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Triumph Sports Six Club

The Courier 363

SEPTEMBER 2010



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September 2010

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CLUB HEADQUARTERS

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

TEL: 01858 434424 H.O. FAX: 01858 431936

H.O. e-mail: info@tssc.org.uk

<http://www.tssc.org.uk>

Headquarters open 9am - 5pm Mon to Fri
Saturdays - check Courier P.7

PRESIDENT

Bill Sunderland

CLUB MANAGER

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

GENERAL SECRETARY

Vivien Thompson. Ivy Cottage, 5 Rectory Mews,
Sprotborough, Doncaster, South Yorkshire. DN5 7LG
Telephone. 01302 850740 email: gensec@tssc.org.uk

CHAIRMAN

David Smith, 50 Wymondham Way, Melton Mowbray,
Leicestershire. LE13 1HX. email: chairman@tssc.org.uk

OFFICE MANAGER

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

TSSC MEMBERSHIP

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

CLUB SHOP MANAGER

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

Courier copy / Area News

e-mail: courier@tssc.org.uk

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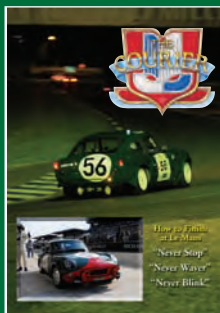
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CLASSIC LE MANS 2010
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Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.
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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2010 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

September 2010

FRI/ SAT/SUN 3/4/5 SEPTEMBER 2010
TSSC Lincs CAMPING WEEKEND
JUBILEE PARK, WOODHALL SPAR
CONTACT GARTH 01529 307302

FRI/ SAT/SUN 10/11/12 SEPTEMBER 2010
TSSC WEST YORKS CAMPING WEEKEND
END OF YEAR BASH
SPALDING MOOR
SEE ADVERT IN BACK OF COURIER

SUN 19 SEPTEMBER 2010
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DUXFORD IMPERIAL WAR MUSEUM
CONTACT PETER 01582 750943

SUN 26 SEPTEMBER 2010
WORCESTER AREA CLASSICS
EVESHAM COUNTRY PARK
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SUN 26 SEPTEMBER 2010
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TRIUMPH & TRAINS DAY
FROGHALL STATION STAFFORDSHIRE
CONTACT ANDY 01623 554212

SUN 26 SEPTEMBER 2010
TSSC CUMBRIA AREA
AUTUMN LAKES TOUR
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CONTACT CHRIS 07843 435190
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November 2010

FOOTMAN JAMES CLASSIC MOTOR SHOW
NEC BIRMINGHAM
ADVANCE TICKETS 0871 230 1088
www.necclassicmotorshow.com

OVERSEAS EVENTS (CLUB INVITED)

September 2010

SAT-SUN 4-5 SEPTEMBER 2010
28TH INTERNATIONAL SPITFIRE
WEEKEND - VINKEL (NOORD BRABANT)
NETHERLANDS
Contact Steef & Gerrie Odijk
email: isw@spitfire.nl



Comment

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

Technology Improvements

In recent years technology in general, and information technology in particular, keeps moving ahead with new developments at break-neck pace. So how does this affect clubs like the TSSC, and what is the TSSC doing to take advantage of new technology?

New technology is helping the Club in two distinct areas. One is by allowing more efficient administration, which in turn allows our small team at the Club Office to provide more and better service to members. In the past two years we have installed a new accounting and Club Shop sales package and a new membership database. The technology offers many improvements including better stock control in the Club Shop and better tracking of orders for items not carried in stock, which in turn allows us to give a better service to TSSC members who order from the shop.

Our new member database naturally fulfils the basic requirements of keeping members' records secure, enabling the Club to send a Courier to every members' address every month, keep track of subscription renewals etc. The new database also does much more, integrating with the website so that you can access the members' areas of the site and filling in your details automatically for orders from the Club Shop, and enabling us to send emails to members or specific groups of members about events, special offers, or requests from classic magazines for cars for a photo shoot.

Just last month we also upgraded our telephone system with another piece of new technology. When you call the Club Office, you can now choose from a simple menu and be connected immediately to the Club Shop, to the Technical Advice line, or whichever member of the team you need. It is working well, saving time for callers and for staff alike. It's another example of technology helping us in the Club Office to give members a better service. For more information, please see the item on the Courier News page of this issue.

The other big area in which new technology is helping the Club is in our website, where each month more members use the range of resources on offer. The TSSC website www.tssc.org.uk is one of the biggest club websites around, with a huge amount of Triumph-related information available, a busy and friendly forum and an online Club Shop making it so convenient to get the latest



accessories for your Triumph. But website technology is evolving rapidly and as a premier car club, the TSSC should be leading the way. For the past 3 months, a dedicated volunteer team of TSSC members who happen to be web development experts, have been working behind the scenes to develop a more attractive, brighter and easier to use TSSC website. We are currently at the stage that although much has been done, little is visible to the outside world. The most noticeable difference so far is the appearance of the home page, which now keeps right up to date with forthcoming Club events. The site will feature a new, intuitive navigation system, new content about cars, technical information and the history of the Triumph marque, new software for the forum, a brighter Club Shop with more pictures of the products, and simpler administration procedures so we can keep the site up to date, right around the year.

Watch out for the launch of a new TSSC website, probably in late-autumn. There will be more news in future issues of the Courier.

A final thought for this month's Comment is about the International Weekend. As I write, we are in the build up towards what will no doubt be another hugely successful event. The TSSC International Family Weekend is the premier event of our Club calendar and is also the premier event of the Triumph scene every year, so I do hope that you were able to come along. I would like to thank everyone who puts so much hard work into making the weekend a success, especially Event Organisers Claire and Nigel Hill, their willing team of volunteers, the Club staff, the trade who support us so well each year and our new event sponsor Lancaster Insurance.

Thank you one and all!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Popular Event the Mile of Triumphs is back on!

Great news! The Mile of Triumphs has long been a popular event every September in Great Yarmouth but sadly it had looked like it may fold up.

By popular demand, Chris Gunby and Claire and Nigel Hill have decided to revive the Mile of Triumphs and the event will run over the weekend of **24 - 26th September.**

Camping is available at the usual site and there is a booking form with more information in this issue of the Courier.

Please book as soon as you can as the date is getting close.

The Mile of Triumphs raises funds to help support the East Anglia Children's Hospices, so do come along and support this very worthy cause.

Nigel Clark
General Manager

The New TSSC HQ Phone System

Last month we installed a new telephone system at the Club Office, which is intended to help callers get through to the right member of the team as quickly as possible. Our phone number remains the same, **01858 434424.** When you call, you will be offered a series of options:

Press 1 for Membership Enquiries

Press 2 for the Club Shop

Press 3 for the Studio

Press 4 for Technical Advice

Press 5 for Finance (mainly for suppliers to the Club Shop etc)

Press 6 for all other enquiries

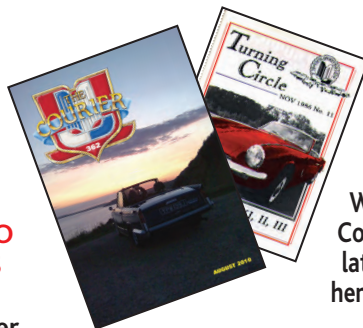
If the person that you need is on another call or unavailable, your call will be routed to another member of the team or to voice mail, where you can leave a message and we will call you back. In the first few weeks, this system is saving time for callers and staff alike, so it seems to be a win-win situation.

Nigel Clark
General Manager



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SHOP OPEN SATURDAY 25TH SEPTEMBER

10.00 AM - 1.00PM



www.tssc.org.uk



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OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM



The Club Shop will be attending the forthcoming show

TSSC Herts & Beds

Duxford All Triumph Day - Sunday Sept 19th

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

Council of Management Meetings

17TH OCTOBER 2010 & 28TH NOVEMBER 2010

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: **Vivien Thompson**
TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster
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Young Member's Co-ordinator



www.facebook.com/group.php?gid=93511930542&ref=ts
e-mail. chrisbaker_7@hotmail.com



Chris Baker

Modified Triumphs

Thought this month I'd start off looking at some modified Triumph cars. Since most of the triumph engine bays are really fairly large with a separate chassis this is the great platform for modification. This is a 1979 Spitfire with a 2.3 Ford engine in it, although the side exhausts are begging for a V8 I personally think. The body work looks excellent except perhaps for the front valance.



If you fancied something a little more undercover and less obviously fast this TR7 has a 4.0 Toyota soarer engine in it. The great thing about this conversion for me is they left it



looking very original and the soarer V8 is a modern refined V8 meaning this would be a fantastic motorway cruiser and its probably relatively economic for a V8. Naturally they have improved the brakes and suspension to be able to take the extra weight and power.

www.britishv8.org/Triumph/RodneyWells.htm

Another clean looking conversion that originally had been made for track use in mind. The car uses a stock Honda S2000 engine which should give it huge amounts of power and revs reaching beyond 8500rpm. It has the standard Honda S2000 6 speed gearbox. The engine is mounted much further back than a standard Spitfire engine meaning the firewall had to be redesigned. Despite mounting the engine further back a massive scoop still needed to be added and a hole cut into the bonnet. Strangely they up rated the suspension for SPAX but only put stock Triumph GT6 brakes on it according to the web page - scary. Joe Curry, the builder of this car originally made the car for racing and then

Young Members Co-ordinator



converted it back to a road car putting the windscreen back on and road car seats back



in which look like standard MkIV Spitfire seats with headrests added. He also included the ever so important stereo. Check out his site at www.britishv8.org/Triumph/JoeCurry.htm
Insert S2000 engined spitfire pics.

I found these conversions along with many other using the Rover V8 and many other Chevrolet Buick and Ford V8s. I tried to pick a small selection of the more unusual which seemed to think outside the box. The site is at <http://www.britishv8.org/>

Anyone interested in how the Corgi Herald is looking will have to wait till next time since I have no camera to take photos of it properly. I did however take some photos on my mobile which are not ideal but give an idea. I added extra details such as painting the rear lights and the badges boot hinges the headlights and other chrome work. I also painted on the white bumpers and detailed the engine bay. The engine rocker cover is the dark gold colour that



our Herald is and I painted the other details such as battery and master cylinders etc. Overall I think the car looks great although there are extra things which could do with



touching up here and there. The opening bonnet means the paint does rub off the edges which is un-avoidable. The eagle eyed will also notice it has no tyres, this is because I only have



3 matching tyres for this model and I am on the search for a fourth. Anyone wishing to see this model, I will be bringing it to Stafford. I'll also be uploading some good pictures onto the TSSC Young Members page.

(insert herald pics)

Don't forget to check out the Facebook and keep posting your news on "TSSC Young Members" Its awesome to see so many people on it and so many great pictures discussions and videos.

SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
e-mail. spitfires.tssc@virgin.net

Suzie Singleton



Le Mans Classic 2010

I left you last month with the question of which car we would be taking to Le Mans Classic this time, with a rather large clue of our two blue Spitfires tucked up in the garage.

Well, we'd already decided, on practical grounds, that perhaps taking Doris, our 1924 Standard Kenilworth really wasn't such a good idea - if nothing else the logistics of managing to cover the 300 miles of roads in daylight due to Doris' 6v lighting was just a bit too much to deal with. Guy put forward various others of our cars for the job but as two of his Bonds had previously taken us to the Classic and, having given Sybil an outing in 2008 we (I)



quarts into a pint mug, fitting in our new larger tent as well as the gazebo we'd bought and brought back from LMC (Le Mans Classic) 2008, and planned to leave behind this time allowing a small amount of space for vin et

biere on the return journey.

The journey down through France, as ever, took longer than it theoretically should have but we were pleased as we arrived at Le Mans that we were following our friend, John Davey, who had programmed in the exact position of the Tetre Rouge gate into his Sat Nav - luckily he didn't need said Sat Nav for his laps in the AC replica. (Above)

I'm sure you will find various other reminiscences of LMC



thought it was time for Baby Blue to have her turn in the spotlight.

So, again we had the job of packing several

2010 within the pages of this Courier so I'll refrain from any blow-by-blow recitations of our very hot long weekend in France, the searches

for patches of shade and for supermarkets which hadn't already sold out of bags of ice and our very pleasant meal out for the Southern/Andover/Kent/Belgium contingent on Sunday night.

I had hoped to catch up with John Curtis (who created the dioramas I've been



Racing, running as Number 56 and driven by Alistair Pugh and Ian Smythe and AVC 654B (in 2004)] running as Number 19, being owned and driven by James Baudier with Herve Lequippe as co-driver. I, and I'm sure



sharing with you over the last few months) again but missed him this year, although Guy did find him in the Triumph Parking area just near the Dunlop Bridge.

Of course, apart from generally enjoying the weekend and watching some of the club laps and parts of the various 18 races held over



many other people there that weekend, were very pleased to know that two historic Spitfires would be out on the track.

AVC 654B was built in 1964 for the 1965 rally season, to a left hand drive specification for Simo Lampinen and originally painted powder blue, but then later repainted in the 'Le Mans' colours.

It was bought by James several years ago and we enjoyed seeing it on the Triumph stand at LMC 2004 so even happier to see it actually racing this year.

It was disappointing to hear that AVC had to withdraw during the night due to engine problems but it was great to see ADU complete all 3 rounds this time. I hope that gives the

the weekend we were there particularly to support the Peerless, various TRs and of course ADU 1B, entered by Mark & Jo Field of Jigsaw



time there, those in the paddock taken by Amanda Abbitt.



French team encouragement to enter again in the future as we know ADU had her own problems in the previous LMCs but perseverance has won out.

You can read more about the two cars experiences at these following websites: <http://www.jigsawracingservices.co.uk/lemons2010.htm> and also at <http://adu3b.blogspot.com/>.

And, of course, a few photographs from our



And finally, even on a campsite at Le Mans it was possible to find an 'alternate' Triumph - Thanks to Guy for taking these photos for me!

Suzie



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Derek Giles

Cool Running

There seems to have been quite a bit of talk about engines running hot or overheating recently and I thought I would pass on my ideas for coping with this.

The original cooling system on our cars was designed some 50yrs ago when (if the experts are right) we knew little about climate change or global warming. Now I am not saying this has anything to do with our cars running hotter, but I do believe there are lessons to be learned from modern day automotive technology and thinking. There are many individual things that affect the heat generated in an engine, some are obvious and others less so. Igniting the fuel has to take place at the right time and even a couple of degrees out could make a difference.

Likewise choice of plug and gap can also be crucial, as can the correct fuel mixture and then there's engine cooling which relies on the oil as well as water.

Let's look at the waterworks first.

We have to work with what we've got, so making sure the cooling system is efficient is essential, after all you wouldn't run your central heating without a yearly service would you? The first thing I would do is use some form of radiator flushing chemical or de-scaler (I have found the type used for kettles is ideal) so drain off a little coolant and put the chemical in, now run the engine (with the heater valve open) for about 15mins then turn it off and let it stand for an hour. The next

thing to do is to flush the system with running water. Open the drain cocks or remove drain plugs depending what is fitted, (most likely a plug on the side of the block under the manifold) and make sure the taps/holes are free from any deposits. Flush from the top and then the bottom until the water runs clear both ways. If you want to remove the radiator to do



this, by all means do so, I suggest you flush the heater separately in any case.



3.



Now's the time to fit new hoses all round, an 82dg thermostat (photo 1) a new 13lb

Triumph also listed a 74dg thermostat for hotter countries, so if you only use the car during the summer this might be worth considering. Now refill with the correct mixture of anti-freeze, start the engine and run until hot and check for leaks. Hopefully after this at least, you will have a clean working system.

Next thing to ponder is whether the fan is doing its job. So fit a new fan belt and tension it correctly (about 3/4" deflection between dynamo and crank pulleys), I would say under most circumstances the 7 blade plastic one will keep the temperature constant and therefore

4.



not require any action. There are of course exceptions to this and using unleaded fuel is not helpful as it does seem to make the engine run up to 10dg hotter. So if you feel your engine still runs hot what about an electric fan (photo 4)?

I fitted one because I was updating the whole system and did it as I went along. Because my set up required some lateral thinking I will leave this until next time.

My experiment with stub stacks (July Courier) is throwing up some good results and hopefully I will have some figures soon. I will of course keep you up to date with

radiator cap (photo 2), you can if you want use a cooler 78dg thermostat (photo 3).

how it's going. Watch this space.

Cheers for now,

Derek



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Derek Ford & Hugh Glossop



When is a door not a door?

When it's chucking down with rain and the lock decides not to work then a door suddenly then becomes a barrier between you and the weather that's when.

All this occurred as I was leaving work Thursday evening; I attempted to turn the key in the lock only to find that the key would not turn all the way back and I was forced to climb in from the passenger side. Now with me being just a shade less than 6ft and with a handbrake lever that points towards the ceiling that in itself was a rather ungainly task.

To add insult to injury my wife had informed me that she would be out when I got home so I had intended to call at the chip shop on the way home but as our local chippie doesn't have a drive through and the door was jammed solid I was just going to have to go without.

On arriving home and really not feeling like crawling out through the passenger side on all fours I wound down the window (still raining) and placed the key in the lock while moving the inside handles, after about five minutes the door popped open. Hurrah success. Hopped out, opened the gates and put the car on the drive. (Still raining) I then exited the car shut the gates and tried to shut the door. Bounce! For an unknown reason the door would not catch or even close (still raining)

I decided I had to put the car away but that meant moving 2 cars and an unimaginably large pile of assorted car parts in the garage before I could fit it in (still raining)

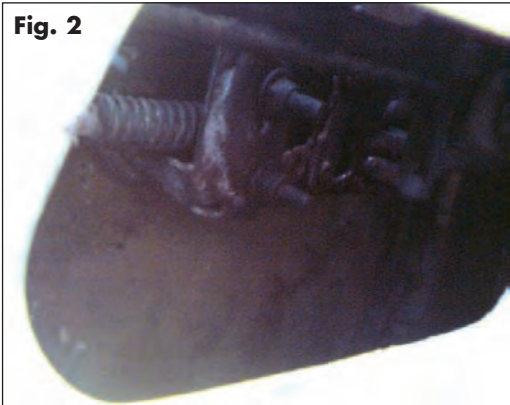
After about 20mins of pushing and pulling too-ing and frowning I did manage to get the car away safe and dry, it was at this point that the rain stopped! God loves a Triumph driver. Anyway this is how to replace the door handle if you ever need to know.



Fig. 1

Fig 1 shows the three setscrews holding the lock mechanism in place and Fig 2 the two small studs that hold the handle on to the door with a clamp bracket the two pieces are held

Fig. 2



The only other parts to remove are the two small metal clips that secure the interior handle rods to the lock *Fig 4* prise these off carefully and look after them as if left off the rods can jump off the lock and leave you stranded.

Fig 5 shows the lock in the usual OPEN position but sometimes this can get knocked into the CLOSED

together by an unusual split pin arrangement that just pulls off. The set up can be seen in

Fig. 5



Fig. 3



Fig 3 along with the broken plastic pin section of the door mechanism which caused all of my problems.

position *Fig 6* which will result in the door bouncing off the striker and refusing to shut, this is a surprisingly common occurrence and can cause panic but just pulling the door handle will reset it and the door will close.

Fig. 4

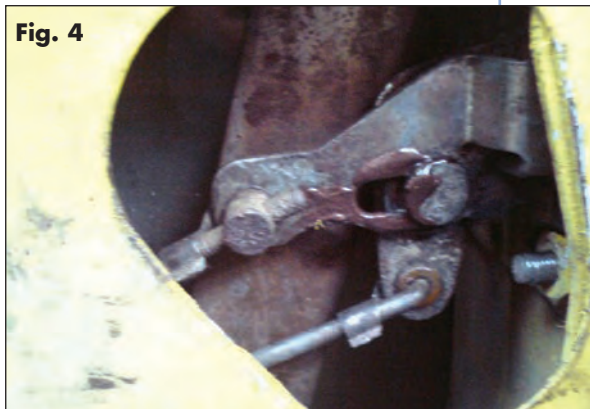
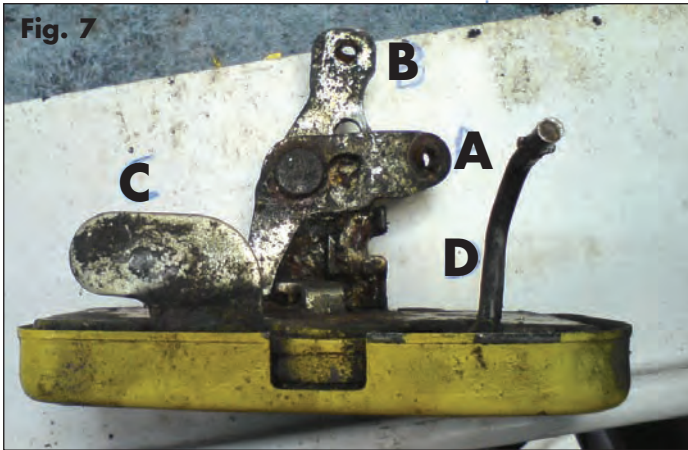


Fig. 6



I was fortunate to have a spare door handle in the shed and contemplated just changing the broken plastic pin



but that would have involved knocking out the rivet with a punch and possibly damaging the new pin so although the handle was of the later black surround type I fitted it anyway.

Putting the two small studs back in to hold the lock on can be a bit fiddly so I recommend keeping a supply of small latex gloves in the garage, that way the wife's small hands can fit in easily, (they're very dainty not like my big shovels.)

One stud goes through the bottom hole the other through the slot in the middle, ensure before tightening that the handle opens without catching the door panel and that the key will turn both directions as the lock can be moved fore and aft for adjustment.

Refit the lock tightening the three setscrews and push on the two interior handle rods levers **A** and **B** replacing the two metal clips and push the split pin end over the lever **D** Fig 7. On my car the split pin is held onto the lock mechanism with a plastic bush that pushes onto the rod stopping the split pin sliding off, whether this is strictly correct I am not sure but it works so I'll leave it as it is.

I also cleaned and greased all the mechanisms before reassembly.

Derek

Gear Box Problems

Hi, My name is Mike Watts and I have recently acquired a 1979 Spitfire 1500. I am now part of TSSC No 78460

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I have a few questions regarding the gearbox and overdrive unit and how best to overhaul / sort the problems.

