal fees but also the right to drive along the road at the rear of their cottages. In memory of Jack, the residents of the cottages decided that owing to his interest in the Triumph Marks, they would like to donate a trophy in his name to show their gratitude. So the Jack Berry Memorial Trophy has been

founded and will be awarded annually to the West Midlands Triumph Club members, who in the opinion of his peers has done the most to further the interest in the classic and the club.

On Tuesday 3rd June, the trophy was awarded for the first time to Phil Heeney. Phil has been a regular member of the West Midlands area for a number of years. He is an expert restorer of Triumph motor cars and always willing to share his knowledge and expertise with other members. A close friend of Jack Berry, he showed the real meaning of friendship when Jack was taken ill and detained in hospital. Phil visited Jack every day and without doubt gave Jack a great deal of comfort during his hours of need. It is with real pleasure that we nominate Phil as West Midlands Area Member of the Year.



The photograph shows Phil being presented with his trophy by Chris Allen.

Next meeting West Midlands Police Social Club on the 17th June, followed by our normal meeting at Schofields Pub on **Tuesday 1st July 2008.** Why not pop along a meet with us at either venue. Unfortunately I will not be at the **1st July** meeting I will be sipping Gin and Tonics on the beach in Turkey, but I can assure you I will be thinking of you. Cheers for now.

*Roger*

### WIRRAL

Tel. 0151 339 4150

Here we are again folks hopefully on time with the July report which I have again had to produce on my steam driven typewriter and despatch by snail mail to Headquarters.

So what has happened do I hear you say? We have been busy bees or more appropriate as busy as 'Cyril the Wirral Squirrel' for those who don't get it, we have a lot of those animals here, and the peninsula being surrounded by water on three sides there is only one way out, via Chester and they don't know the way. You learn something new every day!

So what have we done, our June meeting on the 3rd attracted even more cars than the May meeting, twenty two in all, including, dare I say it in a 'Triumph' report, a really immaculate (better than new) two seater Austin Chummy, 1930 Vintage, along with the cars approximately thirty bodies attended and the bonus was a fine evening so we were able to remain outside until quite late on.

Our visit to the 'Men and their Motors' show which was organised by the Vicar of the Methodist Church in Greasby which I mentioned in my May report was a great success. The breakfast provided free was not the expected roll and cuppa but the Full English. By the time I had worked my

way through it, half the exhibitors had departed as it was only a half day event. It was a trifle on the chilly side, the weather, not the breakfast, that was superb, thanks a lot Vicar, we'll come again.

The good old English weather has been living up to its reputation, in this country we don't have a climate, we have weather! Sunday May 11th saw us with six cars at the Cholmondeley Castle Rally and Show. A super day with unbroken sunshine, Martin entered his Austin 7 (Again that word) and I entered the 'Spitfire' in the show Arena but alas, no prizes forthcoming, still it was good fun and a nice day had by one and all.

On Bank Holiday Monday, May 26th, some of us brushed off the passports and crossed the border into North Wales to attend the annual Mayor's show in Prestatyn. This was a very enjoyable day and although a tadd less wind would have been welcome it did stay sunny, unlike a lot of the country. There was a continental market on site but the highlight of the day was a free ride in a seventy year old bus around the Prestatyn Area. The driver was about the same age as the bus so he deserves a commendation for the trial of strength displayed in steering the vehicle, well done that man!

It's 'Murphy's Law' that most of us chose the wrong day to go to Tatton Park, which event took place May 31st/June 1st. The Saturday was virtually unbroken sunshine all day, we chose to go on Sunday and although we got there with the hood down, after ten minutes the rain started and did not cease. I managed a damp stroll around the cars and autojumble but most of this was covered in plastic sheets while Bettine spent the day under the fishermen's umbrella reading the paper.

As a result we broke camp and came home early.

The evening of Friday June 6th saw seven cars with fourteen occupants on an evening run around the leafy lanes of Cheshire and finishing up at the 'Pheasant Inn' in the village of Burwardley. A pleasant summer evening of hood down motoring, we arrived home at midnight. The 'Spitfire' always runs a real treat in the night air, they say it's the moisture. With the price of petrol it's a pity they can't run on more of it!

By the time you all get to read this we will also have been on the go during the two mid June week ends. On Sunday, June 15th we will have participated in the 'Under and Over' the Mersey show designed to help out with the 'European Capitol of Culture' Yes it's Liverpool. I gather it's a drive through the tunnel, a parade around Liverpool, then back to Birkenhead where the cars will remain on show for the afternoon.

June 22nd will have seen some of us at the North West Car Show in Victoria Park in Southport. This is usually a very pleasant day out in beautiful surroundings.

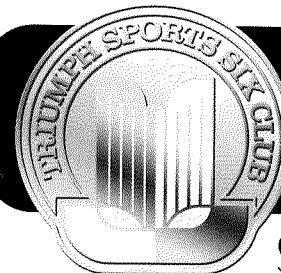
That's about all for now folks. Andy and





# Robin Hood Rally

Price is £17.50 per car, including one tent/caravan. Additional tents are charged at £4 each. Please make cheques payable to "TSSC-Notts Area". Advanced bookings must be received by 26<sup>th</sup> July 08. Price is £20 on the gate. All bookings will be acknowledged. Please contact Claire on 07971 017012 if you have not heard from her within 14 days. The campsite will be open for arrivals from lunchtime on Friday 1<sup>st</sup> Aug and our customary hospitality will be provided throughout the weekend. Enjoy. That's your lot as there isn't any room for any more small print.



# International Family Weekend 15/16 & 17 August 08

# STAFFORD County Showground Pre-Booking Discount Tickets Order Form

**WEEKEND PRICE £15.00 PER PERSON CHILDREN FREE!!**  
**PRE BOOKED TEL. 01858 434424**

DATE ..... MEMBERSHIP No ..... / .....

**Number of Tickets required .....**

NAME (MR. MRS. MISS. MS.) .....

**ADDRESS**.....

POST CODE .....

TELEPHONE No .....

**CARD No**

EXPIRY DATE     ISSUE No  MAESTRO ONLY

**VALID FROM**          **(MAESTRO ONLY if NO ISSUE. No.)**

SVN NO. 

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 (Last 3 digits above Signature)

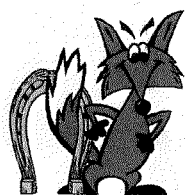
NAME ON CREDIT CARD .....

**Payment by Cash or Cheque**      **Total** £ .....

**Please Make Cheques payable to TSSC Ltd and Return Form to:**

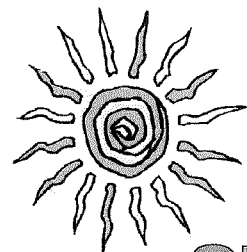
### Triumph Sports Six Club, Sunderland Court

**Main Steet, Lubenham, Market Harborough. LE16 9TF**

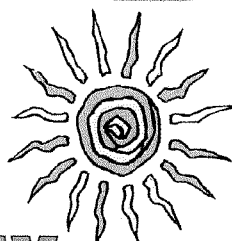


# Triumph Sports Six Club

Leicester and Rutland



THE  
25TH



SUNSHINE RALLY

Sunday 3<sup>rd</sup> August 2008

Show opens at 11am

Club Stand

Auto Jumble

Concourse

Games

Refreshments

**ALL CLASSIC CARS AND BIKES WELCOME**

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

**Brooksby Hall, Nr Melton Mowbray  
Leicestershire**

For Further details contact Dave Smith  
On 07774 276564

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

## Lincolnshire Camping Weekend 2008 Friday 29th August to Sunday 31st



Come and join the fun in rural Lincolnshire. We are once again at the Rutland Arms, in the vale of Belvoir overlooking Belvoir Castle. We have a BBQ, silly games and a run through the countryside planned or you can just relax and chill out for the weekend, joining in when you want. We are planning on stopping for Lunch on the Saturday at a nice Pub. Please Pre-book by Fri 29th. The menu is available to download from [www.lincstssc.co.uk](http://www.lincstssc.co.uk)

Costs per person (under 16 free)

2 nights  
1 night

£13  
£8  
£2.50

No.	Total
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Electric hookup per night

Full cooked breakfast from the pub £5 per person per day

You **MUST PRE BOOK** this or you'll go hungry!!!!