1. Initially gearbox operational in 1st, 2nd, 3rd and 4th with no problems changing / selecting gears. The overdrive would engage on 3rd and 4th but may take a few minutes. I believe due to lack of use and very low miles in past few years that this may be the route cause. Could the

filters be restricting oil flow and sufficient pressure? It obviously operates but is delayed in doing so.

2. Noise - when engine is running and clutch depressed with gearbox in neutral then all is quiet. However if clutch pedal is released there is a rattling raspy sound which disappears when clutch depressed. When driven gears select ok and noise is heard in 1st and 4th mostly. Could this be clutch thrust bearing or gearbox bearing or both?

3. What has now happened is gearbox jumped out of 3rd gear and does not drive/engage in this gear all other gears operate fine.

I intend removing the gearbox to open it up, I note in the manual that to separate the overdrive unit from the gearbox once removed complete, you should first run the car whilst supported on stands and engage overdrive then dip clutch and stop engine. Due to the delayed issue of getting overdrive engaged this may not be possible. If that is the case can I still separate the gearbox and overdrive unit once removed?

All in all depending on the condition and problems found is a best to overhaul or do a service exchange?

I have a marine engineering background.

Any advice would be greatly appreciated.

Regards

Mike Watts

Hi Mike, Derek here

I don't claim to be an expert on gearboxes in any way shape or form but the noise that disap-

pears on clutch depression is almost certainly the clutch thrust bearing.

The jumping out/failing to engage 3rd will be a worn out synchro and the noise in first and fourth almost surely two separate gear bearings. Due to this obviously quite long list of faults I would recommend a recon gearbox as the best solution.

The lazy overdrive could be down to low gearbox oil or possibly a slow solenoid. Check the oil level and then remove the casing from the solenoid cover (drivers side rear of gearbox) The arm should move almost immediately on engagement but only a short distance. Any delay here could be an electrical problem but will require further investigation.

As I say I am no expert on these so Hugh may follow up with more info

Cheers

Derek

Hi Mike, Hugh here

1: it could be the screen filter on the overdrive, its easy to get at as its inside the flat plate on the bottom of the gearbox, other reasons are low oil level, lazy solenoid and low oil pressure in overdrive due to wear, change the oil in the gearbox first, as gear oil deteriorates with age, make sure you use EP90 GL4 spec, overdrive should operate within 1 second or so.

2: favourite would have to be the clutch release bearing just touching the pressure plate, closely followed by the three springs between the bellhousing and the thrust washer on the layshaft (anti rattle) they are often missed out on rebuilds, will do no harm but can be annoying. The other possibility is the clutch friction plate damper springs are loose and rattling around in the plate particularly common with O/D gearboxes as with a clutchless O/D change it puts a large load on the damper springs. If its none of these the gearbox will need investigating.

3: With no third gear you could be into a gear problem or a selector problem, either way the gearbox will have to come apart, if you have the skills they are not difficult to rebuild, if not an exchange box is the answer. You get what you pay for here so my advice is to avoid the

cheaper options available.

You can separate the O/D and gearbox without doing this but it can be a hard to refit, what's needed is an old O/D mainshaft, you then fit this to the O/D and lift the two spring crossbars on the front of the O/D, this then takes the pressure off the system and allows the shaft to drop in place. Once this is done you release the bars and all stays in place to refit the O/D (with the spare mainshaft removed)

If the O/D if faulty is best sent to an O/D specialist. As some of the parts are quite difficult to find.

Be aware there are virtually no new gears available for the box (unless you are willing to pay a fortune) and most boxes are rebuilt with "good?" Second hand gears, new synchros are now made in India and are absolute inferior to original and seem to last a few thousand miles at best!. You are far better off with good second hand ones.

Also watch out for new bearings made in India they are made out of softer material.

Layshafts are difficult and the new ones need rehardening as they are too soft, what the reconditioners do is pick a "good?" old shaft.

If you have a gearbox and O/D problem (two rebuilds at £3-400 each) you may find it easier and cheaper to fit a Ford type 9, 5 speed (which has 100% spares availability) unless you want to keep the car original.

We went to a type Nine for the above reasons and breaking three Triumph gearboxes in three years is an expensive pain.

The Ford has been faultless!

If you want to have a look at our type 9 5 speed or try it, and I don't know where in the country you are, but you are of course welcome to come over and try it here in Welsh Wet Wales!

You can always give me a ring on 01591 610433 or my e-mail address in the back of the Courier hope this helps

Hugh

P.S if you need to borrow one I have an old O/D mainshaft for a J type O/D box

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Dave Rumens

The Saga Continues

Hello everybody, this month Nigel Thorley brings the story up to date of his life and times with Triumph Vitesse. Over to you Nigel.

Thanks Dave. They say you never forget your first girlfriend or car and in the case of the latter, one Vitesse lead to four and then one for my son, as reported in previous articles. The sight and the sound of a Vitesse never left me even after several other Triumphs and over sixty Jaguars!

I thought, however, that I had got Vitesse out of my system for ever until one fateful day when fuelling my Jaguar at the local Esso service station, a red Mark 2 convertible pulled in. Not in the best of conditions, I was still taken by the looks although I did think it looked a lot smaller than I had remembered. After paying for my fuel and about to drive off, my wife, sitting in the passenger seat, suddenly piped up "what a lovely little car, it's like the one we used to have and doesn't it look small but still very pretty". I agreed and said that I could still

fancy owning another; she agreed and that opened the door – the search for yet another Vitesse, after all those years, was on.

Having owned many classic cars over the years, I was not about to jump in and buy the first Vitesse I saw for sale. I therefore joined the TSSC first.

Secondly I followed my own advice to other intending purchasers over the years - don't rush in, set a budget and forget about the cosmetic things like colour schemes, looking



Picture 1.

1 - This is the actual Vitesse, from the filling station, that prompted the purchase of another car.

at cars with wide open eyes and logic.

The basic criteria was for a genuine convertible. I didn't want a saloon, a Tristan or a later conversion. Although, for practical driving reasons I preferred the Mark 2, I was open to the possibility of an earlier 2 litre or

even a late model 1600 on Strombergs. I had also decided on a reasonable budget to enable me to purchase what I considered, a

would see was what I would get.

The trouble was, the car was in Somerset and I was in Yorkshire!

After some serious thought and encouraged by "her indoors" I agreed to view. On the assumption that the car would be what I expected, I purchased a single rail ticket, drew some cash out of the bank and made the journey down to Somerset on a Friday afternoon.

The owner met me at the station, drove me to his house (always a good thing to visit where the car is actually kept), I viewed the

car, saw the mound of accompanying paperwork and took it for an extended test-drive.

Positives and Negatives

Laurel green with tan interior would not have been my first choice but to balance that it was a very late Mark 2 model having had only four owners from new. It was a proper convertible and the car had been restored several years



Picture 2.

2 - Nigel's Vitesse as originally purchased, then registered GLD 33J. The bonnet to door, door to rear wing and door to sill fit was not the best fit.

good example. I didn't want a restoration project or a car that had just been "totally restored" perhaps hiding bad news under new paintwork! Finally I didn't want a heavily modified car, preferring originality to Stage 3 heads, standard trim to roll-over bars.

Browsing the usual advertisements in classic car magazines, the internet and, of course the TSSC website, I looked at around 15 cars and none met my criteria. A couple of others did and they sold very quickly for good money. Some months later, checking the club's website again, I came across a car that seemed to meet my requirements. The advertisement was pretty simple with no "bull" so I was attracted enough to make contact. A couple of e-mails lead to further pictures and information and the key points that prompted me to take the matter further were, the apparent honesty of the seller (a club member), his reason for sale (a new addition to the family and a need for cheaper holidays lead to the purchase of a caravan so the Triumph had to go), and the fact that the car had been restored some years ago so what I



Picture 3.

3 - The door trim panels although perfectly serviceable and not that old, were sagging a little. The woodwork was well worn and a badge (probably a St. Christopher) had been removed from the dash, hence the holes and shading. The newish carpets were not the best fit and I didn't like the colour anyway.

Nor did I like the Mota-Lita steering wheel.

Vitesse

Motoring Memories

How it all started.
Ian Smith's car that
convinced me, at the
age of 16 that I had to
have a Vitesse

Car No.
Purchased in 200
(now re-reg



1962 - 4303 VC

**pale yellow/black trim
white stripe**



1971 - GLD 33J



1967 - NRC 35E

signal/black trim

Car No. 3.
Purchased in 1969

1969 - VVT 842G



**white/black trim
regal red stripe**

Car No. 4.
Admired when new and
finally purchased in 1970

esse

ories - Nigel Thorley

My first car at 17
years of age
purchased
in 1966

car No. 5.

2009 - Nostalgia!
(e-registered)



**laurel/light tan trim
white stripe**



1962 - 972 WMA

**pale yellow/black trim
black stripe**



1967 - NVT 394F

**wedgwood/
shadow blue trim**



1971 - GLB 276J

signal/black trim

Car No. 2
Purchased new in 1967

Recommended for, and
purchased by me in 1990,
for my son



Picture 4.

4 - The engine was virtually dry, sounded well and had been fitted with various mods including the polished rocker box cover. A bit scruffy all round but no signs of major issues.

earlier and came with a vast array of invoices and other paperwork substantiating the work as well as most of the car's history from new, even down to the original service record book and later editions like a Heritage certificate. TSSC man Dick Plumridge had also done a lot of spade work on the background to the car for the owner.

The owner was quite happy to tell me everything he knew about the car, having owned it for four years. A pretty standard (overdrive) model, he had fitted K & N air filters, a spin-off oil filter kit, replacement exhaust manifold with twin-pipe big bore system, a Mota-Lita wood-rim steering wheel and twin spot-lights. The previous owner to him had also fitted a non-standard variable speed wiper control, air horns and a lot of sound deadening to everywhere he could glue it!

Having experience with the Vitesse over many years (and recent test drives) I knew how the car should drive and it drove well. A slightly uneven tick-over, a little noisy through the intermediary gears, a slightly noisy thrust bearing and the usual "click" from around the UJ area, were all I could detect at the time. The paintwork, although very shiny, had a number

of chips, slight pitting, sinking on the bonnet top and some minor corrosion starting in the usual areas. The brightwork was pretty good and the hood was fine except for a smokey rear screen. Internally all was well and virtually complete. Obviously things like the seat covers, door trims and carpets had all been replaced previously but the woodwork was a little tired. I felt reasonably confident about the car and it was certainly one of the best I had seen that wasn't substantially modified so, after a haggle on the price, I ended up saving around £1,000 on my original budget. A deal was

struck and I opted to drive the car all the way back to Yorkshire, starting around 6.30pm. I filled up with fuel, checked the oil and water, put the hood down, donned my hefty fur coat and set off on the motorway.



Picture 5.

5 - When the car had last been refurbished, the owner had glued sound deadening panels everywhere he could and then black bitumined the underside of the bonnet

Always apprehensive with a "new" car and particularly so on this occasion with over 200 miles to drive, I was prepared for the worst with good breakdown cover, spare cash, mobile phone and no time frame to get back in. I kept to a steady 50mph in overdrive top initially, gradually increasing speed to around 60mph and 3,000rpm making two coffee stops on the way to break the journey and rest the engine. I got back into Yorkshire and off the motorway at around 10.45pm and all was well. Arriving

home I checked the water (none lost) and oil, (hardly changed on the dipstick) and I estimated the fuel consumption to be around

was up and not a single drop of water leaked into the car.

Picture 6.



6 - The Thorley family Triumph "fleet" as it was at the time of Vitesse purchase. No. 1 son's TR7 and No. 2 son's GT6 and Dad's Vitesse.

29mpg. My only minor criticisms of the car at this point were the nearside bonnet catch had lifted and the Rostyle wheel trims rattled!

The First Few Hundred Miles

Putting about two hundred miles on the clock in those first few weeks provided me with a good grasp of the car's general condition. Apart from the two points above, my other findings were:-

- 1 - Occasionally the engine revved too high on tickover, ran rich, ran on when hot and occasionally pinked under load.
- 2 - A small oil leak was noticed from around the rear of the engine area.
- 3 - A small clutch fluid leak from the master cylinder.
- 4 - Loose door trims and rubber door window seals.
- 5 - Windscreen surround rubber had been damaged and liquid rubber filled.
- 6 - The driver's door skin had a slight bow in it and the sill didn't fit properly.

I put more miles on the clock which, in the main, were uneventful but enjoyable. On one occasion, in very hot weather, I approached a roundabout and the engine stalled and refused to start. After an unintended stop for about thirty minutes, the engine re-started without trouble, a symptom of the poor state of engine tune and perhaps fuel vaporisation. On the positive side, on another occasion, the heavens suddenly opened to a deluge of rain, so bad I couldn't see to drive. Within seconds the hood

Enjoying the car more and more I decided to start a steady programme of refurbishment to finally end up with exactly the car I wanted. My first task was to find a reasonable local Triumph specialist to trust. Being a member of several car clubs and seeking advice from many owners I knew, I found out that there was a specialist in my own area, Peter Johnson of South Yorkshire Triumphs (now renamed Yorkshire Triumphs). A trip out to see Peter, resulted in an agreement to take the car in for some initial service work.

That involved:-

- A complete service, changing all the fluids and a thorough check-over.
- Report on any rectification work necessary.
- Check out the fluid leaks.
- Tune the engine to eliminate the erratic tick-over, running on, etc.
- Re-fit the lose door trims and window seals.
- Replace the under-dashboard board panel.

The upshot of all this was that more work would be needed in due course, particularly relating to the poor running. In the meantime Peter suggested, and I agreed, to the return to standard manifolding and the replacement of the K & N filter arrangement with the original air filter system on these engines.

Thanks Nigel for bring us up to date with your life and times with Triumph VitesSES. That's it for this month. *Safe Driving and keep them running on all six*

David



www.tssc.org.uk/gt6
e-mail. gt6@tssc.org.uk



Colin Lindsay

Adjusting Strombergs

I mentioned last month that I've removed my K&N filters and replaced the original needles in my Strombergs, so things are going well at the moment.

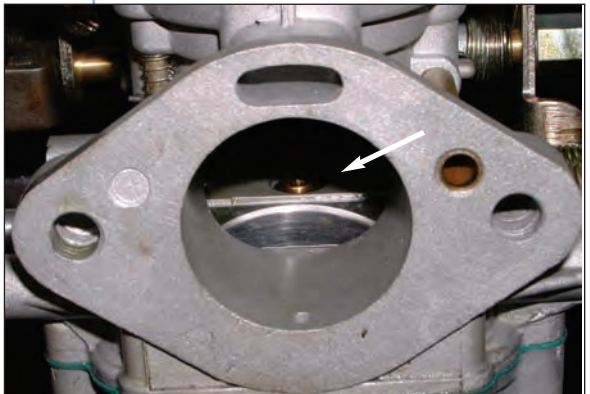
However, while reading a couple of Internet forum postings on carb adjustment I realised how much I take it for granted, how lost any beginner must feel looking at a sticking or badly adjusted carb, and how a good photo really can be worth a thousand words. So: out came the trusty camera, and a NOS Stromberg bought off eBay for £10.

Any kind of work on the carbs – diaphragm replacement for instance – will disturb the needle seating and may require recentralisation of the jet. The jet assembly sits in the bottom of the carb and is visible as a brass circle against the alloy body. Movement of the needle up or down within the jet controls the flow of fuel and in earlier carbs is adjusted up or down to enrich the mixture by turning the large knurled screw on the carb underside. (Later carbs are adjusted through the dashpot with a special tool.). It's important that the needle is free to move without sticking, so the jet must be central to allow the needle to drop back. If you



Jet Assembly viewed from top

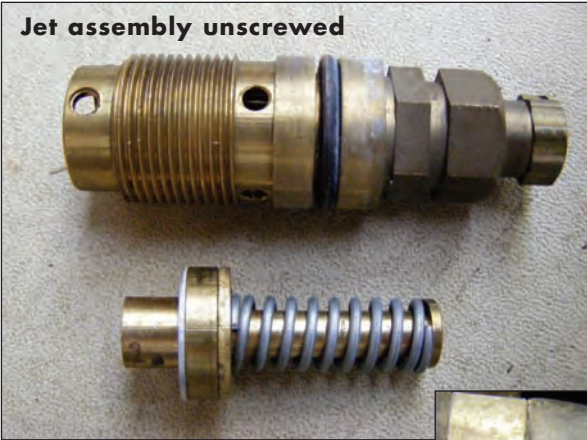
look at the brass jet you'll see the surrounding aperture allows room for movement in any direction.



Jet Assembly viewed from side

The jets themselves are held by spring pressure against the underside of the

Jet assembly unscrewed

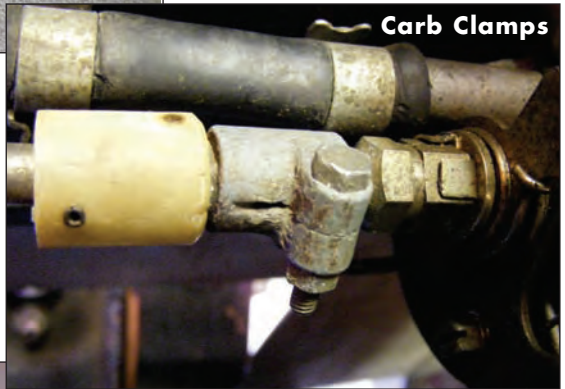


the difference as the jet centralises - the needle will adjust its' own seat as it falls and so centralise the jet which can then be tightened. I usually replace the rubber 'O' ring at this time too - the photo shows a new ring compared to the very obviously ovalled version on the upper assembly - and replacing it helps prevent petrol dripping onto the exhaust....

Your carbs will probably require

carb orifice. Unscrewing the whole brass jet assembly on the underside slackens the spring pressure and allows the jet to move. With the dashpot damper and the air filters removed, try to lift the piston assembly gently. It should fall back down with an audible click, or even a clack, which is what Belfast people

Carb Clamps



Old & New 'O' rings



to be balanced too, and this isn't a difficult job. They need to be disconnected from each other, so undo the small clamps on the connecting rods and make sure each carb moves independently. With the dashpot damper removed, put your finger - assuming they're small enough - into the dashpot and hold the piston down.

With a coin or large washer in your other hand screw the jet up by turning the large knurled screw on the bottom of the carb assembly until the jet touches the piston without pushing it up. Now slacken off two full turns; some say three but I always found my carbs prone to flooding if opened so far. This will give you a starting point for the mixture which can be adjusted as required later.

use to tell the time. If not, it may be sticking due to lack of oil in the dashpot or poor adjustment and if it doesn't drop back into place the carb will run permanently rich.

If you slacken off the entire jet assembly a half turn using a 5/8 or 17mm socket, the piston can be dropped - you'll notice

Balancing the air flow through the carbs can be done by ear; with my ears in their

present state I prefer to use mechanical assistance. You can buy tools such as the Gunson's Carbalancer cheaply, or make your own – all it requires is some form of device to measure airflow which will give a readable scale. I use this lovely old Crypton 'Synchro-Check' balancer, again one of eBay's finer offerings and only a few pounds. Turn each throttle screw in until it



Crypton Synchro check

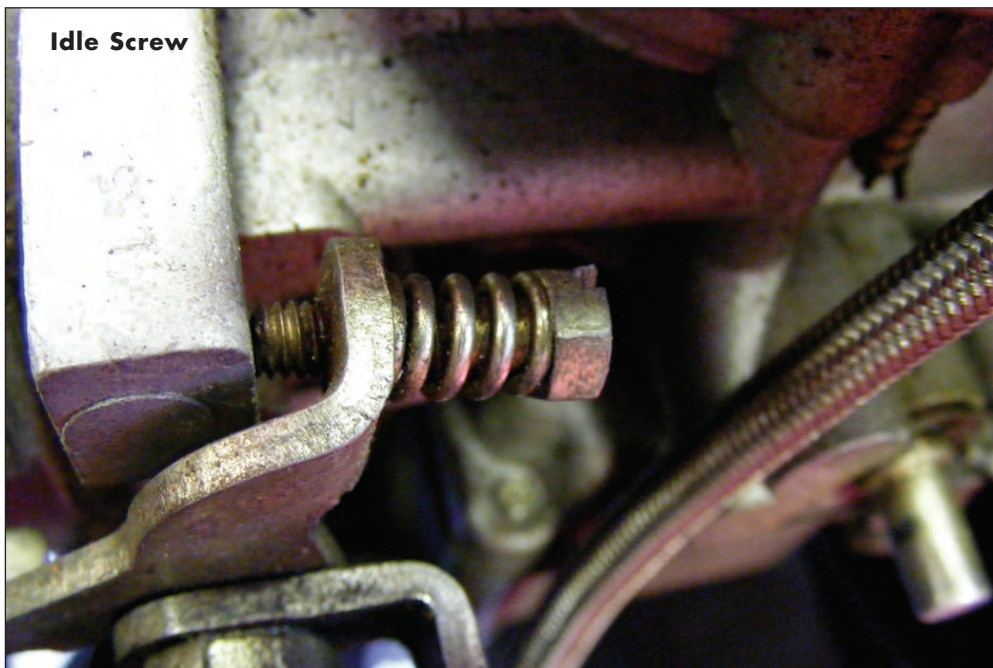
just touches the baseplate on each carb then tighten a further one and a half turns to give sufficient idle speed for adjustment. Listening to, or measuring, the airflow will indicate how in tune the carbs are with each other. Simply adjust the idle screw until both gauges read the same, or the hiss sounds the same. And that's it.

Having both your carbs in perfect

harmony will give better performance and prevent the rear of your engine overtaking the front, with disastrous consequences.

Hope you all enjoyed Stafford, I'll report in full next month with the usual collection of photos and oddities from your very own roving reporter. Or should that be raving? See you then.

Colin



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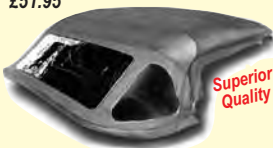


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Nigel Clark



TR Development in Numbers

We all know that the chassis TR's had a long sales life, almost a quarter of a century from the introduction of the TR2 in 1953 until the final demise of the TR6 in 1976 (UK market) or 1977 (Export). As TR enthusiasts, we

engine size and power output plus the kerb weight of the car have been included. The figures from the Autocar are summarised in the table below. As chassis TR enthusiasts, we tend to assume that after the demise of the TR6 performance of Triumph's premier sports car dropped off, so I have added the corresponding figures for the TR7 to see if this is truth or myth. All the data below applies to UK-specification cars.

Year	0-60 mph, seconds	Top Speed, mph	Engine Capacity, cc	Power Output, bhp*	Kerb Weight, lbs	
TR2	1953-55	11.9	103	1,991	90	2,100
TR3 (incl. 3A)	1955-62	12.5	102	1,991	95	2,160
TR4	1961-65	10.9	102	2,138	100	2,184
TR4A	1965-67	11.4	109	2,138	104	2,358
TR5	1967-68	8.8	120	2,498	150	2,319
TR6	1969-76	8.2	119	2,498	150	2,473
TR7	1975-80	9.1	109	1,998	105	2,128

* Power figures quoted are from Triumph. The basis of measurement may have changed over the years.

are also aware that Triumph steadily improved the performance as new models were introduced over the years. But just how much did the performance change? This month, using past figures available from the Autocar, we can track the development of the chassis TR's.

There is a wealth of data available but to allow for ready comparisons, I will simply quote the headline performance figures of 0 – 60 mph acceleration and top speed. To give the performance figures some context,

Comparing these figures is not as easy as one may hope. Some of the cars tested had optional overdrive and some did not, with implications for the weight of the car (and hence acceleration) and also for top speed. As noted above, Triumph did not always use the same method to measure power output over the years. The so-called 150 bhp CP-series TR5 and TR6 engines never truly produced 150 bhp; a figure of 135-140 bhp is reckoned more realistic.

The 0-60 mph acceleration probably gives



TR2

course for the TR5 and 6, fuel injection, a large valve cylinder head and long-duration camshaft added to power output, so how did the specific power output in bhp per litre develop during the lifespan of the TR?

We can see a trend from TR2 to TR4A of modest improvements in specific power output, with detail changes being made to compression ratio, carburettors and other aspects of engine specification.

a better impression of how quick a car will feel on the road than top speed, as we very rarely get to drive at speeds approaching

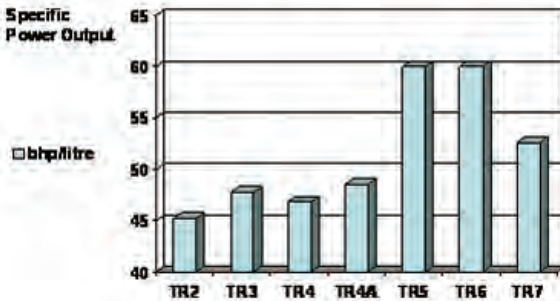
However, what really stands out is the impact of fuel injection of the TR5 and 6 engines, no doubt aided by the improved

breathing afforded by six cylinders and a long duration camshaft. By the way, the US-specification TR6, running carburettors rather than injection produced 104 bhp, giving a specific power output of 41.6 bhp/litre.

And what of power to weight ratio, always a great determinant of acceleration?

Again, there is a similar pattern of slight gains in power to weight ratio as the earlier cars are developed, followed with a big step forward on the introduction of the TR5. As expected, the power to

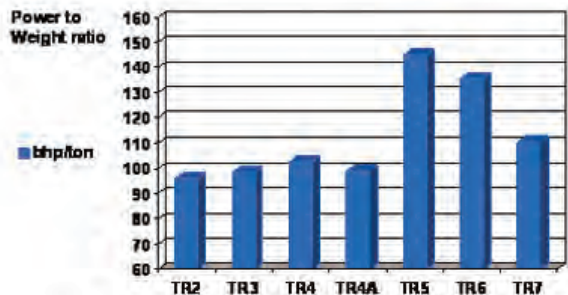
TR Range Specific Power Output



the car's maximum. Looking at acceleration figures it is clear that as Triumph moved from the sidescreen TR2 and 3 to the Michelotti-bodied TR4, acceleration improved slightly. This is not surprising as the engine capacity and power output increased. The change to independent rear suspension with the TR4A added extra weight, with a corresponding increase in the 0 – 60 time.

With the TR5 and 6, as expected, increased engine capacity and power resulted in a substantial drop in the 0 – 60 time. Of

TR Range Power to Weight Ratio





TR4

weight ratio mirrors the acceleration times quite closely. Even if the rather optimistic power figure of 150 bhp is discounted and a more realistic value is used, the TR5 and 6 still stand out at around 125 bhp per ton.

Now let's comment on the TR7, criticised by some as a retrograde step in TR development. While it is true to say that the TR5 and 6 out-perform the 7, the difference in 0-60 time is less than a single second. Much of what the TR7 loses in sheer power is recovered through a weight reduction of almost 15% compared to the TR6. Great as the TR5 and 6 were, if the pressures of the 1970's on fuel economy and emissions are considered, the large, fuel inefficient engines of the TR5 and 6 could not have continued and had to be

replaced. The weight penalty of a separate chassis was also an anachronism. Building a lighter, more fuel-efficient monocoque-construction car really had to be the way forward, and on those objectives the TR7 certainly delivered, so should be seen as a worthy inheritor of the TR mantle.

As a final thought on Triumph's sports car development in the 1960's, how about the concept of the GT6 convertible? Some would say the best car Triumph never made. Various accounts have suggested that Triumph decided against producing a topless GT6 because it would have competed too closely with the



TR5

TR range. If we look at the GT6 Mk2 as the mid-point of this model's development, the contemporary TR's would have been the 5 and 6. With a 0 - 60 time of 10 seconds and top speed of 107, GT6 performance did not seriously threaten the TR5 and 6. Could pricing have been the real reason? In 1969, the just-launched TR6 was priced at £1,020 (basic) while the GT6 was £879. Perhaps, even though performance did not quite match up to the TR, Triumph feared that the more competitively priced GT6 convertible would still pose a serious threat to TR sales.

So there in summary is the development of the TR range in numbers. Some conclusions? We can see the



TR6

expected trend of incremental development and performance improvement from model to model from TR2 to 4A. However the fuel-injected TR5 and 6 really do stand out as a huge step forward in performance; sad that this was ultimately a development blind-alley as the exhaust emissions of the Lucas mechanical injection system could not be tamed to comply with the standards of the late 1970's.

Finally, thanks for reading this month's Chassis TR column.

Much as I enjoy writing as a Register Secretary, I would very much like to give others the opportunity. Please send me any of your own TR experiences preferably with a few pictures, and we will publish your stories of mechanical mayhem, epic journeys, whatever takes your fancy just as long as it involved a TR. And if you would like to write on a regular basis for this column as Register Secretary, please contact me.

Nigel



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Trevor Collett

How to Build a Gentry - *Twice* Part 2

Last month Paul Sutton started to tell us the story of how he re-built the RMB Gentry TF, which he had built, after a broken trunnion caused the car to nose dive into a ditch. He had got to the point where the body had been repaired and then reassembled.

Next job, the re-wiring:

I spent about two months lying on my back with my head under the dashboard sorting out the wiring, which was modified to modern standards with relays. I had done something similar the first time round in 1982, this time it seemed a lot more difficult, as I now needed reading glasses to see it and I am not as bendy as I used to be.

My wife was convinced that I was going to need a winch to get me out of there on more than one occasion! Eventually the wiring was finished and we finally started the engine and it ticked over beautifully, I even drove the car up the drive without seats! During this period the speedometer was sent away for calibra-

tion. This had never been accurate, but there were no speed cameras in 1982.

The handbrake on the original car had never worked satisfactorily.

I re-designed the handbrake system using a twin cable with a handbrake lever from a 1997 Citroen ZX. I got into trouble over this - I had discovered that this would work by taking apart my wife's car. I was strictly banned from using her handbrake; again the Internet turned up one similar.



The Gentry, prior to respray

Next was the chrome work and the interior. The Internet and eBay really came into its own here; all sorts of parts were sourced and purchased, from carpet to original MG arm-

rests. The light fittings were either replaced or re-chromed and wired up, the original klaxon re-fitted, new windscreen wipers suitable for a flat screen and windscreen washer bottle fitted. Inertia reel seat-belts were fitted this time, the original had static belts. This meant a slight re-design of the interior.



At this point I decided to modify the front torpedo lights to SVA standard, my Gentry being six months too young to have white front indicators. This was achieved by modifying the bulb holder to two bulbs, one 21W orange, one 5W white, switched separately to give indicator and sidelight. I had got away with white indicators on the original but the requirement for two was immediately noted on its first MOT this time.

After spending a small fortune at the chromers, many hours with a staple gun replacing all the interior panels (none of the old ones were re-usable after 20 years of storage in a shed) the bodywork was finished, all bar a re-spray. The seats were also re-upholstered commercially.

Originally I had used Hillman Imp bumpers and over-riders, finding a new one of these to replace the front bumper was one of the most difficult jobs, as most restored Imps are used for racing without bumpers.

A replacement Magnette grille had also been obtained via eBay – it had been previously been used as an ornament!

My wife decided around this time that the car needed a luggage rack, something it had not had before. She bought an MG TF one from

Moss and fitting caused more problems than you might think, mostly to do with not obscuring the indicators, whilst still allowing the spare wheel to be removed.

The final job was the hood – more freezing cold afternoons whilst we tried to get it to fit.

My original hood was in poor condition after 20 years of storage so the one from Rhyl was used, however it had to be adjusted, all the clips needed repositioning, so lots of old holes had to be filled.

Enormous amounts of fibre-glass went into the Gentry overall, much of it round the headlights. It is a known fault that the Blockley wings gave the car a bit of a squint unless you did something about it. My solution was to build up the wings to take Mini chrome rings

and bring the mounting face parallel with the front of the car.

Eventually it was all finished apart from the spraying. For the first time I filled it up with petrol, previously I had only put a gallon or so in there. I was then faced with a rapidly growing puddle of fuel. The tank was rapidly siphoned out and removed from the car. On inspection I discovered a split in it, almost certainly caused in the 1987 accident, the car did hit the bottom of the ditch very hard. I had smelt petrol at the time but assumed it was the odd angle the car had ended up at.

Again investigations on the Internet found a kit with chemicals to clean, treat and seal fuel tanks. This worked, but I have since found – again on eBay – a brand new custom tank for the Gentry.

Eventually the Gentry couldn't think of any more excuses not to work and an MOT was booked for February 2007. It passed on the second attempt; I had missed a small piece of welding around the radiator mount. On its first journey on the road I discovered the distributor advance/retard wasn't working (it backfired like fits), and in fact timing it properly for unleaded fuel has been a lengthy process, finally achieved by advancing the timing until it



Douglas TF & RMB Gentry

pinked under load and then backing off two degrees.

I took it out a couple of times in this state; its panels were all sorts of colours, some just in primer. Then I took it all apart for spraying. This was done by a restoration specialist near Maidstone in the same colours of brown and gold that I had used originally. After a month I went down with a trailer to pick all the bits up again and re-assembly started. I had some unexpected problems here as the spray-shop had managed to alter the shape of a few bits, particularly round the bonnet. However the paint job is spectacularly good, much better than the first time when it was done by a local college in exchange for an old Hillman Imp.

In the end the restoration of my Gentry took as

long as the original build. If I had done the work in 1987 it would not have been much shorter, the main difference being I would not have had to re-do the interior and the chrome work. The main advantages I had this time were a full workshop, the Internet - many hours were spent at auto jumbles the first time - and a much better budget.

The main disadvantages were not having lots of young men around to lift engines and car bodies (we are all middle aged now), engine cranes and winches are far more in evidence.

Since putting it back on the road I have changed the Herald front drum brakes for Spitfire discs. This has improved the braking.

My Gentry was finally back on the road in its full glory just in time for the wettest summer in recorded history!

Well done Paul, the roads of Britain were graced again by one very handsome vehicle, praise be. You might think this would conclude the Paul Sutton Gentry Story, but hold, there's more. Next month you will get Part 3, and believe me you will want to read it, the phrase piece de resistance is apposite.

See you all then.



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Mark Blease

Where have they gone ... again?

In June's Courier, I asked where all the big six Triumphs had gone. The article received a lot of feedback, amongst which was an excellent response from John Macartney, who was my predecessor as 2000/2500 Register Secretary. With John's kind permission I am publishing his response in two parts, starting here:



"In a recent edition of Courier, Mark Blease pondered why the Triumph Big Six saloons do not appear to have the popularity of other Triumph models.

Having being an avid supporter of that particular model range from the day it was first launched – and later going on to service and sell many of them as new cars, I feel there are a number of answers that all contribute to why

these delightful cars are now such a relative rarity. Mark cites 'Banger Racing' as one of the principal reasons and I certainly wouldn't disagree with him. Barbs and Innsbrucks were built like battle tanks and the bodyshell itself was extremely heavy. The torsional rigidity of the body was incredible for its day and Pressed Steel Fisher (PSF) were very

proud of the fact that it took some 6,500ft/lbs of torque to twist it just half of one degree. No doubt this goes some way to explaining why the car was so successful in international rallies. It started out as stiff and any additional welding for rally work only made it stronger!

So "Banger Racing" saw many of these noble steeds ending their days in





paint to drain. PSF claimed this was the only way it could be sure that all the hidden areas of unpainted metal would enjoy a degree of protection from winter salt. Generally speaking, this method worked and if you attended a Standard-Triumph Sales Training Course, you were left in no doubt that this was one of the very genuine 'plus' features of buying a Big Six Triumph - and I sold many cars as a result of that production initiative.

ignominy. But there are other issues too. Recognising body stiffness, it must be remembered that in order to make it as stiff as it was, the body components were multitudinous and this made the car quite costly to produce in terms of tooling and assembly time. PSF could complete a Jaguar Mk 2 bodyshell in considerably less time than a big Triumph and it's a little known fact that the only other cars that took longer to fully complete to a finished shell were the Jaguar Mk X/420G and the Rolls Royce Silver Shadow. It's also a little known fact that Harry Webster was concerned about premature body-rot because the sixties and seventies saw nothing like the level of rust prevention that modern cars undergo in manufacture. PSF shared that view and I remember seeing how it dealt with the matter when I toured the Swindon plant in 1971 with some visitors from a firm in Japan, called Toyota. Unlike many other cars of the day - including Triumphs, car bodies were usually spray-painted with varying types of anti-rust products - but not the Big Six. I well remember watching a conveyor feeding Innsbruck bodies into a massive tank of electrically-charged anti-rust paint that had a substantial quantity of zinc in it. The bodies were fully immersed in this stuff and agitated when submerged as they moved through the tank. On exit, the conveyor then rotated the body through several 360 degree spins longitudinally and then in turn, hung it vertically from either end in turn to allow the

But continuing with the body and very much with today in mind when it comes to restoration, because the body was a complex unit and a monocoque structure, it is neither an easy nor a low cost exercise to re-sill it. I've seen a number of economically restored Big Sixes that had new sills and they all looked AWFUL! The door shuts were sloppy and they just looked 'wrong.' However, a car that's had major bodywork undertaken in effective jigs is a delight to the eye. All that said and whichever way you look at it, the body is still a cash-cow for any bodyshop and this frightens off many potential owners.

But if you think a Triumph body is costly to fix, contemplate the cost minefield of a Rover P6. While the Rover has always attracted me in many ways and I'd love to own one, an outwardly respectable looking P6 body can be a veritable nest of vipers in its hidden overall safety frame (that was so admired and endorsed by Volvo) and might well require a Lottery win before you could say it's fully restored and ready for road use.

So there's one detailed and very important reason for the Big Six's relative 'unpopularity.' Another is the initial acquisition cost when new. Many enthusiasts today overlook the fact that the big Triumph wasn't an 'entry level' car like a Herald - and while many more Heralds were built than 2000's, a very large number of Heralds were bought by their first owners and probably better cared for in their early

and middle years. Maybe that explains why there are still so many of them – quite apart from the fact that a Herald is a relative doddle for a Full Monty rebuild in comparison to a Big Six. Certainly, private individuals bought 2000's, but they were mostly retired or fast approaching retirement and very often, private buyers wanting a 'nice' car for early retirement years, bought a Rover P6 – and usually because of the cachet of the Rover name. Total build on the Big Six of all models was around 317,000 units and the vast majority on the UK home market were bought as company cars for middle and senior management. This means over the 14 year overall product life, an annual average of 22,600 units were made, of which many were exported. But within the UK home market, the company cars did high mileages and after three years / 75,000+ miles, they were changed because they were regarded as high-milers. Consequently, they moved into the used car market with all the horrors of use as taxis or simply as family cars where servicing costs were kept as low as possible. In that respect, the fates of big Triumphs were little different to Rovers, big Fords, Austin Westminster, Wolseley 18/85's and the like.

The 2.5PI definitely gained an unfavourable reputation for reliability. In my opinion, this was largely the fault of many dealers who

refused, for a variety of reasons, to send their staff on petrol injection training courses and so many 'technicians' fuddled their way through, with far too many going up blind alleys – and staying there. The truth was that a well-fettled injected car, as all the Press Cars were, was really desirable motoring and continued to be so once individual metering units had been tuned to their respective engines. And that very much applies today! But mostly, effective dealer training didn't happen, so PI servicing skills were appallingly slow in spreading.

The result was that owners became disenchanting and too many Mk1 PI's and early Mk 2's were quickly sold on into the trade and were either converted to carbs or driven to destruction – or both. There was another issue that was the death-knell of the PI system and this was Lucas itself being unwilling to further develop its own product. All in all, that's one of the reasons why PI's are now becoming rare, as the vast majority had very hard lives and just didn't survive."

Many thanks to John for the first part of his very interesting article, and thanks to Leon Guyot and Pete Davies for the photographs. Part two will follow next month, with more of John's thoughts regarding the relative rarity of the Triumph Big Six.





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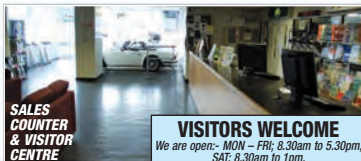
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Richard Briscoe

Shows & Fuses

Yet another busy month on the Triumph scene! I've attended a number of shows just recently including the Stag National at Fontwell Park and its amazing how many Stags are on the roads. As a matter of fact I saw 3 driving on the other side of the road on various stages of my trip back from Fontwell! There were some new products on display at the Stag national, first one



was the door hinge limiter for Stag doors. I think we are all aware of the phenomenon of the drivers door opening slowly and then flying out of reach at a rate of knots! Whilst (in basic terms) these are a lump of shaped plastic, they do seem to work quite well. How they will stand the test of time is any ones guess but they do look well moulded. I will be trialling these on my dads car over the next few weeks and will report back at a later date.

The tooling fund also had their new millennium heads on display. They do look good, although the cost of them is a tad high in my humble opinion. Especially considering that you can probably spend around £500 per head on welding and machining on EACH of your own heads and still be in pocket!

I know it's easy to criticise but surely if they reduced the cost they would shift more units and bring the unit cost down?? Other projects for the tooling fund are brand new heater

chrome heater grills – i.e. the shiny bit between the bonnet and the windscreen.



The Stag National was well attended with Stags arriving from all over the country and Stag owners from all over the world, one gentleman was from New Zealand!

Also on display was Heart Racings Fuel injection manifold and one car had been fitted

A rolling road seemed to be the biggest attraction all weekend with the average un modified cars producing 120 HP one exception was the standard road car producing 150HP – this even had the owner scratching his head as he has not modified anything!

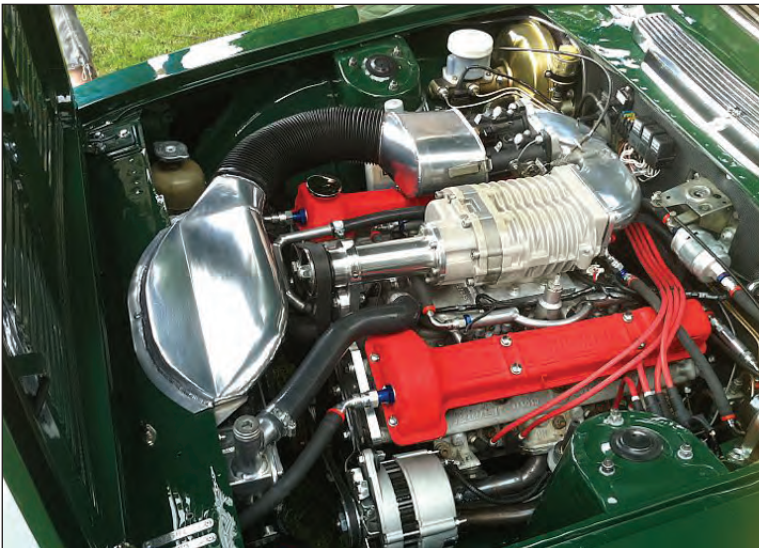
The highest power was the supercharged Stag but I not see the results of the other modified cars.

Back closer to home, final welding is underway on the last seams of my Stag with only

around 40% of the joints I have done needing checking and grinding so hopefully by the time you read this article I am preparing for a Stag paint preparation article.

Unfortunately you will have to wait for the Stafford write up until the October issue of the magazine, I hope I will have had chance to see all the Stags in the main Hall between oil changes outside.

Back to things to watch out for on Stags! In this case it applies to all cars bought second hand regardless of age. Car electrical systems are the bane of many a Stag owner. Fuel pumps which don't, rear lights that work intermittently, interior lamps with



with a supercharger as well. A very nice conversion and even in its present mild tuned state producing 200 HP on an otherwise standard Stag engine! Unfortunately this wont be going into production as a kit. Instead they are working on a fuel injection kit.

a mind of their own and batteries that wont charge are all problems a Stag owner will come across at one time or another.

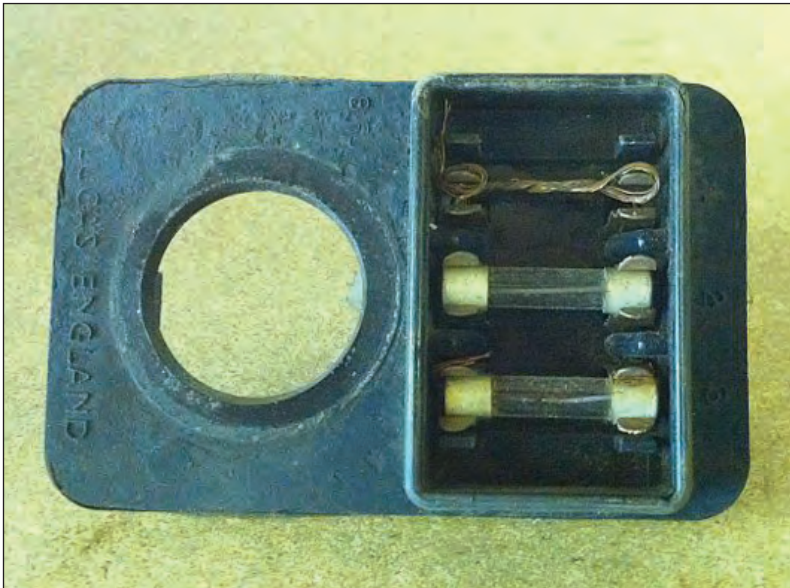
Many of these faults are caused or made worse by accessories such as radios being poorly fitted.