Name.....

Address.....

Car Reg.....

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

Please make cheques payable to G N Jupp

Please send a Stamped SAE with your remittance to:-

16 Hermes Way  
Sleaford  
Lincolnshire  
NG34 7WH

**Camping Price also includes  
the Barbeque on  
Saturday evening.**

For a map and directions call on 01529 307302 after 6.30pm weekdays  
Alternatively email me on [garth@juppy.org.uk](mailto:garth@juppy.org.uk)

**TSSC**  
**Herts & Beds**  
*Present*



**DUXFORD 2008**  
**ALL TRIUMPH DAY**  
**IMPERIAL WAR MUSEUM DUXFORD**  
**M11 Junction 10**  
**SUNDAY September 14th 2008**



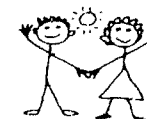
**Admission – Adults £9.95 – fee to Duxford**  
**Accesses ENTIRE Duxford site Under 16s – Free**  
**For Further Information Call: 01582 750943**  
**No Pre Booking Required**  
**Traders Must Pre Book (01582 750943)**

*Sorry But NO Dogs CAA Airfield Regulations*

**The 11<sup>th</sup> year of**  
**The MILE OF TRIUMPHS**  
**Classic Car and Motorcycle Show**

Supporting

**East Anglia's Children's Hospices**



**19<sup>th</sup> – 21<sup>st</sup> September 2008** at Broad Farm Caravan  
 Park, Fleggburgh - on the A1064 Acle to Caister Road

**Friday 19<sup>th</sup>** - Meet in the Club House for an informal get-together and disco

**Saturday 20<sup>th</sup> - Classic Car and Motorcycle Show from 10 a.m.**  
 Peoples choice concours. Live Music, Sideshows and Beer Tent. Lots of trophies to  
 be won. Display ring with various attractions.

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

**Sunday 21<sup>st</sup> - THE MILE OF TRIUMPHS**

Arrive at Broad Farm by 9.15 am. Convoy of classic cars to Great Yarmouth seafront  
 to measure the MILE. Followed by a scenic run through the countryside.

**Followed by Auto Funkhana – at 1.30 p.m. approx**

Participants: pre-booked **£4** per person for the full weekend (up to 2 per car)  
 commemorative rally board guaranteed  
 On the gate: **£5** per person for the full weekend (up to 2 per car)  
 Special Sunday-only rate **£3** per person  
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# CLASSIFIED

## SPITFIRE

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Cars for Sale

**1500** 1979. 60,000 miles. Overdrive. Kenlowe fan. SS Exhaust. Body off restoration. Oil cooler. No rust, superb BRG respray. TSSC valuation £4,800. £3,250 ONO. New house forces sale. Mike (Redditch) 01527 542998.

**1500** 1975. Professional respray and interior re-trim. Reconditioned engine. Ex Californian car converted back to RHD. Excellent condition, includes Hardtop. £3,500. a.swift@talktalk.net Andy (Ipswich) 01473 635289.

**1500** 1980, 64k Miles, Overdrive, V good condition, zinc coated chassis, lots of new parts, great reliable car. £3800 James (Shoreham-by-Sea) 01273 454715.

**1500.** 1981 White. 57k miles. MOTd, taxed October 2008. Minilites, S/S exhaust. New engine & clutch at 48k. Good overall condition. TSSC valuation £2,800. £2,000 John (Brighton) 01273 575382

**1500** 1980. Black. Good bodywork, good mechanicals. Hoodbag, Tonneau included. 11 months MOT. Many new parts. 93,000 miles. Offers around £2,200. Colin (South Shields) 0191 4565632.