I recently helped a member out whose radio was not working very well. The cause....the traditional twisting of wires to make connections. Yes it's only a radio and it doesn't draw much power to operate but the wires do need connecting correctly to save an electrical short circuit and possible fire. The car in question had its main radio feed taken from a point on the loom where all permanent wires are joined. They were twisted together and I really was surprised that the wires had not shorted at some point! When it comes to modern radios with digital tuner a short can also mean the end of the equipment so bear this in mind as well.

Electrical connections can be quite hard to make securely. The crimp on type connectors need to

box. Although not from a stag, the picture shows a fuse box and its homemade fuse from a GT6. Imagine if a fault had developed, the wires would have got hot and the insulation melted and this would then cause a short circuit and potentially a fire. If no fuse is available of the correct amperage replace with the next highest but ensure you change it at the next opportunity, If it keeps blowing the fault needs to be found before continuing to use the car.

For the purposes of getting you home this is not as hard as you may think. In the vast majority of cases it will simply mean driving home without a radio, electric windows or even possibly certain light. The engine should continue to run even with a fuse issue.



To test a circuit you check which fuse has blown then check what this fuse controls, in the case of the Stag this is usually on the fuse cover itself and in deeper detail inside the handbook. I generally check each piece of equipment for signs of damage and then if nothing obvious is found unplug all items from the circuit and plug

be fully crimped. Much easier with a heavy duty ratchet crimper than a hand one. And most bullet connectors are better with solder joints. Scotchlock connectors to join wires are fine but they do come in different sizes. The wrong size results in either a cut wire or a poor connection.

Electrical faults account for 7 out of 10 of the most common breakdowns according to the AA, the other three being flat tires, lost keys and mis-fuelling. These statistics should make you aware of the need for competence on electrical work.

Another item to check is that you are using the correctly rated fuse in each position in the fuse

each back in, in turn until a replacement fuse has blown.

This will usually indicate the faulty equipment. One final note is to check the fuses themselves. The fuses used on the Stag are a glass tube with a piece of fuse wire connected between the two metal end caps. The end caps are secured by glue or resin and the joint can become loose with age. They can then move and in some case the end cap drops out and breaks the fuse wire. The cover has slots to store spare fuses of all ratings used on the Stag so if used you should have no trouble.

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Gary Russell

Not a Standard GT6 - 2

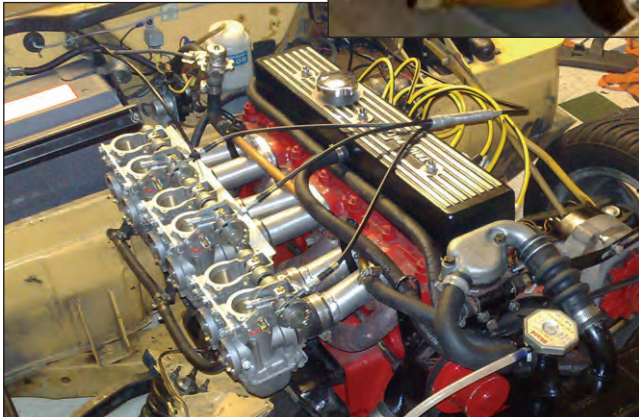
T

his month Norwegian enthusiast **Atle Granby** continues his experiences with a GT6 MKII over to you Atle.

the final nail in the engine's coffin. When I arrived back home on Sunday I did a compression test. The results where conclusive; 5 out of 6 cylinders had bad compression, with readings from 6.4 to 8.6. Only cylinder

Greetings from Norway!

On my last trip in 2008, as for all years, a weekend trip in late August with my Triumph and Jaguar driving friends, I noticed that the engine was in lack of power at low revs, and it was struggling and vibrating at idle. Nevertheless this weekend is in good friendship and fast road spirit. On Saturday we all drive a scenic route at narrow twisted roads, and this year I was not holding back at the revs. And that was



number 2 had the right 10:1 compression.

I have now got children and my time in the garage is limited, so I was not keen on rebuilding my own engine.

I decided to replace it with a used but good engine.

After a couple of months searching the net I found a 2500ccm engine. The engine was bored to approximately 2700ccm and was fully



2008. Swapping the engine was straight forward, and I used my six carburettor setup.

After most of the work was done, I was eager to hear the engine running. Switching on the ignition, waiting for the petrol pressure to build up and then cranking the engine. It started immediately. And what a sweet sound it was. The GT6 is once more back on the road .

The rest of this story has not yet been written, and it may never be. But I know I have a lot of new stories to

make in my 1970 Saffron Yellow Triumph GT6
Best regards

balanced and had a fast road camshaft. Just what the doctor ordered and I was thrilled.

The engine came by a courier from the UK, delivered in my garage in mid November

Atle Granby



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Guy Singleton



Bonds Abroad

This month a report on Le Mans Classic – I suspect that there will be one or two within the Courier this month! Suzie and I were Bondless – as you will no doubt see in her article we took Baby Blue,

her Mk 3 Spitfire this time.

Two Equipes made the trip though, from Chainhurst in Kent and Lommel in Belgium.

Dave and Amanda Abbitt brought their 2 litre coupe together with their Portafold Caravan, coming through the Tunnel.

They had a good trip down and the car went very well.

Frank Bosnans, together with his friend Andy Rangecroft (from Sheffield) came in Frank's 4s, now fitted with a 2 litre engine. Andy had joined Frank as his co-driver, having helped with the engine transplant project over the last few years. They had an interesting time leaving Belgium due to heavy traffic and – I seem to recall – lack of a suitable map – but made it to Tetre Rouge not long after we arrived.

Due to the baking heat Frank had brought an electric fridge and plugged it into his car, using a solar charger too. Unfortunately the fridge took more power out of the battery than the charger put back in! – the net result being a very flat battery. We managed to jump start the car so that Frank could do his track laps but the car stalled and would not jump start again so the easiest quick-



BOND EQUIPE Register



was very strange sitting in the passenger seat of a left hand drive Bond! We had a small convoy consisting of the two Equipes, a Mk1 GT6 and a Herald 13/60 to the restaurant we had found 2 years earlier. It was joined by Lotii and Porches which seemed to follow us there.

fix was to loan him the battery from Baby Blue (who had decided not to do these crazy track laps anyway) so, her battery has done the laps while she sat back at the campsite in the shade.

Thanks to Colin Wake who had brought a battery charger with him the 4s was mobile again by later on Saturday.

Frank gave Suzie and I a lift to a restaurant on Sunday night – it



Suffice to say that we all had a great time – thanks to Nigel and Claire for their organisation – Roll on 2012!!!!!!!!!!!!!!



TECHNICALLY TALKING

by Hugh Glossop

Electronic ignition

Hi Hugh,

I am considering fitting Electronic ignition to my 1977 Spitfire 1500. As there are a few to choose from, I wondered if you could advise me as to the best type for my car. I have heard of one system that replaces the distributor and coil completely, or others where you replace the contact breaker points with either infa-red or a magnetronic module under the existing distributor cap.

I would appreciate any recommendations or suggestions you may have.

Best regards

David

David,

There are several types. you should have a 45d type dizzy. I'll go through them.

First is the cheapie from www.simonbbc.com people say these are fine, you are looking at around £25 I have no direct experience of them myself, fits inside the distributor

Next is the Pertronix/Aldon Ignitor this is available from most of the usual suspects including the club shop, just be aware the Aldon item is exactly the same as the Pertronix but the Aldon item is more expensive, Try Abingdon MG or Retrorockets for the Pertronix type, used several of these myself, they have been fine approx cost £50-70, fits inside the distributor.

Next the Lumination Magnetronic which is similar to the the Aldon/Pertronix in operation and again fits inside the distributor used one for a while no problems, approx cost £75.



Next the Lumination Optronic which uses an optical chopper disk unit in the distributor with an external box, cost about £140 ish, got one of these in my V8 works fine.

After this you are into a 123 Distributor which replaces the distributor completely with what looks like a distributor but is completely electronic inside with its own timing light, this has the advantage that the advance curve is programmable to one of 16 settings using a small switch inside the dizzy, it also uses high quality Bosch cap and rotor arm, ran one of these for 3 years, excellent piece of kit, cost approx £250

The full house dizzy replacement commonly used is the megajolt, this is a diy system that needs soldering ability (unless you buy one prebuilt) you also need a trigger wheel to be mounted to the front pulley with a sensor, this then uses a Ford edis4 module and a wasted spark coil pack from Ford, it's also programmable with a laptop, approx cost £200 and a couple of days work (if you build it yourself)

There are professional equivalents of the megajolt available from Emerald, Omex Webcon and SBD to name but a few and range in price from about £300 to 700 again most are programmable with a laptop.

What you need all depends on what your engine has had done, and what you want, on a relatively standard engine stick with the simple options.

This covers the common items. There are also some less well know makes around which seem to work ok according to people that have them.

What I will say is no matter what you pick you will find someone who has had trouble with said item and is very vocal against it, this applies to them all, and it comes down to customer service and which supplier you are happy with.

Finally of course there is the new range of Distributors in points and electronic form, have a look at the Club Shop News in the Courier for these.

Hope this helps

Hugh

TR7 16V Impromptu Clinic

Hi Hugh,

Just to say many thanks for the advice you provided at the impromptu TR7 16V clinic on Sunday afternoon at Le Mans Classic.

You were correct on at least two counts :

The sudden mis-fire experienced on Saturday when leaving the circuit via the Tertre Rouge exit, I am now sure was caused by oil in no 2. plug tube.

There was only a very small quantity of oil but it looked as if it might have vapourised and then condensed on the inside of rubber insulating boot on the lead.

Anyway a good clean up with petrol soaked paper kitchen roll did the trick, started first go and gave no trouble on the drive back to ferry at Caen on Monday.

So I think it's time to move on from relying on the old plug tube rubber seals supplemented with instant silicone gasket to something better?

However the hesitant pick up and mis-fire after over-run and poor upper rev performance could well be points gap exacerbated by the heat :

It was much less noticeable when driving back from Portsmouth to Northamptonshire in the cooler weather on Tuesday morning.

Subsequent check with a dwell meter indicates 58deg rather than the 50 it was set at about 1500 miles ago; also tick-over timing shifted slightly to 8 BTDC rather than 10deg.

Perhaps it is now time to install the Magnetronics module that has sat in a jiffy bag for about a year! and also some Magnecor

plug leads instead of the OEM carbon fabric. Many thanks for your help, much appreciated and I shall continue to read your pages in Courier with much interest particularly the articles such as Sprintfire and the like..

regards

Geoff Findon

TR7(16V) FHC 1980

TSSC 71228

Geoff,

Those spark plug tubes are a pain if they leak! The points are also a pain as they go out regularly, an electronic system is most recommended go ahead and fit it asap it will make a huge difference!!

Found out the French already use 10% ethanol in petrol, ours is currently 5% but due to go to 10% in the near future.

The 10% in French sans plomb 95 caused problems with loads of cars because of the low boiling point of the ethanol (28 degrees C).

Stand by for a whole new round of problems when the UK does the same particularly with non crossflow engines where the inlet and exhaust are on the same side!

Glad you got home ok, we left at 9 am on Monday and were home by 10.30pm (600 road miles) none of the cars missed a beat including the turbo Spitfire, which had been on the road less than 2 weeks, what was even more amazing was the V8 did 32 to the gallon going home, I only went to play with the Porsches once for about 20 miles, they were most upset and pulled in to the services and asked what it was as they couldn't catch it, (now feeling very smug!)

Hugh

Camshaft Advice

Hugh,

When I re-built my GT6 engine some time ago, I came to realise that it had a non-standard cam. Not only did I have to open up the tappets on no.1 cylinder to 0.060 inch whilst setting the cam timing, but the profile seems totally different to that specified in the workshop manual.

The period for which the valves are open is about 290 deg, vs 256 deg of the standard cam. I've got the open/close angles if your interested. Unfortunately I didn't look at any identification beforehand, as I was totally unaware that it might be something a bit different, and I'm a bit reluctant to pull it apart to have a look!

I set the timing just as described in the manual, but have never been satisfied with the performance. It lacks power at higher revs, and seems to go flat when pulling hard.

Hope you can help. Have I set it right?
Regards

Richard

No. 93/43372

Richard,

What else has been done to the engine? What do you mean by higher revs, I'm guessing 4000 plus. A cam with a duration of 290 will give poor bottom end response for the sake of power higher up the revband (3-6000) from your description its probably running a little weak at the top end. So more questions I'm afraid, which carbs and what needles are fitted and what is the exhaust system?

Assuming it's not triple Webers and a full sports 4-1 system

If you want a 6 pot to last, treat 6000 as the absolute maximum, ideally max power should be between 5200 and 5500 rpm, and that is with a balanced engine, for a standard bottom end 5000 rpm should be the max power peak.

Hugh

Hi Hugh,

Thank you for replying so promptly. I've been doing a bit of digging into the depths of my memory to see what went on. The car is a 1970 GT6 Mk2.

The engine was an absolute mess when I got it. It looked as though someone had tried to merge a 2000 saloon and GT6 together. I've tried to put it back to standard as far as I can. It's the right block and head (now unleaded, but I use octane booster). The exhaust is standard, no 6-branch or sports. The inlet manifold is Mk3, and the carbs Mk1 CD150, type 3092 jetted with 6AC needles.

The diaphragm clamp rings were different in each carb. Both were 50mm dia, 28mm bore, but one was 6mm thick and the other 9.5mm - ie, 50% heavier! I raided my scrap box and found another at 6mm thick, so that's what I've got on, rightly or wrongly.

The mixture seems right at tick-over, and the car runs nicely until you try to drive it hard. There's plenty of torque low down, and it'll pull away from 20mph in top if you want it to.

The problems come when you try pull away up a motorway hill. It's most noticeable, as you might expect, in o/d top from about 2500 - 3000 rpm. It just seems to go progressively flatter the faster you try go.

Ignition is electronic (Newtronic), with a standard coil. Set to 10 deg advance and the advance angles seem to tie up pretty well with those given in the manual.

Many thanks for your assistance, look forwards to your reply. Regards

Richard

Richard,

Newtronic should be ok they either work or don't, timing sounds about right. I suspect with a standard head, exhaust, and CD150 carbs it's wildly over cammed with a 290 degree duration head, the standard items will not allow the cam to breathe as it needs to. Most "lumpy cams in the engine configuration you have will produce a hole in the torque curve at the rpm you are having problems with. You could try going to richer needles, such as a 7B.

You may find SU HS 1 3/4" carbs better (TR7/Dolly Sprint is a source) the Sprint ones having low profile tops are preferable.

The standard exhaust is very restrictive as well, and will probably need changing, a TR6 manifold and large bore works well without the expense of a "bananas" system.

Part of the problem could be if the cam timing is out, advancing it pushes the torque up the rev band, retarding it lowers the torque band, but as it's ok at the very bottom, it may not be, but without knowing the exact cam spec you will not be able to tell where it should be! just added this for completeness.

If you don't want to do this to the car I think the only alternative will be to change the cam

Technically Talking

to something with considerably less duration (260-270 degrees at most)

this will put the torque back where you want it. Personally I don't like Kent cams at the moment they seem to be made out of soft metal and the camlobes round off (in my opinion) Try a Newman phase one cam.

An engine with a 290 duration cam and a standard head, your dynamic compression ratio will be around 7 to 1 (calculated), the head will need about 60 thou off it to make this more sensible (due to the much larger valve overlap) and low compression makes for an engine that won't rev but produces torque right at the bottom. (don't confuse this with static compression which is what you measure with a gauge in the plug hole). Some suggestions and thoughts for you but for a decent solution you may have to re-mod the engine or change the cam, which is what I would do,

don't forget if the cam is changed you must fit new followers as well. Hope this helps

Hugh

Thanks, Hugh

I don't think I want to go for a high spec set up, so looks like I'll have to change the cam. Fortunately I know a guy who has a brand new original Triumph cam that is doing nowt at the moment.

Much obliged for your advice.

Cheers

Richard

Richard,

Which Triumph 6 cyl cam? As there are many different ones, the original 105bhp GT6 cam is probably the best for your needs, don't fit a TR6 injection cam, it will give all sorts of setup problems, as its deliberately designed to provide high vacuum to control the metering unit. Some of the saloon cams are so mild, they are almost round, and no good either and as I said before don't forget a new set of followers
Good luck

Hugh



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CLUB SHOP NEWS

Tel. 01858 434424 web. www.tssc.org.uk
e-mail. clubshop@tssc.org.uk

by **Garth Jupp**

New Items

**BRAND NEW LUCAS 25D
AND 45D DISTRIBUTORS!**



Available with points or with electronic ignition fitted.



These are **NOT** reconditioned but made from brand new components and assembled in the UK by ex LUCAS engineers. These units all come as standard with a generic centrifugal and vacuum advance curve, however they are also available to order with a Custom advance curve.

**4 Cylinder with
Electronic Ignition**

25D4 £89.95 inc VAT

45D4 £89.95 inc VAT

Remember Electronic Ignition Kits are normally £85.00 on their own!

4 Cylinder with points

25D4 £59.95 inc VAT

45D4 £59.95 inc VAT

P&P on all distributors is 2kg



To order with a custom advance curve please add **£47** inc VAT to the above prices



VITESSE BUMPERS

We have been talking with one of our suppliers to look into re-manufacturing the Aluminium bumpers for the Vitesse range. We have had quotes for the tooling and unit price. Assuming we are happy with the prototypes, we would be looking at **£250 - £300** inc VAT per set of six pieces. If you are interested please do so by [emailing me](#) at the club or dropping me a line if you are not on email.

GT6 SILICONE HOSE SETS

We are now able to offer our top quality silicone coolant hoses to fit the GT6 range.

This seven piece set costs **£115** inc VAT **P&P** is **0.75kg** These hoses are in black as the previous Spitfire and Vitesse sets. We are also able to offer a matching set of top quality stainless steel hose clips. These are available for **£22** inc VAT and **0.3kg** **P&P**

While talking of silicone hose sets, there is a error in the current catalogue, the Herald and Spitfire sets are missing the models that they fit. Currently the Spitfire hoses only fit 1500 and late MKIV and the Herald hoses only fit 948/1200 models. The hose sets for earlier Spitfires and 13/60 Heralds will be the next sets to be developed.

GT6 ENGINE VALANCES

We are now once again able to offer both radiator cowls and engine valances for the GT6. These are laser cut and powder coated in **Satin Black**.

The valances are more accurate replicas of the originals than those we used to supply. These

now include a return flange along the top edge, and also incorporate louvres along the sides to help with cooling.

VALANCES £64.75 inc VAT

P&P 2kg

RADIATOR COWLING £35.00 inc VAT

P&P 1.75kg

SPITFIRE ENGINE AND RADIATOR VALANCES

In addition to the polished valances we currently offer, we can now offer these in Satin Black powder coating **£69.95** **P+P 2kg**

PRICE CHANGES

Unfortunately although we try to keep prices stable during the life of the catalogue, occasionally suppliers pass on price rises which we just can't avoid passing on to the Club members.

On page 7 of the current catalogue the outdoor and indoor covers have had to go up.

ALL OUTDOOR COVERS have gone up by **£10**.

Indoor covers

HAMILIDC-D WAS £95 **NOW £105**

HAMILIDC-C WAS £94 **NOW £100**

HAMILIDC-B WAS £91 **NOW £95**

HAMILIDC-SS **NO INCREASE**

HAMILIDC-LCW **NO INCREASE**

Silicone Hoses

Unfortunately these have gone up as well beyond an amount that we can absorb.

SPITFIRE coolant set now £80.60

VITESSE coolant set now £90.75

HERALD coolant set now £70

Finally, when ordering please make sure you have the latest catalogue for reference, if you have lost or mislaid yours please ring the Club to request another one.

Chicks & Triumphs - C.A.T.S.



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



C.A.T.S. Le Mans Classic

Le Mans Classic 2010 was simply the Best!!!! The weather was Hot! Hot! Hot! Claire & Nigel Hill, Chris Gunby, and Angie Hill worked tirelessly although some of the evidence could be misconstrued. Ye Old Soak says it all in the Ode.

Le Mans Classic 2010

In 2006 we all promised to spend 2010 at Le Mans Classic weekend
And since our last visit we'd all learned a lot
And were ready this time for another shot.

The routes were all planned,
and the ferries were booked
The regalia sorted with nothing overlooked
Even Bumble Bear's passport got
through Customs ok
He was so excited about his first
foreign holiday.

Off to Tertre Rouge is where we all went
To set up camp and pitch a tent
Despite being late it was too hot by far
So we all headed off for a cold beer
at the bar.

The following day we all started fretting
As in our tents we couldn't stop sweating
Then when lightning flashed and
thunder did rumble
We all sat and watched, including
'Le Bumble'.

Rosie & Bonnie had some girl on girl fun
When up Paul's derriere Les did run
So now Bonnie's dented up front and behind
It's a good job we're friends so
nobody did mind.

One of our members, who wishes
to remain anon
Told a hilarious story, all decency gone
Of his mum in a bikini failing to hide
her fur coat
Like sneaking through customs trying to
smuggle a goat!

A few lucky members booked in for a lap
Twice round the circuit without a mishap
And 'Thanks' to Mike Mayfield
we have to say
Your generosity really did make
Corey's day.

And as was expected,
Clair and Nigel pulled it off
As 'He who is hard to love' sat back to scoff
Everyone mucked in doing a stint in the bar
Or donned a vis-vest to marshal a car.



We Luv Le Mans!

You have to agree they didn't fail to impress
The whole weekend was a roaring success
So into our savings we'll have to delve
And book our place for 2012.



**Le Man organisers looking busy and rather Tired!!!!
Who is doing all the work?
The piccies tell the truth!!!**



Nigel & Company celebrating the end of Le Mans Classic!!!!



We Luv Le Mans!