**MkIV** 1971 Tax exempt Gorgeous racing green metallic 1.3 4 speed box, wheels up restoration in 1998, 20k miles since restora-

tion on new engine, diff, carbs, dizzy etc, walnut dash, hood bag, jaeger clocks, aero rollbar, radio 6 CD player, full history and pics, TSSC Value £8000+ A1 condition, MOT Till May 09 £4,500 Unsworth (Blackburn) 07879 665001.

**MkIII** 1300cc 1970. White, 1970, 1300cc. £2,100 ono. mileage 60k. MOT May 09. Tax exempt. White soft top and separate cockpit cover. Rare Bermuda hardtop. Blue T bar, sunroof panels. 3 owners, owned since 1992 & kept garaged. Box of spares (headlamp, hub caps, air filters etc). Young family forces sale! e-mail pictures on request. £2100 ONO. Neil (Southampton) 02380 444502

**MkIII** 1970 Saffron, one owner last 17 years. MOT March 08, agreed value £4,800, tax exempt. Sale due to change of circumstance. £2,500 Julie (Brentford) 07768 520540.

**MkIV. 1500.** 1977. Moving house forces sale. Dry garaged since 1994. Bodywork A1 condition, no rust. Full bare metal rebuild and re-spray. Engine has had much work, benefit from someone completing restoration. Car starts first time. No MOT or tax, hence. £1,900. Philip (Nottingham) 019490 860654 Or email: prmorris@gmail.com

**MkIV** 1972. Blue. Minilites, GT6 Silencer. New Hood. Recent Body-off restoration.

Excellent paint and panel gaps. Good interior. 12 months MOT. Valued. £2,300. Richard (Leeds) 07899 068798.

**1500** Brookland's Green soft top (black) matching green hard top. full restoration 2002. Body work V.G.C. MOT until May 2009. Taxed until October 2008. Mileage 64k. A Few spare parts, full service history & restoration photographs. (Tonneau cover and Rimmer Bros cover (tailored) Sale due to moving to States. £3,000 Heath (Surrey) 07939 073635

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Cars for Sale  
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## HERALD

**13/60.** Mileage 58,300. Long MOT. One previous owner. Colour Grey. Red interior. 90% original. £950, or near offer. Ian (Caversham) 01189 471409.

**1200 SALOON** 1962. Red/White, 48,000 miles. MOT'd to May 2009. Owned since 1994. V.Good order. £2,100 ONO. Ralph (Surrey) 0797 9696 597.

**13/60** Spares or Repair. Convertible. Overdrive. Unleaded head. Stainless exhaust. Alternator. Good Tyres. Lots of rust.

Engine knocks. £400 ONO. Martin (Southampton) 01489 575239.

**13/60 CONVERTIBLE.** Cherry red. MOT October. Tax exempt. Agreed value £3500. Service history since 1994. £2000 ONO. Phil (Knebworth) Day 01438 763376. Eve 01438 816910. E-mail: phil.skone@ntlworld.com.

**13/60 ESTATE** Part Restored. Wedgewood Blue 1971 Owned since 1988. Chassis restored, underside restored, body dropped back on chassis. Loads of parts. Must go to

good home to finish or use as spares. Offers. Photos via email: bowmanjc@btopenworld.com John (Charlton Adam) 01458 232314

**13/60 CONVERTIBLE** 1969 (H) Jasmine. Condition A1+. Lots of history. Real head turner. Sold with full MOT. TSSC Value 6K. £5,000 ONO. Eddie (Essex) 07764 350169.

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Cars for Sale  
Cars for Sale  
Cars for Sale

## VITESSE

**MkII**, black interior, SSEXhaust, servo, overdrive, tonneaux, CD, very presentable. Hardtop and full set of wires included. Used regularly, phone for details. £2795 Andrew (Alsager, Cheshire) 01270 874743.