After Le Mans Classic, Manchester Cats extended our holiday to the Cider Press in Normandy where we had a ball!! A fantastic place to stay for any Area that might want to go to

France here is the Address and website address
 Sarl Combray Commerce 1 Chemin du Laizon
 Coeur de Combray 14270 Ernes **+33 (0) 231
 20 67 19**. Website address:
www.cheznous.com/OwnerWebsite.aspx?id=10840&startDate=28/08/2010&duration=7

Manchester Cats holiday to the Cider Press in Normandy



Chemin du Laizon



Fantastic places to visit, Could this be the water that brews French Cider?



Bonnie beneath the Willow



Pegasus Bridge was very poignant!!!



Triumph Chicks, young, old & just down right decrepit!!



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Footman James offer discounted insurance rates to all Triumph Sports Six Club members.

Our classic car insurance policies include as standard;

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Readers

Write . . .

Le Mans Classic Thanks & Well Done

I would like to add my thanks and appreciation to everyone involved with organising and running the Le Mans Classic trip this year.

I know from past experience how much time and effort goes into this particular event, from ticket orders to on site logistics they had it sorted.

Colin Wake and I are extremely pleased to leave this event in such capable hands.

Philip Willcocks

North London Area Organiser
Former organiser Le Mans Classic

Recommendation

Recently I have had a couple of mishaps with my Spitfire involving shearing bolts and breaking petrol pump levers etc.

Each time, I have contacted the guys at Sports Cars Supplies to help me out. These guys know their stuff that's for sure, I have not even finished telling them the problem before they tell me what has gone wrong and the easiest way around getting myself out of the mire so to speak.

In all cases when I have needed parts they have sent them and I get them the next day. Their service is impeccable and they so helpful and polite, so if any readers are stuck give these guys a ring and I am sure you will find

that they will help you.

They also provide a very good catalogue and a regular offers sheet, you can visit their web site at www.sportscarsupplies.com which is a really good set up.

Incidentally I have no connection with this company what so ever but think they deserve a mention.

Dennis Cliff

Stoke on Trent

Combined TSSC Area Local Meetings

What began as a one-off social gesture and very nearly became a disaster now looks like becoming a popular annual event in the north west region. It all began in June '09, when Derrick Binning, Brian Preston and myself, setting up our TSSC group down the N. Wales coast, decided we needed a night out. So, instead of meeting for a drink at our then HQ, Derrick's concours Spitfire and two nondescript GT6s headed across the river Dee for the Wirral groups Cottage Loaf meeting.

We got a warm welcome, made new friends – and extended an invitation for the Wirral group to return the visit. The result was that about six weeks later, Dave Evennett's red TR5 and Andy Todd's GT6 led an impressive dozen or so cars down Rhualt Hill to our meeting place.... Came the near disaster.

Despite a call, earlier in the day, to alert them to a motoring invasion and the assurance that they could handle it, the pub had no beer!



Seems that afternoon, they had gone into administration.

Disaster was averted by a quick switch to another hostelry – a move which was accepted

attraction of World Cup football live on television. And on Merseyside, football is just about the ultimate counter attraction.

The evening was such a success that the unanimous verdict of the AOs was that it should become an annual gathering of the groups, with the venue rotating among them, Wirral hosting the event in 2011. So, that near disaster did become a success. Some of us are looking forward to meeting again at events like Malvern and Stafford.

Perhaps this coming together, socially, of adjacent groups, could possibly point a way ahead for other TSSC regions?.....

Bob Whiting
North Wales AO



in good humour by Dave and the others and has since left us North Walians with slightly red faces.

Happily, the link between the neighbouring groups has strengthened, culminating in June's Wirral and North Wales joint visit to support the new Liverpool area at their Knowsley base, the Derby Arms, which brought out 25 club cars and a couple of other enthusiasts.

The three groups were joined by Henry Jones, Cheshire AO, and another Vitesse enthusiast from Macclesfield, for what was a great turnout on a night when there was the competing

How to post on a Web Forum

How to change a lightbulb on a forum.... 0 Minutes ago Karma: 7

(Borrowed from Practical Classics web forum, but too good to just leave there!!! many thanks to them)

1 to change the light bulb and to post that the

light bulb has been changed

14 to share similar experiences of changing light bulbs and how the light bulb could have been changed differently

7 to caution about the dangers of changing light bulbs

1 to move it to the Lighting section

2 to argue then move it to the Electricals section

7 to point out spelling/grammar errors in posts about changing light bulbs

5 to flame the spell checkers

3 to correct spelling/grammar flames

6 to argue over whether it's "lightbulb" or "light bulb" ... another 6 to condemn those 6 as stupid

2 industry professionals to inform the group that the proper term is "lamp"

15 know-it-alls who claim they were in the industry, and that "light bulb" is actually perfectly correct

19 to post that this forum is not about light bulbs and to please take this discussion to a lightbulb forum

11 to defend the posting to this forum saying that we all use light bulbs and therefore the posts are relevant to this forum

36 to debate which method of changing light bulbs is superior, where to buy the best light bulbs, what brand of light bulbs work best for this technique and what brands are faulty

7 to post URL's where one can see examples of different light bulbs

4 to post that the URL's were posted incorrectly and then post the corrected URL's

3 to post about links they found from the URL's that are relevant to this group which makes light bulbs relevant to this group

13 to link all posts to date, quote them in their entirety including all headers and signatures, and add "Me too"

5 to post to the group that they will no longer post because they cannot handle the light bulb controversy

4 to say "didn't we go through this already a short time ago?"

13 to say "do a Google search on light bulbs before posting questions about light bulbs"

1 forum lurker to respond to the original post 6 months from now and start it all over again.

64

PLUS::

1 to ask whether that particular make and design of light bulb is a "classic"

6 to say no

3 to say not yet, but it will become one in a few years

4 to say yes

1 to state that they are a devotee of that particular make and design of light bulb and any attempt to deny it "classic status" is a contravention of their fundamental human rights and right to free speech in a democratic society and that all those members who would deny the light bulb is a "classic" should be henceforth banned from using this or any other forum, or the internet as a whole for that matter, in fact, come to think of it they should be restrained from having any further communication with any other human being for the rest of their lives, in order to maintain free speech.

10 spammers to say how interesting this thread was and that the thread starter saved their life by posting this "usefull article" (even if it was a question)... other 10 to give the definition of the word "light bulb" and "lamp" including with a link to their site

5 posters telling the spammers that they should "go away" and another 3 posters saying that they have already reported this thread to the moderators and the spammers should get banned asap

...plus one to say that his 85 year old Granny was prosecuted by authorities for not having a lamp / bulb whatever and another 5000 to sympathise, with various anti-authority comments, anecdotes and links to Daily Mail articles thrown in.. and another with a link to his eBay site where he can supply all the required lamps NOS.

Colin Lindsay

GT6 Register Sec



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Paul Richardson©

Ben Warwick



Memories of Pre War Triumph

Ben Warwick had some interesting knowledge of The Standard Motor Company pre war, and the post war apprentice's training school in which he gave several classes. Details of his national service in the RAF working on aircraft engines during the war also emphasised how Ben's experience on aero engines, and the exactitudes involved, played a major part in the way he liked things done as foreman of the competition department managed by my father Ken in the fifties.

"I joined The Standard Motor Company in 1937 and worked in the old service department which was at Canley in those days and cars had side valve engines then of course. The thing I liked about those days was that we regularly had to rebuild engines completely and use a boring bar and hone to re machine and face up the bores before building up the engine again. I always loved working on engines especially full rebuilds and I'd set my sights on being able to do anything involved with reconditioning engines including cylinder head and block refacing and rebores and I spent a couple of months in the engine shop learning how to do all that. A chap called Rex Weaver was in charge there. He was a lovely kind natured bloke but I never saw him again after the war when I was demobbed and went back to the Service Department as foreman in 1946."

Ben's mention of the war prompted me to ask him about his wartime service.



Ben Warwick. Compt Dept Foreman

"I was called up in 1940 and went into the RAF as a flight mechanic, and I was then re-mustered to work solely on the maintenance and repair of aero engines and I loved all that. After I'd done all the training and got my Aircraftsman's ticket they sent me overseas and by that time I'd worked mainly on Rolls Royce Merlin and Pratt and Whitney radials."

"From 1943 I spent a three and a half year tour of duty in the far east. First in India and then Ceylon, Burma and Malaya. The food took a bit of getting used to out in those regions and several of us suffered from

Ben Warwick's memories

regular attacks of the Aztec two step, so the M.O.s made sure we had plenty of bottles of kaolin and morphine with us. (N.B. 'The Aztec two step' was Ben's way of describing attacks of diarrhoea which I found particularly amusing). We were sometimes flown all over the place to do engine checks or repairs and replacements, and I never liked flying over extensive sea or jungle regions because if anything went seriously wrong with the plane there was nowhere handy to land in an emergency."

Ben related of his post war career with The Standard Motor Company .

for apprentices and particularly when the new Phase one Vanguard came out because we'd moved to overhead valve engines then with the new wet liner engine. Several of us in the service department had to go to this new training centre at Banner Lane to do a course on the new Vanguard service and repair procedures. Jack Male went with me on that course and Bart Turnbull, who I'd worked for before the war, was still the service manager then. Bart got me to give lessons in the service school now and then to new apprentices on the finer points of setting clearances up on diffs, gearboxes and engines and how to gap

piston rings and things like that. You don't see anything like that these days because everything is just changed for new units. All these skills have gone out the window now because garage mechanics just fit new engines etc, rather than strip them down and put them right."

"That training school at Banner Lane was known as one of the best in the industry and all new apprentices had to be interviewed there by the supervisor and do a few months training there to learn how cars were put together and maintained properly.

Apprentices also had to do a spell on sections of the Fergy assembly line as well to learn about production because the Fergy was produced on sight at Banner Lane. In the school workshop they had every thing you



Ken Richardson, Competitions Manager, standing next to works driver Paddy Hopkirk. Paddy's TR is equipped with the roof mounted spotlight first used by the Triumph Team.

Ken is shaving with a Remington electric razor.

Apparently Remington noted the continued rally successes of the TR team and decided to supply Ken's team with Remington razors for the publicity value.

"Working on aero engines in the war taught me to do things absolutely properly and it became second nature to me and I loved working like that anyway. I remember there was a new training programme after the war



Ben Warwick discussing the preparation of works rally TR's with Ken Richardson

could think of including engines on test stands so apprentices could be shown how to set tappets, ignition timing and carburettors and the engines could be started and run up. They also had an electrical section there as well and Lucas people were often involved on that side to give talks and instruction on coil and condenser ignition and how to wire up cars. A design classroom was also part of the training school where classes were held on mathematics and design work for people who wanted to go into the drawing office or the technical department, and there was even a driving school in that training facility for apprentices who were learner drivers. In fact when I

became foreman of Ken's competition department at Allesley several of the mechanics who I brought in to the department had been through that training school including little Pete Cox and a few others. He was always as keen as mustard to work in the comp shop and even before Ken's competition department was moved to Allesley we'd become involved with tuning rally TR2's there for private owners (NB from 1954 to 1956 Ken's competition department was based in the experimental department at Banner Lane after which it was moved to a section within the service department at Allesley)."

"Several other members of Ken's original team had worked on aircraft engines including old Ray Henderson who did his national service in the Fleet Air Arm. Ray and I

often got chatting about aircraft engines we'd worked on and stuff like that and he came over to Allesley regularly and usually with Doug West. This was to bring the TR engines back after brake tests at Banner Lane because, although we built all the competition engines at Allesley, the engine test brake section under Frank Smith was over at Banner Lane so we were always nipping back and forth for one thing or another and there was a natural integration between the shop floor lads in experimental and our team at Allesley. We also had engineers come in from Lucas like Jack Bough to go through the electrical side of the competition cars, and Harry Winter from Laycock came in to sort out any problems or new developments with the overdrive gearboxes. In fact thinking of the Lucas lads reminds me that it

Ben Warwick's memories

was Ken's idea to fit the roof mounted spot lamps to our rally TR's. He actually sketched what he wanted for the Lucas people which was a spot lamp with a ball and socket mounting so it could be revolved in any direction for navigators to see signs etc. at night, and it had an on/off press switch on the handle inside the car. That spot light was a real boon for rally navigators and after we'd used them for the first time all the other teams wanted them, and Lucas put that same spot lamp into production."

To conclude I couldn't resist including two examples of Ben's sense of humour. The first resulted when I asked him if he had any poignant memories of the war.

"One memory that always sticks out in my mind for some strange reason was when I was once flown out from Ceylon to Kuala Lumpur to repair an engine on a four engined Liberator (this was the famous American B24 bomber P.R.) which had made an emergency landing

when I'd finished the work."

Ben related of the first Sebring race for TR's.

"The first race I attended in the competition department was the 1957 Sebring race in Florida with three TR's, and before the race Ken had me and Allan Smith practice pit stops at Hollywood near Ford Lauderdale until we'd got it down to a fine art. We'd got quick lift jacks with us and extra large funnels with wide bores for refuelling and they had standing brackets so they'd sit on the rear quarter very securely with the bore in the filler neck. We could then upend a five gallon drum of fuel into the funnel in the race with no spillage and we had twenty four gallon tanks in those Sebring cars. When we got to Sebring three thundering Corvettes had been based there for about two months testing and one of the mechanics was always taking a rise out of our little Triumphs as he called them which were red, white and blue, the colours of our national flag. This chap

B24 LIBERATOR



due to a failed cylinder. I took all the parts out with me including a new barrel, piston and con rod etc. and I had to change everything working from the top of a large set of step ladders. I took my time with this particular job and did full checks and run ups on the other three engines because I found out that that I had to fly back to Ceylon on the same plane

used to rev the hell out of the Corvette he was working on in the paddock, and that Corvette retired after the first lap in the race with engine trouble. I couldn't miss telling this mechanic after the race that it was the chequered flag we were after, not just a lot of noise in the paddock and he didn't like it one little bit because we finished first and second in class."

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1500 TC.BRG - Tan leather interior. 1981, one of the last Spitfire's ever made, 48000 miles. Recently passed MOT. Hard top also available £5,500. J. Harding. (Hillingdon, Middlesex) 01895 237078.



1500 1977 FAST-ROAD STAGE 2 Overdrive. Resprayed and rebuilt 2009 (bonnet, doors, bootlid and loads more replaced). Fitted with Stage 2 head, weber carb, fast road cam, electric fan, oil cooler, spax suspension all-round, upgraded braking system, fast road exhaust and manifold, roll-bar, good minilites and extra-wide Perellis and loads more. Viewing in Maidstone Kent. £3,800 Pery (Maidstone) 07782 339231.

1500 Restoration Project. R reg 1976 British racing Green. Taken off road 1993. 41,6689 miles at last MOT. Garaged but not maintained since. Sell complete only. Buyer collects. £500. L. Laramy (St ives) 01209 885884.



1500 1976. Overdrive, Pimento Red, Tax 05/11, MOT 06/11, Soft Top, Good body and interior. TR6 purchase forces sale. TSSC INS value £3.5K. Price £2,595. David (Maidstone) 07973 694933.

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Herald



13/60 CONVERTIBLE. 1971. Reluctant sale. 88,000 miles. Owned by family last 34 years Navy Blue with White Hood. A1+ condition. Garaged. Just had MOT/Tax. Club valuation £5,500. Price £5,400 ONO. Nick (St Albans. Herts) 07885 833364.

1971 13/60 CONVERTIBLE. Project, SORNed and dry-stored since 2000. Was running with an MOT, but parked and sadly ignored for too long! £500 ono Andrew eMail: andy_kutarski@yahoo.co.uk

13/60 CONVERTIBLE 1971. Blue. 77,000 miles. Trusty friend of 33 years. One Previous owner. Club Valuation £4,500. MOT July 2011. £2,000. J.Hodge (Exeter) 01395 232715.



COURIER Scwt Van 1962. original mk1, sales invoice, history, original engine, running gear, restoration 2008. MOT. believed only 15 remaining. £5950 Stuart (Fressingfield Suffolk) 07981 356544.

Vitesse



MKII CONVERTIBLE 1970 Blue. Owned since 1976. Truly original specimen with Overdrive, Garaged, Waxoiled. Many extras, Engine rebuilt 85,000, Unleaded head. A1 condition around including chassis. Club valuation £7,000. Mot'd. £5,950. Alan (London) 07766 814085.

1967 SALOON 2 Litre. S/S Roof. Rust to Boot Outriggers and some body rust. Sound engine. Good interior. Pictures available on line. Ian (E. Sussex) 01323 482836

MKII CONVERTIBLE. Body off 99/00, overdrive, stainless exhaust, copper brake pipes, stainless hoses, drilled discs, green stuff pads, moulded carpets. Solid car. Offers over £1000 George (Carlisle) 01228 576911.

MKII CONVERTIBLE. Overdrive, red. Owned for 15 years. Recent assessment by garage, sound chassis, good engine, gearbox etc, report available. Last Mot 2008 since kept undercover. Nick (Wellington) 01823 672245.

TX TRIPPER

TX TRIPPER. Triumph based kit car. Spitfire chassis, vitesse 1600 engine. Strong fibreglass body. Currently in bits, needs work. Offers. George (Carlisle) 01228 576911.

GT6



MKIII 2.6Ltr. MOT May. TR6 head, over-drive, swing spring. Extensive re-build 1998 including engine and body panels, leather re-trim, carpets replaced. VGC, great car! £5,500 Nick (Leighton Buzzard) 07917 422233.



MKII in Valencia Blue. MOT till August 2011. Good running car always garaged. One owner for thirty years. Good original project car as Bodywork, Trim and other internals require some TLC. A good base but needs body off to realign doors etc. Condition A3/A2, offers in this region. Deserves a look. Nr Jct18 M1. John (Northants) 01788 822695.

MKII. Unfortunately it is time to part with my beloved GT6, she is in great condition and will be sorely missed. Please contact for more info/pictures. £6,000. Stuart (Melksham) 07939 101952.



MKIII. 1973. O/D. White. Tax Exempt. 79,000 miles. Professional body off restoration. Recent engine rebuild. S/S Exhaust. Rotoflex. TSSC Valuation £8,500. Accept £6,700. Sheridan (Norfolk) 01533 774322 or 07905 093761.

MKIII M reg. Uncompleted total restoration owned 20 years, house moves forces sale ring please ring for details list to long. £3,000. Barry (Nuneaton) 07906 855830.

MKIII 1971 2.0L, Blue, TAX Exempt, MOT Feb, 62000 Miles, Nice good looking car. £4,200. Jonathan (Kingswinford, West Mids) 07976 316501.

MKIII 1973. Tax Exempt. Long MOT. Mimosa. New Tyres. Stainless Exhaust. Repholstered Seats. Alloy Wheels. Radio. £3,000 ONO. New project prompts sale. Tony (Hampshire) 01276 33643 or anthony@martin444.plus.com

MKIII for Spares or Repair Accident damage to rear, repairable. Car was condition 2 before accident. 15k miles on re-con engine, gearbox, overdrive. Perfect for 6 cylinder Spitfire project. £450. Tim (Chipping Sodbury) 07789 300628.

MKIII. Chris's beloved, is on ebay: <http://cgi.ebay.co.uk/ws/eBaySAPI.dll?ViewItem&item=260648555713> We just can't handle the work to make her fully roadworthy. Chris. eMail: malc@perrior.net

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TOLEDO. Runner/Restoration. 1962 Taxfree 1300RWD 4 door saloon. Used daily, good runner, not needed. MOT May 2011 Needs usual work, wings, nose, bootlid but sound for enthusiast. £500. John (Ilfracombe) 01271 865078.

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HERALD chassis wanted with main rails excellent. I don't mind minor repairs around the diff. Preferably in Sussex Area. Tim (Uckfield) 01825 762964.

HERALD OR VITESSE window winder mechanism required for driver's door of 13/60 convertible. Colin eMail: paudman@btinternet.com

HERALD starter motor for 1968 triumph herald 12/50 saloon, also bonnet catches, thanks. H. Campbell eMail: mystic_babe_4@live.co.uk

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HERALD or VITESSE rear spring wanted, preferably near South Wales Stephen eMail: s.attenborough@yahoo.co.uk

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TR 4 GEARBOX Looking for overdrive gearbox for my TR 4 1962 car Michael. (Fraserburgh) eMail: michael030@btinternet.com

RECONDITIONED 1296 Herald engine required. Shaf. eMail: livewire00@hotmail.co.uk

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INTERNATIONAL WEEKEND EVENT MANAGERS

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

INTERNATIONAL CONCOURS ORGANISERS

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

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road, Dolphinhilme, Lancaster. LA2 9DD. Tel: **01524 791607**
e-mail: pip1272frank@homecall.co.uk

COMPETITION SECRETARY

TBA

TSSC PUBLIC RELATIONS OFFICER

Adam Easton, 9, Fourth Avenue, Wellingborough, Northants. NN8 3NE Tel: **01933 229992**
e-mail: tsscnorthants@aol.co.uk

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: **01302 850740**
Julie Hazell Tel: **07813 589799**

September 2010

Plus

**CLASSIFIED
CARS & PARTS
CONTENTS**

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



**TSSC West Yorks
Camping Weekend**



END OF YEAR BASH

**10th to 12th
September 2010**

**Major Bridge Park
Selby Road,
Holme On Spalding Moor
East Yorkshire
YO43 4HB**

To wind down the camping season
West Yorks TSSC area organising another
There will be a run to the coast on the Saturday and either
a local trip on the Sunday or events on the site.

Alan is keeping this as a surprise!

Saturday night will be held inside a heated building and
breakfast sandwiches will be prepared if there is sufficient
demand the night before.

Price is £10 per night regardless of the size of unit to cover
camping and club house costs.

NB all tents are charged separately inc children's tents.

To book please send the form below (or Full page Version in July
Courier) and a cheque with the
correct payment to

Martin Appleby, 10 Rowan Garth, Sutton in Craven,

Name(s) :..... Address..... Tel:

e-mail: Club Area

Car: Reg No.:

Nights camping – Friday/Saturday

Number of Tents

Total Enclosed £



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.