**MkII CONVERTIBLE O/D.** Restoration project. Car runs very well. Old rear tub had serious rust problems. Needs suitable rear tub. Working abroad. Sell as on going

project. Engine runs very well and the Gearbox and Overdrive have both been dismantled and refurbished. More info and pictures available. Offers over £650 please. P. Ashton 07920 475935 or 01489 785839

**Mk I SALOON** 2 Litre. 1968. Wedgewood, non o/d, 65,000mils, MOT Feb 09, unrestored, very original, lovely Shadow Blue interior, 5 owners, some history, garaged since 1987,

good condition for age. £950. David (London/Surrey) 02086 695266.

**MkII CONVERTIBLE** 1969. A1+ Excellent Condition. Classic Car Write Up. Damson/Leather interior. TSSC value £8,000 Taxed/Mot May 2009 E-Mail for Details and Pics andy.worms@btopenworld.com £5,495. Andy 07834 610604.

## GT6

Cars for Sale  
Cars for Sale  
Cars for Sale

**Mk1** Complete intact. Recovered as a garage find in December 2001 and dry stored since. See my article in Courier 260 for February 2002 (page 68). Believed structurally sound except for two areas of rear right wheel arch. Needs a complete restoration and I've run out of time. £400 ono. Del (West Kent AO). 01732 743 747.

**MkIII** 1972. Valencia Blue. One owner. Totally original. Excellent Condition. All MOT's. Always garaged. Tax exempt. MOT

April 2009. Mileage 88,455. £3,995. J. Knott (Market Bosworth) 01455 292259.

**MkIII** 1972. Magenta. 2.5 recon engine, recon overdrive, Sprint alloys, sunroof, CD player, Leather seats. Fully rebuilt 2002. Tax exempt. £5,400. Jim (West Herts) 01438 238979.

**MkII** Signal Red. Alloys. Sunroof. 12 months MOT. Tax exempt. Sound car. Photographic History. Owner over 30 years. £3,250. Roger (Derbyshire) 01246 236429.

## CAR WANTED

**VITESSE CONVERTIBLE** wanted. Mk2 preferred but any considered. Must be A1/2 condition with MoT. East Midlands area Chris Bates (Leicester) 01162 896728

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**TR6** 1972 2.5PI 150bhp. Superb example in excellent condition. Body off restoration. Rebuilt engine (3,000 miles). Bosch Fuel Pump. Black Leather Interior, White Piping. Chrome Wire Wheels, Rainmaster Tyres. Motolita Steering Wheel. Walnut Dash & Door Cappings. Stainless Twin Sports Exhaust. Chassis excellent condition. Boot & Floor Panels excellent. Original Radio with modern CD/Radio/MP3 in glove box. Number plates Black & Silver period style. MOT Expiry Mar 2009. £11,490. Stephen (Market Harborough) 07970 949838.

## PARTS

**STAG SEATS.** Black, good condition £40. Stag door seals, Beige £10. Michael (Wrexham) 01978 359263.

**SPITFIRE** restoration panels, came off a mk2/3 restoration project that I bought but I no longer have the space to continue. Complete sill set and should fit any model of Spitfire (all models have the same part numbers for each panel). Also two floor pans and remainder of car which if anyone is interested in please contact me and I can do a buy it now. Photos on ebay: item 160247350448. £120 Geraint (Ballasalla) 01624 827818.

undamaged Condition £75. 5X Tyres, Diplomat 185/70/R14, little used £100. New Rear Seatbelts £40. Kevin (Coventry) 02476 410180.

**VITESSE Mk1** Aldon Ignitor Pos/Earth. 22D6. LU-166AP12. New unopened. Not required £60. Ron (Haywards Heath) 07941 580001 or 01444 454029.

**Mk 4 SPIT CHASSIS.** Been painted up but needs a small amount of work £25 David (Forest of Dean) 07817 304029

**WHEELS** Four. 4.5J x 13 small slot steel wheels for GT6 Mk1 and early Herald estate. No dings or dents, but surface rust. £30 for all four, ono. Del (West Kent AO) 01732 743 747.