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
PIP FLEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip1272frank@homecall.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news Pub Run See Area News for details	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 Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 75A. Just off A57	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
LIVERPOOL	Lisa Garland : 0151 5491267 Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
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	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Manvers Arms, ADWICK UPON DEARNE	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Ian Stevens: 01773 787268 Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30 .
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
		West Midlands Police Social Club EDGBASTON	3rd Tues 7,30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm
WORCESTER	Stefan Graham: 01384 279686		

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	John Barleycorn - DUXFORD CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 01603 426539	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

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	Phil Rogers: 01304 831 576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
		Roving Meet - phone for details	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. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Mike Gooding: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. Eves.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHERWELL SP11 7JF	2nd Thurs. 7.30pm
AVON	June Wrihton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
DORSET SOUTH	Steve Sherlock: 01305 267408	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Fiander: 01722 332552	The Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	St Leonards Hotel - St LEONARDS	3rd Thurs. 8pm
WYEDEAN	Clive Speaks: 01531 650035 or 0757 829 3283	3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 0045 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.	
FRANCE	TBA		
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
		krishn_sk1981@yahoo.com	
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN.	
		lucabellinello@tiscalinet.it	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,KelstoN - AUCKLAND.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY.	
		president@tssc-norway.org www.tssc-norway.org	
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER . . . AVON

voucher to spend in the club shop every time you sign up a new member. Frank and I will be resuming our Area visits during the winter months so hopefully we will see you all soon.

Congratulations to **Cornwall** you have won the £50 Club Shop Voucher and **West Yorkshire** you have won the £25 Club Voucher please get in touch with Angie at Club H/Q and claim your vouchers.
Cheers

Dip & Frank

Lion in Wherwell. Guy and Suzie have asked me to remind you that the Beaulieu Autojumble is the following weekend (**11 & 12 September**).

Graham

AVON

Tel. 01454 327059

Can't believe the summer is nearly gone, but actually there is an awful lot of news to catch up on that shows we have had a good, busy summer. Thank you to Tyler for holding the fort last month and hopefully we will have another "guest writer" to review Hay on Wye and Stafford as I have been unable to attend either of these events.

We go back to June for the first review which was Brea. I forecast it would be hot and sunny as it clashed with Glastonbury, and boy was I right. It was a scorcher. A big thank you to those who travelled from the midlands, I hope you enjoyed it and will think about coming again next year. So what did we get up to? Saturday started with Santa being driven around the campsite on the back of Chris and Angie's Vitesse (thank you both for the loan of the car) throwing sweets for the children and generally creating absolute chaos and mayhem. Then we had Santa sat in his grotto with gifts for all, and a chance to sit on his knee for those that chose it. Then it was off to Cheddar for Christmas lunch at the Riverside. It was very hot in the room, but the service and the food were both excellent. Then it was just chilling out, falling asleep after lunch and general chat and drinking for the evening. Sunday came all too quickly, and we all made it back onto the M5 through the day. The weekend was a big success, we do not cram loads of scheduled events into the weekend so that people can choose what they wish e.g walking, driving, trip to the beach, fairground or whatever takes your fancy. This way it is a very chilled weekend for all (including the organisers!) On that note, a BIG THANK YOU to Angie for sorting out the meal. Next year we hope to arrange a steam train trip to Minehead for the Saturday.

The following Saturday found Colin and ourselves ready to head to France for a chilled out few days before the Classic Le Mans. As some of you have heard, all did not go to plan. The Vitesse 1600 behaved impeccably until we came off the ferry at 6.30am on the Sunday. French mechanic had to be called. It is amazing how you can communicate with each other when you have a shared interest in cars (he owned a Ferrari) but no shared language. Anyway, the outcome was that whatever was wrong with the engine could not be fixed in the 10 days we were out there, so we had to change



AREA LIAISON OFFICERS REPORT

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk

We have just got back from Le Mans and had the Best Time!!! We would like to say a massive Thank you to the organisers Claire, Nigel, Charlotte and Mathew Hill for all their hard work and enthusiasm even missing out on getting something to eat for hours on end and not getting much sleep, (just see the piccies in the Cats report) to Angie Hill for her tireless effort on the admin table, Chris Gunby, Judith, Roy Ross from Cumbria Area, who built the bar, to the electricians Andy, Roy and his team, and to all the Areas that volunteered to help behind the bar, the umpteen booze runs, and all the volunteers associated with such a fantastic weekend and a roaring success.
Roll on 2012!!!!!!

This is another example of our Members, Area Organisers, Council Members, Club H/Q, and other Car Clubs, all contributing and indeed working together.

Stafford International will have been and gone by the time we are reading this edition of the Courier so a full report will appear in the **October** Courier edition.

We will be conducting a paper survey to our Area Organisers later on this year and we will be asking for your ideas and opinions at the A/O Road Show; if you are unable to attend you can always email your ideas or phone to either Frank and myself or Club H/Q, your opinions are important to us. If you are unable to attend any of our meetings or road shows you are always welcome to send a member to represent you.

Don't forget to send the dates of events you organise or attend, that you think would benefit from the Club Shop/Van, if it's too late for this year there is always next year.

Another way of earning £5 is to sign up New Members; you get a £5 gift

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Since Guy and Suzie and Ed and his family were on their way to Classic Le Mans, July's meeting of the Andover area group was an intimate affair attended by just 5 of us, not including the large bump that Rosie was at that time carrying around. The previous weekend as I was leaving Guy & Suzie's BBQ (excellent as usual and unusually dry this year, so an opportunity for a run in my Spitfire)

I had been entrusted with the area log book. Little did I realise that I would also have to write the monthly report! As the weather was again dry and reasonably warm it meant another outing for the Spit and also that we were able to sit outside for the first time this year. Southampton Bob arrived in his Spitfire 1500 soon after Peter & Rosie, followed shortly after by John. He treated us to a photo gallery of the restoration of his Mk I GT6, which appears to be progressing well although John wouldn't be drawn on when it would be finished. A lively discussion concerning the intricacies of repairing a crumbly chassis ensued.

We hope that the photos will provide some encouragement for Peter to complete the restoration of his GT6 although he will probably be a little distracted from this task in the coming months, as we have just heard the great news - a Triumph in fact! - that he and Rosie now have a daughter, born on 31 July and weighing in at a healthy 7lb 13 oz. At the time of writing they were still undecided on a name but were hoping to bring her along to the next meeting. We look forward to toasting Miss B's good health. Peter will now have to sort out how to get a baby seat into the GT6, although she might grow out of it before he gets the car back on the road!

Guy & Suzie report that they had a great time at Le Mans, so we also look forward to hearing all about that. They did not catch up with Ed and his family so hopefully they will be able to swap tales at the August meeting next week.

The **September** meeting will be on **Thursday 9th**, as usual at the White

SOUTH BUCKS CAMBRIDGE . . . CANTERBURY



our booking to return home that day. We arrived home at 3 am Monday morning in the recovery truck, had a few hours sleep, re-booked ferry tickets to go back out in the police Herald and eventually made it back out by Wednesday evening.

It was great to see the Spitfire do well in every outing and would not have missed that for anything. It was also an opportunity to have some pictures of the Herald with the French gendarmes police cars on site. One of the best moments was driving back to the campsite on the Thursday from a photoshoot, Les put on the two tones as we approached the entrance and the security man went into a state of sheer panic. Fortunately he had a sense of humour as well, so we did not have to explain to the French police about the car and our activities. Other tips from the weekend were - try not to confuse chicory and lettuce, you may get a shock and don't try to nick someone else's inner tent to put in yours. It confuses the heck out of you and will not work. The weekend was nicely rounded off by bumping into the whole Jigsaw gang at the local supermarket and enjoying lunch with them outside the patisserie. Shame it's 2 years to the next one. The most idiotic comment we heard was in innocence from someone at Caen ferry port whilst we were waiting to come home on the Tuesday night. Someone came up and asked us if there had been "some sort of rally on?" Even when we told him the scale of the event that had just taken place, he did not understand and just said he thought something had happened because he'd seen a few classic cars about.

On return from France, we had the BBQ at Judy's to look forward to on the Friday night which co-incided with Tyler's birthday. A select group of us thoroughly enjoyed the evening and a big thank you to Judy for going to so much trouble to accommodate us. Incidentally, Tyler is running in the Bristol half marathon in September and if you wish to sponsor him for a very worthy cause, please go to www.just-giving.com/Tyler-Wakeford. For those that do not have access to the internet, or would prefer to donate in other ways, we will also be running some sort of event at the September meeting to raise money to give to Tyler for his chosen charity.

Not sure what it will be yet, but come with plenty of money in your pockets.

The August meeting was quiet, but with the appearance of a very early Spitfire. Bearing in mind that 2012 will be the 50th anniversary of the Spitfire and the Vitesse, we asked if he would be prepared to show his car at the Bristol show that year and agreed. Hope to see you again plenty of times before then!

As we are coming to the end of the season, there will not be a lot planned now but we will try to do different things at the monthly meetings to keep you entertained. Then there is the panto to look forward to as well as Christmas. Hang on, isn't this where I started?

see you all on **6th September** for the next meeting.

p.s. as I write this, not only is the Vitesse at Paul's for repair, the white Vitesse has a very poorly gearbox, the Lotus is due into the bodyshop for repair and paintwork tomorrow after someone hit it when parked outside the house which leaves the Herald. This is due to appear at Goodwood revival along with the Vitesse (no pressure Paul!), so really the way our luck is going it won't be going very far between now and then.

The joys of car ownership!

June

SOUTH BUCKS

Tel. 07183 052276
www.tssc.org.uk/southbucks
email southbucks@tssc.org.uk

Hello all. First of all I apologise for missing the July meeting, unfortunately a prior arrangement over ran somewhat.

I have spent some time the last few weeks looking at Triumph Saloon cars with Carl. I didn't have any experience with these cars before now and I must say I am quite impressed. If you do manage to find one that isn't rusty (no easy task) they are very nice indeed. As a passenger you wouldn't know you were in a classic car at all even at high speeds, except that the cabin is much more airy and open than most modern cars. They are easy to drive (except the gearbox, which can be a bit slow) and ride much better than some modern cars. Perhaps this is because the suspension is designed to make you comfortable, instead of trying to make you feel like you are in a sports car. They seem very good value, especially in comparison to the similar Stag, why does a soft top and a V8 make so much difference? I'll have a white Mk1 PI with a red interior please!

Carl and I went to the Uxbridge Auto show earlier in the month. Thames area kindly let us join their large stand, and it was good to meet up with Micky, Andy and the rest. Carl drove his SD1 down, with me following and the sound of both V8's, one rover and one Triumph was very pleasing. As we got closer to the show we saw more and more classics until we were driving in convoy with 4 or 5 other cars, each making their own distinct sound. As ever the show was quite varied, as it also includes some modern cars.

The next meeting will be **September 15th** from 8pm at the Squirrel pub in Penn Street. Regards

Daniel.

CAMBRIDGE

Tel. 01223 836535
e-mail: tssc-cambridge@rochfort.org

The weather was much improved this month, almost summer like, and as a result, we got a good turn out of Club cars.

A big welcome to John and his wife, who own the most magnificent red MK2 Spitfire that he has owned since it was almost new.

My Spitfire is now overdue its MOT, so couldn't come out to play, so my GT6 came out instead - a bit warm for a summer evening, but needs must. Once again, several of us availed ourselves of some food from the excellent menu in the pub, and moved outside to sit in the beer garden and admire John's Spitfire.

We had been looking forward to hearing and seeing Toby's new tubular exhaust manifold fitted on the car, but problems getting it to fit means that he has patched up the old one for the time being.

Don't forget the Duxford All Triumph Day on **Sunday 19th September**, gates open at 10am, see the adverts elsewhere in the Courier.

Date of next meeting - Monday 2nd August - 8pm onwards. Dates for 2010. **1st Monday** of the month, 8pm onwards, John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP

Future meetings - **6th September, 4th October, 1st November and 6th December.**

Kevin

CANTERBURY

Tel. 07810 438074
e-mail: Progers01@onetel.net
www.canterbury-triumphs.org.uk

I nearly organised the "snug" for this month's meet, but as it turned out I'm glad I didn't. The weather was mild and all business was conducted outside around the picnic tables, albeit in the dark towards the end.

Wayne turned up in his Mk1 Vitesse, newly acquired from Tony. I saw this the previous weekend at the Chilli Farm show and it looks very smart. Tim brought his Mk IV Spitfire with the stage 3 engine, Del had his Acclaim, Steve brought the Stag and Graham got the Vitesse convertible out. Tracey made an appearance in her 2000, so there was a good showing of members' cars, including Dennis's MkIII Spit and all the others I've missed due to



CANTERBURY CHESHIRE . . . CORNWALL

● CANTERBURY Cont.

the excitement of the evening!

Ray showed some photos of the Stag, which has been his project for the last few months (years?). The newly painted, glossy black panels give an indication of what the finished article will look like in the not too distant future.

During the meeting I handed out entry forms for the Hempstead Valley Festival of Transport to be held on the **12th September**. They say they are only accepting 100 cars, so some entrants may be disappointed. I envisage a convoy of us going.

Likewise a convoy to Duxford for the "All Triumph Day" on **Sunday the 19th September**.

Also in **September** is the Folkestone Automobile Club Charity Classic Car Show on the **26th**. This is in aid of Age Concern and costs a fiver to enter. Application forms from me.

Entry forms were also handed out for the "Old Timer" rally on the Leas, Folkestone on **30th August**. Get the forms back to them by the 2nd August, if you're interested.

Eddie & Mike will be going to Stafford. Contact them if you'd like to join in.

July, I think has been busy for all of us. Most of the events attended are in the "Reviews" section, but for those not online, here's a summary. The Kent & East Sussex Railway 70's event was a low key affair, but the cars generated loads of interest and I would certainly do it again next year. "Darling Buds" was a good show, apparently, and Steve and others met up with John Hall from the Essex club and had a good time. Steve reports that the house where the series was filmed is now looking a little tired. John & Julie's Battle of Britain event was very interesting. We enjoyed the museum and Julie scored top marks for the food afterwards! Charles' run out into the wilds of Kent was fascinating. The private memorabilia collection we arrived at represented a lifetime's avid collecting. Certain people (John) were in their element. A good turn out with 7 cars. The Steam & Transport fair at Chilli Farm was attended by 6 of us, but I don't think that anyone stayed to the end. It was remarked that once you'd been round the stalls and the field two or three times, there was precious little else going on. Arena events seemed few and far between. Mind you, the

weather didn't help.

As I write this, the "Help for Heroes" charity event is going on in Faversham. I know Del and one or two others are there. There is no doubt that I've missed something or someone out: please don't take it personally.

As the season draws on, it's time to start thinking about the future direction of the Area. I sounded a few people out in person, but here's an invitation to everyone: Where do we go from here? What's been good that we can keep, and what's been not so good that we can ditch? Get thinking.

That's it for this month. Remember: by the time you read this in "The Courier" it will be approximately 16 weeks to Christmas!

Regards,

Phil

● CHESHIRE

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

On arrival at the Thing and Pheasant this month we were greeted by four Spitfires – three of them blue and parked together, and a yellow one which obviously felt different and had parked in a different row. Two of the blue Spitfires were new to us, one being a one owner car belonging to a man from Heald Green, and the other very recently acquired by John from Stalybridge, who is aiming to learn how to maintain such a car (at present the solution to maintenance often involves Max from Totally Triumph). Then along came two red Spitfires (one of these also new to us, but I didn't get your names folks), a Vitesse, a GT6, and a Triumph MX-5, a model which I had not previously encountered.

So on this occasion ten cars gathered in the car park of the Cock and Doodleflip and we counted the number of instruction sheets we had and the number didn't quite make ten. However some of the cars knew the final destination so we set off round the local countryside in our usual fashion. All was going well until we got to the instruction that said take the second left into Shrigley Road. A roadworking elf had erected a sign that said road closed, and it is my experience that such a sign genuinely means the road has been damaged beyond use. So my navigator opened the map book and we potted to Disley and along the A6 and then down Threaphurst Lane as we had intended, and did the rest of the run as it said on the instructions. Except that most traffic lights won't let a queue of ten Triumphs through in one go, and this applied to the lights getting back on to the A6 in Hazel Grove, and turning left into Finney Lane for Heald Green. And along the way Dave's Vitesse decided that travelling this



slowly was not what it was intended for, and cut out and refused to start again for a minute or two. But we all made it to the Ship and managed to negotiate the car park which was in darkness by this time! There's quite a good photo of the cars above when we were stopped at the lights in High Lane.

The intermittent wiper device mentioned last month has been completed and fitted to Heap the Vitesse, and what with it raining most of the time and being on holiday, Heap the Vitesse hasn't been out of the garage enough to test the device in its intended environment of light rain. There has also been some progress on the device to trigger an electric fan while maintaining the old voltage regulator. The prototype now awaits delivery of a 4013 flip-flop and inspiration for testing before full installation. While at Chateau Adrian a week or two back, I mentioned a serious omission of part of this – the electric fan – and Adrian disappeared into the roof of his garage and emerged a few minutes later clutching an electric fan which had spent the early part of its career in the front of a small Peugeot. When we held the fan up to the space at the front of Heap the Vitesse it was fairly obvious that the fan was of one size and the space was of another size – a lot smaller – so the fan went back into Adrian's garage for the moment.

There is also a strong possibility of an additional Triumph arriving at Chateau Jones to keep Heap the Vitesse company. It's a 1968 Herald 13/60 convertible, and is in a large number of pieces at the moment. More details if and when it arrives.

Our next meeting is on **Thursday 2nd September** at the Cock and Pheasant. We revert to a later start, your organiser aims to arrive between 8:30 and 9.

Henny

● CORNWALL

Helen is still in the wars and continues to be in and out of hospital, missing out on all the fun we have been having. We all send our wishes for a speedy recovery and hope that things can be sorted out very soon. The same goes for Tony too, sometimes he doesn't know if he's coming, or going, poor fella – best wishes to you both.

The event season has hit us with a vengeance, particularly since we are in

COVENTRY



the 'rainy season'! Right after our camping weekend some members went straight back to Padstow for their steam and vintage show the following weekend. Those that didn't will have missed out on a nice show and mini beer festival. Next year...

Then the following weekend it was Wheels at the Royal Cornwall Showground, Wadebridge. This is a good show that seems to go from strength to strength, being mainly a classic car show. There were some very nice cars there, including some very nice Triumphs. Hopefully some of the Triumphs will come to our meetings as promised. Members of the TR Driver's Club and Stag Owners Club seemed interested in coming to some of our events and will be inviting us to some of theirs.

We also seem to have picked up more disaffected TR Register members. The sun shone all day and the main ring was very busy with 'lovely' cars!

Then it rained on Boccoconnoc, again. Although this is mainly a Steam and Tractor show there are increasing numbers of classic cars and campers. The atmosphere outside the beer tent where the live music mixes with the fairground and the smell of the steam engines was really heady and resulted in much beer being drunk. Sunday was dry and very warm, which was lucky and it dried the ground up. This is a very busy show in a great setting, if you haven't been before, why not check it out next year - let us know if you are and you can join in our fun.

Pouring rain and Mount Edgecombe Show might have put off some, but a good crowd had our Sunday drive to The Lizard. Arriving at Lizard Point (the most southerly part of Britain) we headed for the Tea Room and had a cuppa. Although the weather wasn't being very kind, the views were still stunning. Refreshed we returned to the village and the crowded village green, parked up and went to The Witch Ball Inn for lunch, thanks to organisation by Glenn. We met Tristan, one of our Lizard members in his Vitesse and had a good lunch, which wasn't expensive either. Missing desert we then drove right down to the Lifeboat station (Authorised Access Only) and had a look at where the RNLI is spending £17.3 million rebuilding the lifeboat house. Cranes and barges all over the place, the engineering was simply spectacular. Glenn then told us all about what is going on and it was interesting to get an insight into what's been happening and what's planned. Glenn is the foreman down there and drives a very nice Vitesse - oh, and Ali's nice too (very good at opening gates!)

Whilst we were there we started talking about desert again and Ali remembered that Roskilly's Farm was just of

the road. What she didn't remember was that it was off the road to Cadgwith, not the Lizard! Still, it was a nice drive, even though it was raining again and we soon arrived. Ali had her favourite 'goosegob' ice cream, the rest of us had a variety of the hundreds of flavours. Despite the weather it was a nice day out and we all enjoyed it. Thank you to Glenn for arranging everything and finding Roskilly's against the odds!

Also in July we were kindly invited to the Devon Area barbecue at an hotel on Dartmoor, but I'm not sure anyone had the time to go. I hope you all had a great time.

Next month news from those who went to Hay-on-Wye, the International Weekend and the Gloucester Area Barbecue.

I tell you, it's non stop down here.

September dates:

Thursday 9th Meet at The Hawkins Arms, Zelah (Mike's birthday)

Sat/Sun 11th/12th Beaulieu Autojumble

Fri/Sun 17th/19th Goodwood Revival

There is no Sunday run out planned as yet, but there might be one arranged at the meeting, come along and find out.

October dates:

Fri/Sun 1st/3rd Club Triumph, Round Britain Reliability Run (Marshals required - contact Sally-Ann)

Saturday 2nd The Edinburgh Trial (Mike, Simon, Jane & John competing)

Thursday 14th Meet at The Hawkins Arms, Zelah

December diary date:

Sat 11th Christmas Dinner Dance, Crantock Bay Hotel. Accommodation available. Book with Helen & Tony now to avoid disappointment.

As an aside, if you need your car valued for the Club Insurance Scheme Mike has been given permission from the Council of Management to carry on doing it. So if you want your car valued personally, let him know and bring your car to a meeting. Enjoy your car!

Mike

COVENTRY

Tel. 02476 410180
kevin.n.murray@googlegmail.com

The highlight of August was the Fillongley Show, blessed with fine weather all day. Paul and Joan Cheshire organised our first local TSSC stand at such an event, which attracted 10 cars, mainly Triumphs! We invited a few friends with their classics, which included a 1935 Austin Ruby convertible, an interesting Model T-Ford, an MG Midget, and a fine looking Marcos convertible. Nigel and Steve thought I had reverted to a



Triumph Stag, but it was the huffing and puffing from a vintage traction engine that had caught their attention! This is an excellent annual village agricultural show, well organised, with a number of other attractions, including approx.50 classic cars. Our Coventry Area stand was well represented, and Paul managed to pitch the gazebo in 'pole-position' with a commanding view of the show. We were well looked after with bacon and egg batches, and cups of tea, as Paul and Joan has set-up a kitchen with camping stove.

Many thanks to Paul & Joan, and everyone for ensuring this was such an enjoyable day.

I managed to fix the miss-fire problem with my Dolomite 1500HL; it was a faulty condenser which appeared to be shorting-out with the distributor housing. A trip to Canley Classics for the vital parts enabled me to get along to the August meeting at The Bull and Butcher in Dolly, and it is now a pleasure to drive! However, it was still running rich, so Peter Martindale kindly tweaked the front carburettor mixture to improve the condition. I have a stainless steel exhaust on order, as the existing one has seen better days. As it is a Coventry car, people often comment, 'I used to have one of these...' Sadly the majority of these cars were scrapped during the eighties, due to rotten bodywork, not having a chassis frame to enable practical restoration, unlike the earlier Spitfires/Heralds.

The next local event for us is The Coventry Festival of Motoring, Sunday, 5th September. We have a number of cars booked-in for this, I shall be there in my Dolomite, but as the date conflicts with the start of my son's football season, I am unable to go on the run, but intend to meet-up with our Group later that day in The Memorial Park. Last year there were over 600 vehicles at this event, so it is well worth putting in the diary.

Hope to see you at our next meeting at Bull and Butcher, Corley Moor, Tuesday 7th September - just as



COVENTRY . . . CUMBRIA DERWENT VALLEY . . . DEVON



COVENTRY Cont.

schools return for new term. As I often say, it's a short summer, so make the most of it in the Triumph! Regards,

Kevin

CUMBRIA

Tel. 01229 474077

e-mail: roy.anne@tiscali.co.uk
www.tsscumbria.co.uk

July has been a very eventful and fruitful month for the area. Cumbria won the TSSC area draw, £50 club vouchers, which we have purchased another Cumbria power sail flag with.

While 9 of us were away in France the club stand was awarded best in show at Distington.

Our thanks go to Helen and Roger for organising the stand and congratulations to them both on the award.

The Area funds have also received a very generous cheque from TSSC HQ for our assistance at Le Mans. Alick and I made the bar prior to Le Mans in flat pack form and on arrival we were told that the Electrician had broken down. Fortunately for everyone Trevor and Des sprung into action and it was not long before they had the bar fridges up and running, whilst Nigel got the Fridge van running.

The Cars The Star Show at the Heaves hotel was a wash out. Most of us braved the elements until lunch and with no sign of the weather improving, packed up and headed for the nearest pub for lunch.

Four days before Des and Carol were due to depart for France, their mk3 Spitfire decided it didn't want to go and dropped a valve, which damaged the piston. They had no alternative but to use their Eurobox with the damaged piston in the boot, so at least a part of the car went. That left four triumphs to make the trip. Nigel and Sue, Mk5 spitfire. Trevor and Barbara, TR7 travelled via Portsmouth on the overnight ferry to Le Havre. Anne and I, Mk3 Spitfire and Alick, Spit6, travelled on the Poole to Cherbourg fast cat 2-hour ferry.

First stop in France was in the grounds of the Chateau de Marragny near Caen, which has excellent facilities, including a swimming pool and restaurant. It is run by an English couple that made us all very welcome. The Chateau is ideally situated for those

wanting to have a look at the Normandy beaches. The day came for us to hit the road to Le Mans. Leaving early in the morning with hoods down and trying to avoid the toll roads, Des and Carol set the pace. By lunchtime we arrived at Le Mans with temperatures in the mid 30's, not only the cars were cooking. Another hour later we eventually found the campsite. The entrance could not have been in a more obscure place. For some unknown reason all our sat navs were useless.

The campsite is almost next to the track near the Dunlop Bridge. Throughout the weekend the racing was brilliant and with loads to see and do, there was little time for sleep. Trevor has posted the pictures on our website courtesy of himself, Des and Alick.

Everyone had a fabulous time and we will be doing it again in 2012. I have not had so much fun in years and we took our own entertainment in the form of Nigel and Trevor. Although it seems a long way off, the bookings will be taken at the end of next year. If you want to join team Cumbria on their wacky races, here are a few facts and figures. This was a ten day trip for us; I for one will be going for 2 weeks next time. Rough total cost including petrol, Ferry's etc £800, for one car two people. Split down that is £250 for Tertre Campsite at Le Mans and Grandstand ticket 2 people. Ferry £250. £25 per night camping at the Chateau. Petrol £150. Mileage 1200 miles. None off us did the Lap of Le Mans as we thought that the cost was too expensive at £130 per car and there is always next time.

Forthcoming events: Selkirk show **19th Sept.** Entry is now closed but I did book an extra entry. If you wish to go and have not booked contact me. **Sept 26th** Autumn Tour, entry is £5 per car and the details are in the advert in the Courier and are also on the website, complete with a map.

Trevor has done a lot of work on the website recently and it is worth having a look. Safe motoring

Roy

DERWENT VALLEY

Tel. 01623 487323

www.derwentvalley-tssc.org.uk
e-mail: roger@derwentvalley-tssc.org.uk

Hi All. We had a fairly quiet meeting this month with a good turn out of some regular folks which is always pleasing

to see in those summer months when people are planning for, going on or just coming back from holidays and weekends various in the name of fun and or all things Triumph.

So it was good to hear reports from people who attended both the Classic Le Mans and the Silverstone weekend. At this point I have to say well done and congratulations to Angie for completing several laps of Silverstone, we are impressed even if Mark wasn't although I did hear mention of flying laps and a white blur, personally I don't believe it!!

The entertainment was in the shape of a general quiz with a bit of allsorts thrown in, well done to Colin's team for topping the bill.

A potential date for your diary folks is Sun Oct 10th, we are looking at holding the Derwent Valley Bowl on a Sunday afternoon this year so there will be more time to spread out the silliness and also have a bit of a buffet, more details will follow ASAP but please feel free to get in touch if you are interested in coming along to see if you can get 'your cock in a bucket!!'

Next month will be again a bit of a social so if you fancy venturing out now that the nights are starting to draw back in please feel free to come along and put some faces to the names you will be made most welcome.

Happy motoring

Richard & Fan

DEVON

Tel. 01548 821348

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

Powderham Show 2010 was the best for several years, actually staying DRY apart from a little rain overnight - what a change from 2 years ago! We were really well supported on the Club Stand this year, with 15 cars on the Saturday and a very creditable 26 on the Sunday. It was lovely to see Stan & Rosemary join us, as we have not seen them for many months as they have both been unwell. Derek Giles came from Weston-super-Mare, despite having a very painful trapped nerve, Michael drove the Acclaim from Monmouth, but the casualty of the weekend was Peter Greenslade who was unable to travel from Taunton, as he had injured his back polishing 'Olive' - perhaps we should have risk assessments before the hazardous job of polishing in future - no only joking!!!

Colin's wife Karen drove son Chris's recently finished 'Outspan' orange Spitfire all the way from St Austell, a real achievement all round.

Dan provided 4 of the cars on the Saturday, his Spitfire driven by Mark B whose back was too sore to bring it the following day, the Herald Estate, sister



Jaz's Vitesse, and the 2.5pi driven by friends. We had a brilliant selection of cars, virtually everything was represented, from Ann's 1200 Herald convertible through 12/50's, 13/60's, Vitesse's, Spitfires both round tail and 1500's, including Lindsay's immaculate 1500 having a rare outing, Barry's TR6, GT6's, big 6's and Stags. We had both banner flags on display, but unfortunately both poles snapped in the wind, puncturing the flags, so a little remedial work is required. We had several serious sounding membership enquiries, and we hope they will become members, and we met new member Phil from Plymouth, who was due to collect his TR4A the following week. Lots of members visited the stand, including Trevor from Paignton, members from Kent on holiday in Torquay and Adrian & Hermione who are selling their nice 1500 Spitfire as they are currently too busy to use her.

On 18 July 5 Triumphs and a modern (more of that later) met at Exeter Services. On their first Club run were Paul & Claire in the recently acquired Mk3 GT6, Dan's Spitfire, and Colin and family in the 2000, and 2 white Stags, ours and Steve's. New boy Steve C led us to Burnville Nursery where John took over and we stopped at Coplestone to collect 2 more cars, Maurice's 1500TC and Ann's 1200 convertible. A brisk drive through wonderful countryside and a little drizzle - tops down though - and we reached our proposed rendezvous with North Devon, the car park at Blackmoor Gate by 11.30am.

Two problems - the loos were still closed and Steve W was not expecting us until 12.30 and the newly weds were still in Barnstaple when we rang! The North Devon crew were hastily assembled whilst we drove on to the little railway at Woody Bay where the loos were as welcome as the coffee.

We eventually met up with North Devon at our lunch destination, the Beggars Roost Inn at Barbrook. Steve & Sharon W brought Mum Edith (known to some as Ethel!) and the 2 1500 Spitfires were those of Glen and Ray. Ray has had his white one about 12 months and it is in original condition, having been owned by an Exeter doctor. After a really good lunch, we drove together to Simonsbath, where, as if we were not already well fed, we stopped for coffee, before going our separate ways, with the bigger bunch heading south via Dulverton and Tiverton. We had done over 190 miles by the time we got home, and Colin must have done considerably more. A lovely opportunity to catch up with our North Devon members, and it was a shame that neither Cornwall nor Somerset members could join us. Going back to the modern - Russell's Vitesse needed some welding for the

MOT, and he had decided to have some restoration work done - hopefully by the time you read this, he may have the car back which little Robbie will appreciate. On the same day, Brian and Allan took their cars on the Coastal run which is always enjoyable. News too from Bryan W who took his lovely Jasmine Spitfire to a show in Tavistock and was awarded 2nd prize - he's not sure what for, but it included a session at the Devon Driver Centre which he is looking forward to.

Lots of people and cars again at the Star for July Club Night. Cars on show included Martin's GT6, Stags, 2000s, Spitfires and Vitesse's. Our usual good banter and a lot of interest in the cars, including from one of the Morris Dancers who were visiting the pub - she could not resist the lure of the cars, having owned a Vitesse for many years. Dave and Mark A told us of their trip to Le Mans, thoroughly enjoyable and highly recommended for 2012. Both Dave's Stag and Mark's Spitfire behaved themselves, and we think Mark and Dave did too? Unfortunately Andy W's GT6 did not make it to Le Mans and is now having a bottom end rebuild up at Jigsaw. Andy tells me he dropped in to HQ at Lubenham whilst he was up there, but has since had a mishap on his bike, being knocked off by an orange van man in Exeter, and is now nursing a badly dislocated shoulder. Hope he and the car are mended by the end of September when he has a friend from afar coming over!

Triumphs were out in force the following weekend, with Dave W representing us at Exmouth for the Morris Minor Park Up & Picnic, Jackie & Allan and Brian & Anita were at Branscombe for the Air Show and Classic Car Show, whilst Peter & Barbara from Taunton, Maurice & Mary and Julie & Paul were at the Riviera Show on Paignton Green. Where were John and I? Helping out at the Totnes Agricultural Show all day!

The Annual Scalextric Championship took place on 1 August at the home of Sue & Steve Bessant whose children Katie and William were unbeatable last year. We met up at Ashburton, with 5 Triumphs, our 13/60 top down, 2 Herald Estates of Dan and Rob, Maurice's 1500TC and Allan's Vitesse. We led through Totnes, en route picking up Colin & Mike in the 2000, and Karen driving Chris's 'outspan' Spitfire once again and looking very happy. A nice drive through Kingsbridge to the venue, where Steve's 2000 was waiting for us alongside Ian's transformed Herald convertible. Steve had made a big race track sitting in a bigger tent, and Sue and Katie were busy on the BBQ. A lot of fun later amid hard fought competition, I was knocked out by 5 year old Alice but my excuse was that my 'TR7' had a broken suspension - apparently mendable with superglue.

The Watson family did well, as did Mary, and Ian made a valiant attempt to win this year. All to no avail, as the undisputed champion this year was young Joe, a friend of William's, who now holds the trophy.

Steve Wilkinson reports from North Devon - "July's meeting was good fun, Steve Thomas (TR Drivers Club) had both his TR7 V8 Works Replica and his TR7 Victory Edition, Glenn & Trish were in Glenn's Spitfire 1500. Steve K in his 2000, Sharon Triumph (Ford) Puma and Steve W came on his Honda CBR600F. It was lovely to meet the mythical Mrs Thomas. Jo, too! Powderham Castle was excellent with a fantastic turnout of cars on the Devon stand. Luckily we were on the NDSCC stand because our cars would never have fitted on the club stand! (Steve - we'd always make room for you Sue!). The highlight of the weekend being the Chinese meal that John & Joan, Sue & John, Steve & Sharon and Glenn & Trish had - same place next year? South Devon came up to join us at Beggars Roost Inn and we had a great turnout 9 Triumphs, two moderns and 26 people. We had a meal followed by a drive over Exmoor to Simonsbath House for coffee (I'll let Sue give a more indepth view as they far further to come!). Thanks to Jo's sales pitch about the Chinese Take Away where she works, our August Meet became feast night as Joan & Joan (Toledo), Ray & Wendy (Spitfire 1500), Glenn & Trish (Spitfire 1500), Steve K, Steve W, Sharon & Edith (2000) and Steve T & Jo (TR7) had a veritable mountain of food to eat - we will definitely be doing that again next year. The next North Devon sub group meeting is at Moor Lane Nursery on the **2nd September**."

COMING UP

SUNDAY 5 SEPTEMBER we will meet at 9am at Exeter Services, to travel to the informal car show at Thornfalcon near Taunton. We hope to meet up there with North Devon and Somerset members. Hopefully we will follow this with a drive back via Exmoor. A group of Triumph enthusiasts from north east Switzerland and southern Germany will be visiting our area, between the 5th and 9th September - actually staying in Newquay for that time, before returning to Bristol. A group of 26 people in 14 cars, mostly Herald based. If you see them, give them a hoot and a wave!



DEVON . . . DORSET SOUTH ESSEX

DEVON Cont.

On **Saturday 11th**, Dan's sister Jasmine gets married, and our good wishes go to her and her new husband. Also that weekend there is a show at Bridford up the Teign Valley, a real country show, with vintage tractors, ploughing etc, and usually a real ale festival.

Club Night at the Star will be **Wednesday 15th**, and North Devon have their get together on Thursday 2nd at Braunton.

The next TRIUMPH MEET & GREET will be on **Sunday 26 September**, at Route 38 American Diner. To get there by 11am, we will meet up at Pear Tree Cross, Ashburton to leave at 10am. After spending a while at Trerulefoot, the plan is to drive on to Colin & Karen's at St Austell, where we will have a BBQ. As usual, if you plan to come to any of these events, PLEASE could you let us know either by telephone 01548 821348 or by email as above.

Looking forward to our outing in **October, on Sunday 3rd** we will have a run around the Plymouth and Cornwall borders. No passports necessary, just meet up at the Rock, at Yelverton at 10.30 am for 10.45. Lunch will be at the Burrator Inn, Yelverton, so it will be a round trip drive. An opportunity for our Plymouth members to join us and hopefully some from bandit country in East Cornwall - only joking!

DEVON DIARY

Thursday 2 September

North Devon Noggin & Natter
at Braunton

Sunday 5 September Meet 9am

Exeter Services -

THORNFALCON SHOW

Wednesday 15 Sept Devon Area

Club Night at the Star Inn Liverton

Sunday 26 September

TRIUMPH MEET & GREET

Route 38 Cafe Trerulefoot

Sunday 3 October

Devon/Cornwall borders Run -
see above

Sue & John

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

● DORSET SOUTH

Tel. 07920 549474 (Rob)

Good to see everyone at our July meeting at The Red Lion, Winfrith. The pub car park access has been improved with a new bridge over the stream. The pub was busy with visitors to luvly Dorset and we almost had our own car show with people coming to have a look at our selection of Canleys finest. The club attended a number of events in June and July including the TOY club annual show in Chickerell, The Classics at the Castle show in Sherborne, the monthly meeting at the Cock and Bottle at Morden (1st Monday in the Month) and the Castle Combe 60th Anniversary Race Meeting where we were kindly invited to attend the Drivers Briefing by Masters Historic Racing, which was very interesting see (www.themastersseries.com).

In August we have our Bank Holiday outing, this year to Haynes Motor Museum : **August 30th** Bank Holiday Monday. Meet at the Red Lion Winfrith 10.00am for 10.30am start. Drive in convoy to Haynes motor museum. Apart from the motor museum there is also a live Italian Job stunt show in the grounds. Return to Red Lion for 6.30pm for an optional meal. This run is open to ALL types of classic cars and ideal for children (have your childs picture taken in one of Schumachers race cars). August 30th Bank Holiday Monday. Please ring Rob on 07920 549474 to let us know to expect you.

The Club will also be attending the Wessex Classic Car Show at Bovington Tank Museum on **Sunday 5th September** where a joint club stand with the Wessex Local Area has been booked.

Further events are a run on **Friday 17th September** to the Goodwood Revival, if you would like to go in convoy with us we shall be leaving at about 7am from Dorchester contact Steve on 07901712290 for further details. Also we shall be attending the Church Knowle classic car show (near Corfe Castle) on **Saturday 18th September**, please contact Rob for that one.

So a busy first summer for the new Dorset South local area, thank for the support and please come along and let us know what you would like to do with your Triumph.

Steve

● ESSEX

Tel. 01375 672072

www.freewebs.com/essextssc

Hi after last months epic (whole pot of coffee) I hope to keep this one shorter but no promise at this point let's just see how far it goes as the club has been

very busy some days at two events doing different activities, our numbers are slowly growing, we are getting more people coming up to me at shows saying I am a member and telling me about their cars, some even have them with them and I encourage them to bring them over to join the other Triumphs, but more on that later.

My Office - this month I had a problem with my clutch, at one show I was in a queue to get in and had to jump the queue, as once it was in gear I was not stopping. I got parked up at camp Essex and started to look under the bonnet and found I had very little hydraulic fluid left in the clutch reservoir. No luck finding any at the show so got it home with some well timed gear changes and a lot of luck. Now time for a proper investigation, starting at the top empty reservoir but no sign of a leak, followed the pipe down to the slave cylinder, no sign of leak along the pipe but there was what looked like oil dripping from the bell housing engine joint, upon further investigation, sticking my finger in it and then smelling it, "yes" found where it had gone, definitely hydraulic fluid, must be leaking from inside the slave cylinder. Found where the fluid was going but how to sort it with out having to take half the inside of the car apart as the slave cylinder was fitted when the engine went in and the gear box tunnel was out.

First thing Monday order up new seals for both master and slave cylinder, might as well do both whilst it is apart, parts ordered, now how to fit them. Monday evening jack car up, put under axle stands (a must if working under car) grope around and I am in luck, there is just enough clearance between the slave cylinder and the gearbox cover to slide the retaining bolt out. Empty the remaining drops of fluid from the master cylinder with a large syringe. I was amazed at the amount of crud in the bottom of the reservoir, that's the last of the fluid out, the rest is just un doing bolts and taking bits out, both cylinders on the bench and await the arrival of parts.

Tuesday evening, can't help my self in the garage taking the cylinders apart and cleaning them up, not just the bits where the new seals will go, but wire brushing down the out side and polishing, even the slave cylinder, that will hopefully not be seen again for some time.

Thursday is a day off and the new bits arrived, put them all together no problems, bolt everything back in place, no problems bleeding the system, now I have a problem, cannot get to the bleed nipple as I mentioned the last time I did this the gearbox cover was off and it was done from the top, lots of head scratching and yes you guessed it coffee. Later a solution, cut an old 7/16 combination spanner in half using the



ring end fed over the bleed pipe I could just get enough movement on the nipple to open and close it with Joe pumping the pedal I managed to bleed it enough to get it working, will need to re bleed it next month as I am not convinced I got all the air out but it is working, "oops I thought it was going to be a short report".

Out and about

11 Darling buds - early start but one of our crew was late, he knows who he is, we had 4 cars set off from Essex, a Herald a Dolomite and two Spits, a nice run down though the Kent countryside, on arrival had some problems with getting all the cars together as we had booked separately and had different colour tickets and we wanted to be a club, whilst sorting this we were joined by a Vitesse from Kent, we got a nice club pitch, the cars were in the sun looking nice and we were in the shade of a large oak tree, we were then joined by a Mk3 spit from Thames valley, making six cars in all, a good show. We had a look around the farm where the TV show Darling buds of May was filmed and there was a guest appearance by pop Larkin's Rolls Royce, then home for tea with another run though the Kent countryside in the sun shine "Perfik".

18 Queen Victoria - this was on the same day as the club meet, but as it was local we moved the club meeting to this show run by the local MG club. We had 3 spits, 2 Heralds, 1TR7 and 1 Vitesse leave the Halfway house for the show, on arrival similar problems to the last show even though we had booked as a club, this sorted we were joined by another Spit giving us 9 cars in all, this out numbered some of the



rather than my usual nap I was kept on my feet speaking to people who were interested in the cars, at one point I was speaking to a young couple and she had just bought a Herald and was asking lots of questions and mentioned that "Maureen" was in the car park. I went with her to the car park and had a look at the car, after a lot of reassurance that the car was a good buy she moved it up to join the other Triumphs. It had a surprising number of the original bits still on it, hope to see you at the club, third Sunday lunch time, Halfway house A127/A128. 10 cars in all, quite a mix as well but the Spits seem to be winning.

21 Classics on the Common - this is a mid week event held once a year and normally has a good mix of cars that don't go to normal shows (what ever they are), we had a convoy of 3 spits from the local home base car park, we just managed to squeeze on to the field and found that there were 3 other club members there before us, a Spit and GT6, Paul had worked in Chelmsford that day rather than the city and just had to stop over on the way back, having taken the Spit to work. Dave was there with his Dolomite, sitting filling out a job application form (good luck with that one Dave) and a very nice yellow GT6 with a club sticker on it WAS IT YOU? 6 club cars mid week not bad turn out.

25 West Bergholt - this was a two day show on the Saturday. John Donna and Luce arrived early with the Herald and the "DANDY", yes a dandy, not the type you get in Christmas pantomimes but a folding trailer tent that had been purchased a few weeks before and totally refurbished for weekends away with the club. Late on the Saturday 2 Spits and a TR7 arrived, Ian & Cheryl in "Rosie", Janet and Joe in "Theodore" and me in "Tallulah", we had come to camp overnight for the show next day. After some discussions with a jobsworth he agreed we could camp as was agreed with the organisers during the week. Camp Essex was set up and the Dandy unfolded, it look good and Donna reckons it was the best nights sleep she had ever had, but before going to bed we had supper of sausage and chips. There were 6 different types of sausages on offer and settled down to partaking of beverages of different types. Donna performed her lap dancing christening Ian with a dance on his

lap. The entertainment in the beer tent was a singer called the "tall guy" and he was! He sang a mix of country and modern ballads, this was a good evening, when all this finished at around 23:00 a disco started up at a camper van at the end of the field, this was a bit too much but we all got to sleep eventually. Sunday up early, the jobs worth was back, chasing us to get the tents down, he wanted to park his mate in the best spots but we had got there first. Cars all lined up, coffee on and the day was under way, the day was uneventful until one of our party had a chair collapse under her and the chair was only 2 weeks old, it has now been replaced. But you should have seen the bruise - we do have a photo! After a walk round the show I came back to find lots of sleeping Triumph owners (ah they do look cute). The other event from the day was that one of the motorcycle display team was jumping cars belonging to some stall holders and miss judged it and landed on a car, the show was very quickly wound down and a band rushed on, the rider was ok but the car was a write off.