**VITESSE** bonnet (Mk2) Rubbish top panel, but two good wings, each consisting of wing panel, complete wheel arch, D plate, spectacle, horn mounting brace and side light aperture. Bonnet still intact if you want it whole. £35 the lot. Del (West Kent AO) 01732 743 747.

**MkIV SPITFIRE** Bootlid, good condition £25. Non O/D gearbox, 220 miles only £125 ONO. John (Northants) 07748 113792 mythos650@hotmail.com

**VITESSE MkII** Convertible for spares or restoration. 80% complete. No documents. Phone or email for details mlball@btconnect.com Offers around £100. Mike (Leicester) 07802 377789.

**VITESSE** Saloon rear windscreen. Original AC oil filter bowl. Stanpart door hinge. Pair

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**SPITFIRE IV** Bonnet £30. Doors £10 each. Chassis £40. Herald bootlid £10. Saloon roof with full length sunroof £30. Konik (Milton Keynes) 07843 057367.

# PARTS

Parts For Sale  
Parts For Sale  
Parts For Sale

**DOLOMITE SPRINT** engine. Condition unknown with Carbs and clutch £60. Colin (South Shields) 0191 4565632

**HERALD** Saloon abandoned project. Unique Stanpart Off-sidewing £250. Original Beige carpet set £50 V.G.C. Buyer collects or postage extra. Alexis (Reading) 0118 9479511.

**SPITFIRE 1500** Breaking. O/D Gearbox. Re-chromed Bumpers. Mint Bonnet. V.G.C. Seats. Engine, Diff, Wheels, rolling Chassis or all parts. 1/4 valance. Lots more. Ian (Maidstone) 01622 682573.

**SPITFIRE SPARES** Cockpit Rear Trim Board £10, Spax Front Damper (Fully Adjustable) New £50, MK4/1500 Pass.Seat (Black) £75, MK4 Door Glass Winder Mechanism + All Channels New £100, 4.5J Plain Steel Wheel £5. Other bits and pieces. David 07922 057587 or yandt33@aol.com

**SPIT/GT6 SPARES** GT6 MK1/2 Rear Bumpers £75, Windscreen £25, Chrome Wing Strips £5ea, Spit Mk3 Half-Shaft/Hub Assemblies Rebuilt £100, MK3 Hardtop £55, Rear Valance Panel New £50, MK3 Rear Bumpers £25pr, MK3 Hood Frame £75, Chrome W/Screen Top £15, Mk3 Door

Glasses £25ea, Non-Inertia Reel Belts £5pr, Starter Motor £5, Starter Solenoid £5, Boot Stay £5, MK3 Speedo £15, 1500 Rev Counter £20, Oil Temp Gauge (Smiths) New £40, MK2 Bonnet Tubes+Hinge Brackets £40, David 07922 057587 or yandt33@aol.com

**SET OF WOLFRACE SUPASLOTS** 5.5J X 13. Previously fitted to GT6 Mk3. All wheels in very good condition. Set comprises 2 X 4 bolt holes and 3 X 8 bolt holes, £150. P&P costs extra or collection arranged. E-mail jon.alderman@tiscali.co.uk Jon (Reading) 01189 745071.

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**SPITFIRE** 1300 propshaft My propshaft is out of balance, could use another one. Mine has the strap type coupling but I think a normal one will work and must be 9/16th bolt holes. Also a passenger side glove box. Butch (Rothwell) 01536 355649.

**WANTED.** Scrap GT6 Brake Discs. To use as templates for Capri discs. Gary (Huddersfield) 01484 421825.

**GT6 MK1/II** Wanted for spares. Whole car, Part car, whatever. Can Collect. Russ (West Yorks) 07767 845 882.

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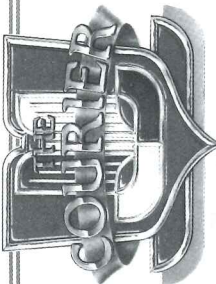
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