25 London to Southend run - A very popular run, a smaller version of the London to Brighton, some of the club regularly attend this yearly event. This year Maria won first prize as lady classic driver in her Herald "Freddie", well done Maria, can't wait to see the photos and trophy.

1 Lingfield - (report from John as we were unable to attend having to take Joe to scout camp after a Saturday do)

Only 1 Triumph this morning for the trip down to Lingfield. We did meet up with Graeme and Pauline though, although they were in their MG as their Triumph has got brake troubles at the mo. A pleasant run down and we met up with West Kent Chris in his Vitesse along the way. We caused a bit of a traffic jam at the show entrance when I got out to give Chris his tickets oops, ha ha. We were parked roughly where we were last year and quickly got settled in. The wind break was put to good use, big enough for us all to get behind as it was a bit breezy. We then settled down to a nice cuppa and a few of Graeme's lovely biscuits he brought back from France, very moorish. Chris was busy cooking a full English for himself, son Sean and his mate Simon. It did smell lovely! It was then off to the toilet stalls, and what a lot there were. All the usual stuff and live chickens and ducks for sale as well. It was a shame



MG club on site but we were spread along the hedge line with the only space for the gazebo being at one end this meant we were a bit fragmented all day but plenty of coffee and cake going back and forth along the line kept every one in touch, in the afternoon



ESSEX . . . GLOUCESTER HANTS & BERKS

ESSEX Cont.

Mumma wasn't here as there was a very large stall devoted to her favourite stuff, fudge. We did pick up some bargains, Lucy got a poster and a T shirt, I got some blu-Tak (oooh lovely) and Chris got a pump for his airbeds. There was something going on in the arena all day. There was a good demonstration of falconry with the birds swooping inches over people's heads. All the different classes of machinery had their turn in the arena to show off. We had a couple of showers which required putting the roof up and then having to leather the car off, as if I need an excuse ha ha. On the whole though the weather was pretty good. In the late afternoon it was the turn of the classic cars to go into the arena and all of us went, I think the carrot of getting our plaque swayed the decision. Afterwards it was time to pack up but we took our time as there was a big queue to get out onto the road. Sean and Simon kept us amused by blowing up Chris's rubber gloves with their new air pump. It got really big before finally exploding. We then had a decent turn home, we even had the roof down. Footnote :- Just heard from Chris that he took the wrong turning getting on to the M25 and then had a 6 mile detour. After that the Vitesse started overheating and the nice man from the AA had to be summoned. They couldn't find anything obviously wrong but they had to be ferried home and didn't get in until 10pm, ouch!!!

1 Orsett Heavy Horse Show - We arrived back from dropping Joe off at the scout camp at Cufley, we had noticed on the way out signs for this show very close to home. So decided to get the cars out and give it a go, to see if we could bluff our way in. We pulled up outside at about 11am and could see the rebels flags flying, so we told the bloke on the gate that we were with them, and he let us in. We drove over to them and parked up. They were pleased to see us, and made us most welcome. It made a change for the TR7 to be the most popular car on site (4). We had lovely weather and the sun shone all day. The toot stalls were pretty good, Mags won loads on the 0 or 5 tickets, but Joe still holds the record from West Bergholt where he got 5 out of 5. We went in the ring and also blagged a horse brass each for attending. Ha ha.

An early bath home, at 4pm, a quick 5 minute drive, followed by a takeaway. Up and coming

4th September Buntingford classic

5th September Knebworth Classic

12th September

Wheel meet again motor show

18th September

Clacton classic car show

19th September Duxford

19th September Monthly Meeting at the Halfway House We will be at club Birthdays

Ian "Rosie Spitfire" on 7th September, Lesley (all the way from Kent) on the 22nd September this is a special one! Dave Bullman (Pam's Husband blue spit) on the 28th September. Happy birthday to the three of you, and have a nice day.

Was it you? White Dolomite again on Corringham Road, Stanford-le-hope near the turning to Hassenbrook School on 29th July.

I did it smaller than last time, a one cup of coffee report.

Allan

GLOUCESTER

Tel. 01452 790126

www.tssc.org.uk/gloucester

Well there shouldn't be any guesses what comes first on this months review. Those that went to Le Mans know how fabulous it was and those that didn't go missed the premier event of the season. The weather was scorching and so was the racing.

The trip didn't go without its mishaps and breakdowns, some mechanical and others emotional but as always every challenge was overcome and fun was had by all.

I expect every area news will be awash with stories of the weekend too. We had Bo and Luke Duke aka Barry and Bev so christened as they had difficulty in opening the doors on Bev's Vitesse. If it weren't for their average age I'm sure they would have made an attempt to "hop" out over the doors instead of shoulder barging them to exit.

Dave and Simon Turner won the prize for most breakdowns (three different problems) and finally an extended trip home on a beavertail and Paul got the award for camp drunk AND worst dressed/undressed man.

All that aside we were all very well fed and watered.

Souvenirs were collected and added to our hall of fame (or should it be shame Vicky)?

Jane lost her hat, Paul lost his chair, Tracy lost her brakes, Dave lost his exhaust, Vicky lost her patience and Jane's overdrive packed up. It all sounds terrible but a great time was had by all.

The area meeting was a good evening

with "proper" classic enthusiasts in club cars and the "others" bemoaning that it was raining when we left home, but we all spent the evening outside. No rain then!

The Burlingham show was really well attended and we enjoyed a superb warm sunny summers evening. As is usual at Burlingham there were lots of fabulous cars to see and enjoy along with the BBQ and other refreshments on offer.

The TR international weekend was next and the area was invited to display a guest stand. Jane set up camp and with a variety of non TR's put on a good show and thoroughly enjoyed the weekend.

On Thursday 29th of July, Paul and I took to the skies with an event hosted by the Cotswold area of the Stag club. We went gliding ,a first for both of us and a great experience too. We enjoyed a flight and then once back on terra firma we had a very nice BBQ supper.

The Andrew Greenwood Classic car and camping weekend was reasonably well attended with a nice collection of cars on show and a mix of auto jumble and traders peddling their wares. A few familiar faces were spotted around the displays and Vicky had her picnic raided by two grateful and peckish shoppers. Thanks Vicky.

Andy

Events.

Thurs 9th Sept. Pub Meet at the Fleet Inn, Twynning.

Mon 20th. Area meeting at The Swan Inn, Coombe Hill.

HANTS & BERKS

Tel. 01252 810828/07822 801275

www.freewebs.com/hantsandberkstssc

e-mail: hantsandberks@tssc.org.uk

Once again the August area meeting was dry and warm enough to sit outside, and once again we had a good turn out of cars, also once again I've forgotten the name of a new member who turned up in a really nice metallic silver GT6 MKIII, blame it on my age! Good to see Mark's brown Spitfire (AKA Hazell) at the meeting as well, as this has been off the road for a few years. Another visitor to the meeting was my old mate Colin who came down from Kent in his infamous Cosworth Turbo powered GT6 MKIII.

Coming up this month is the Duxford Triumph day on September 19th, well worth a look and a recommended day out, lots to see at the museum as well as the cars and a good chance there could be some classic aircraft flying on the day.

Unfortunately I'll miss Duxford this year as it clashes with the drivers briefing for the round Britain run, as will several other of our members from our local area as Mark, Carl, Beckie, Jason,

HERTS & BEDS . . . ISLE OF WIGHT LANCASHIRE

Paul, Bruce and myself from our area are all entering this year. By the time this area news comes out there will only be a month to go before the round Britain run so we'll either all be smugly confident with our cars fully prepared for the 2,000 mile journey or will be in a panic trying to finish jobs or lining up back up cars!

Last month I had a call from Practical Classics magazine asking if I knew anyone who owned a GT6 as they needed one for a photo shoot. Naturally I couldn't resist putting my car forward, one of the perks of being the area organiser! Hopefully the article will be out soon and my car will be famous.

Andy

HERTS & BEDS

Tel. 01582 750943

e-mail: peter.h.lewis@ntlworld.com

Thanks to all 27 who turned out with 15 cars on show last Monday, despite the weather being a bit off in the early evening we all managed a good look around, much nattering and a few noggins nice to see Dave and Angie from the northern boundaries in their GT6. Keith the Publican is leaving and moving to a new Pub ,hotel near Bath, we did wish him well as he has supported us over the years .

Rob, dealer principle from Alfa Romeo in Hitchin made the choice of best Area car award, he had some long hard looks and asked about a number of cars (he is into Classics and has an E type Jag and a Lotus Sunbeam amongst many others.)



WINNER IS RAY PEET AND HIS BURLINGTON SPECIAL So that's a big well done Ray! Just so you all know this machine was created crafted and made in his lounge (don't ask).

The Trial pub meeting at the Chalkdrawers Arms in Colney Heath is definitely a go'er we now have 16 names in the list for the FREE Buffet, this was for Wednesday 11th August, will report on how this went next month and watch the message board for Herts and Beds.

Stafford weekend will be over, as will some local events, the Charity music night at our pub, Panshanger revival, Qainton Steam day

We have the full quota of volunteers for our Big event at Duxford **19th September** ready for an early start

to help out with the parking, welcoming and tent and bunting erectors. Each entry ticket will have a lucky number for a good prize and the usual raffle, the admission is £10.95 each, under 16s are free, this gives full access to the whole site,it includes a £1 charge to replenish our area funds for future event costs. Full details are advertised in the Courier and on the forum. Still a good deal when you consider the normal cost is £16.50p, so pencil in the 19th September. There were 260 Triumphs on site last year we hope to improve on that, in the past we have topped 400. Duxford is located on the A505 just off J10 of the M11 and we have our own discounted entrance, do not use the main entrance. We should have a selection of auto jumble, oils, cleaners, tooling, toys, model cars, TSSC club shop, approved repairer's /traders, the sunshine is pre booked so pack the picnic or visit the site Cafe's its all there to see, experience a landing craft at D day or take a flight in a DH Rapide,the tanks could be running for a ride experience .. then a few aircraft to keep you awe inspired.

The next 3 Moorhens Hitchin Area meeting is **August 23rd & September 27th.**

October 25th the next Chalkdrawers Arms, Colney Heath is **September 8th & October 13th**, we can make this a regular 2 **Wednesday** each month if this is well supported.

That's it folks, anyone wants to contribute to this let me have a note by the **2nd** of the month please

Regards

Peter

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iv.co.uk

All of a sudden it is the summer holidays, the schools are closed for six weeks and the children are 'bored' already! Not long now until Christmas then.....scary isn't it?

In July Marcus and I joined the Gloucester Area for a trip to Le Mans. We started our holiday in Portsmouth as we had a very early ferry crossing to catch the next morning. There were quite a few of us in our Triumphs driving through the deserted streets of Portsmouth to the port, as we joined the queue it was apparent that the ferry had been taken over by hundreds of classics, sports and super cars. Who said there was a recession, there must have been millions of pounds worth of cars on this one crossing, but it was an amazing sight.

When we got to France the weather was scorching hot and it stayed that way for the whole trip which was fantastic. Apart from exhausts falling off, brakes failing, overheating and the

Apologies WEST KENT I did receive your News but the file corrupted on Deadline. Sorry! Bernard. Ed.

usual trials and tribulations of Triumph ownership we all made it to the campsite eventually. Between us all we had brought a kitchen and 'our mum' Vicky proceeded to look after us; she did the shopping, cooking and made sure we were safe from the sun – thanks Vicky you are amazing and you don't even need to sleep! Thanks to Jane for organising us all and to Andy and Paul the mechanics. Marcus and I had a wonderful time enhanced by the company. Thanks to the TSSC contingent too, great service all round.

Here are some dates for September, if you need any further details give Angela a ring or check out the TSSC website, there is usually someone going somewhere so don't be shy you are in good company.

Sat 4-Sun 5 Wolverton Manor - Crafts, plants, various stalls, lots of classic cars. Show open from 10am-5pm

Sat 11-Sun 12 Beaulieu International Autojumble - www.beaulieu.co.uk

Fri 17-Sun 19 Goodwood Revival - www.goodwood.co.uk

Sat 18 IW International Charity Classic Car Show - Newport Town Quay

Sun 19 I W International Charity Classic Car Show - Ryde Canoe Lake
The 9th year of this fantastic event. All types of classics on display. Entry by arrangement only so if you want a space let Angela know ASAP. Cars to be on site by 9.30am

Sun 19 All Triumph Day – Duxford Museum www.tssc.org.uk

Mon 20 Meeting Night at the Woodmans Arms, Wootton from 8pm

Fri 24-Sun 26 TSSC Mile of Triumphs - Broad Farm, Norfolk www.tssc.org.uk
See you all soon. Regards

Tracy

LANCASHIRE

Tel. 01772 469354
kollerton@hotmail.co.uk

Still having writers cramp after last months mammoth article, I will try to keep this months article a little smaller, so that you don't begin to lose the will to live, by the time you finish the article. The end of July meeting was a little better than the more recent months with eleven Triumphs on the car park. It was especially nice to see Binkys the Binskter Binks from his extended holiday on his "Narrow" (Narrow Boat to you and me, not barge they transport goods apparently)and again we had some new faces, Di from Blackpool with her MK2 GT6 and Stuart and Lisa with



LANCASHIRE . . . LEICESTER & RUTLAND MANCHESTER

● LANCASHIRE Cont

their Spitty all potential new members, I hope you enjoyed the meeting and will visit us again.

The meeting ended with a quiz and a brief babble from me about the impending Stafford weekend and a bit about the Torver camping weekend a few weeks previous.

As always myself and Dawn were the first to arrive at Torver and after securing our pitches for those attending we began to set up. Once set up we thought that we would go for a ramble down to Coniston lake which the sign said was a mile away,.... it was straight up half a mile and then straight down half a mile the other side, it nearly killed us. Exercise is good for you.... Baaa Humbug.

By the time we got back Mark and Pam had arrived followed by Mark Knowles, who had to set up in the rain, and from that point it didn't stop raining for the rest of the weekend, I swear the bloke in the next field was building an Ark.

Well there was nothing else we could do but to retire to the pub, as the stupid AO had left the area gazebo at home, though in my defence last time we were here, so were the midgies from Dent which meant it was impossible to sit out, this time they had holidayed elsewhere.

It was in the pub one of the most astonishing things I had ever seen occurred, foodtime, we ordered various meals myself and Mark "the Tardis" (small on the outside, big on the inside) decided to order the gammon, it came in 2 sizes half a gammon and a full not for the faint hearted one. We were hungry so the full one it was. Thirty minutes later still no sign of it, so we asked were it was, we were told it wont be long but it would be worth the wait, it was, I have never seen gammons so big, they were huge, it was fatter than two of my fingers and completely filled the plate, and it came with chips and veg. That's when the Tardis came into his own, he already had a starter, and now he tucked into this, he cleared the plate, and then asked for a pudding, I had fallen by the wayside ages ago, this chap could bankrupt an "all you can eat buffet" by himself, he would take a daytrip out to one of these places.

It was just after the meal that Tom Jones lovechild "ickle Whittle" turned up, and we settled down to a few beers, before returning to our now soggy tents.

Saturday morning was much the same pouring down, after breakfast we set off on the route chosen by Mark and Pam around the 3 lakeland passes Hard knott, Wrynose and Honister. The route had been well planned in reverse order to the way we did it a couple of years ago, and took us through some excellent scenery, well certainly on the lower levels it was, when we got higher up it was pouring with rain, foggy, so bad, you couldn't see the car in front or the drops either side and the water running downhill, made the roads look like rivers, covering the rocks either side of the road, so you couldn't see where the road ended, this truly was exciting driving, so scenery being the last thing on our minds. With an hours stop at Keswick for lunch and a brew at Boot later in the afternoon, this ended up an all day run, covering a hundred miles plus.

The planned barbeque had to be cancelled due to the weather and no gazebo, and so off to the pub we went again, this time the Tardis had a starter Mixed grill and Pudding and was still hungry. After a very social evening we strolled back for a few more beers.

Sunday morning the rain stopped us doing much, so we packed up after breakfast and headed home.

This was an excellent weekend away, thank you to Mark and Pam for organising this weekend, next year we are planning to go to Wales.

We took six Triumphs to visit Frank and Pip at their Manchester meeting (nearly as many as I get at a meeting) just for a run out one Tuesday evening. Thank you to all the Manchester members for making us feel so welcome. They are planning a couple of trips abroad next year, one of which, to France I have leaflets for, if anyone is interested please let me know or contact Frank and Pip direct.

It was a very well organised meeting with a good following of members.

Next month we may have a trip out to Liverpool, anyone interested let me know.

By now we will have been to Stafford were I hope we will have been reunited with the power flag we bought, and the club shop very kindly sent to Essex. More on Stafford next month.

At the end of this year I am resigning as AO as I only took it on for one year, 4 years ago, there is another person interested in the position, who I am sure will do very well, but if anyone else fancies a crack at it, please let me know and we can put it to the members.

All the best

Ps. Shame on you Bernie censoring my article last month... *Kevin*

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please

● LEICESTER & RUTLAND

Tel. 07774 276564

Beaumanor car show took place whilst several members and family were sunning themselves at Hunstanton. The car show was the usual format and surprise, surprise, the MG flower and gardens club (sorry, the MG Car club) yet again took the trophy for the best area display. We had a dozen club cars on display, and lots of interest in them all day. For once it remained dry and fine.

Back to Hunstanton and Andy, Nobie & Kiera roared into Searles with Vitesse and trailer. The first outing for some time with the car and nothing falling off. That happened later whilst going to the beach at Old Hunstanton when a bolt (Part No 132439) Caliper Mounting, came off but a search by the convoy participants along the road soon found it. It was quickly replaced, tightened up tight, unlike previously Andy !! and the beach was enjoyed. Kite flying and water activities and sunbunn. It was dry and warm all week, crabs were caught at Wells and local cider was purchased to quench the thirst.

The Sunshine Rally enjoyed dry weather and my thanks to all members who helped to make the 27th show a success. Still sorting out the details and finances so report next month.

Two years ago, at the end of the 25th Sunshine Rally, local members and their cars had a group photograph taken and it was nice to see this photo in the August edition of Practical Classics in aiding the club to advertise themselves.

By next month the International show at Stafford will be a distant memory, but it looks like we should have a large group of area members in attendance. Several are arriving Thursday afternoon to stake out our area plot and with more making it by Friday, a good time should be enjoyed by all.

We promise to be quiet and drive the dodgems slowly.

The area are attending the Earls Barton Steam Fair at the end of August and then we will be at the Shakerstone Family Festival at the beginning of **September**, either in car or canal boats. Those of us with motor homes/caravans could tow our cars behind. Has anyone yet thought about towing a car behind a canal boat.

Dave

● MANCHESTER

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

We have just come back from a fantastic weekend at the 24hour Classic Le Mans, and our Area holiday at The Cider Press in Normandy.

We have had the most amazing time.



The weather at Le Mans was Hot! Hot! Hot! The racing was brilliant the entertainment was fun and the company fantastic.

We only had one or two niggly faults with our Triumphs but nothing a pair of flip flops, the odd jubilee clip or a brake master cylinder couldn't put right, so all in all I was dead proud of all our Triumphs.

We were busy at Le Mans enjoying ourselves even volunteering to help behind the bar, so thanks to all the Manchester Area for volunteering.

A big Thank You to Paul & Kes for booking the ferries, Les, Pete & JD for organising the routes, Ler for finding us the Cider Press Château, Gary for booking the Premier Inn and Martin B for applying for the leaflets to give us some ideas of places to visit.

And finally thanks to you all for just being great company. Roll on 2012!!!! Eleven of us continued to The Cider Press Château in Ernes Normandy for a week. The Cider Press is run by Stuart, Emma and Lexus; it is set in beautiful grounds and surroundings complete with a large lake where you can take a boat out for a paddle, fish, an outdoor swimming pool, the most important bar and Stuart's famous BBQ.

The next thing on Stuarts mind is purchasing a Triumph Stag (result)

We did the full touristy thing in our Triumphs visiting Bayeux Cathedral and Bayeux Tapestry (personally I don't think it has anything on Kes's cross stitch) and Aramanche Beach, and buying crates of French Cider from Coupe-cannon Calvados Ooooh!! Lovely, and just spending the evenings playing games, reading, swimming, and sampling the local cider, Bacardi, beer and rum Ooooh ideal!!!!

Bump!!!! Then back home to reality we have been home now 3 weeks and guess what it has rained every single day and night and the straw that brakes the camel's back? There is a hose pipe ban.

Kes's ode sets the ambiance of a fantastic holiday.

Le France 2010

At the end of Le Mans some headed off home

Leaving the rest of us to stay on and roam

On up through Normandy to where we would stay

The Cider Press at Ernes simply took your breath away.

As the adults settled in, the kids escaped to the pool

Truly grateful we'd took them out of school

With a boating lake if you fancied a fish

Or plenty of privacy if you should so wish.

The Bayeux Tapestry was a true stitch in time

While the splendid Cathedral was simply sublime
And the war memorial at Pegasus Bridge
Provided another magnet to adorn Pip's fridge.

At Châteaux De Canon we sampled their wares

The best organic cider to which nothing compares
But were somewhat divided on the local Calvados
Could strip enamel from teeth, no more need to floss.

So with all of this alcohol it didn't take long
To descend into chaos and break out in song

Oh Lord won't you buy Pip a Mercedes Benz
She'd sworn allegiance to Triumph, she must make amends.

She'd sampled a lot but liked Balimu and coke
At least I can say it, and she calls me The Old Soak
And the worst song of all, I'll give you a clue
It the one about sticking, and made out of glue.

And just one more rendition about Toby Tall
I think I'll put my head through a wall
The more sozzled she gets, the higher the pitch goes
Till only dogs hear her, she curled Maddie's toes.

But she's getting in training for her Titanic trip
Pip and Janet are deck tinsel upon a fine ship
Clad in a mankini she'll adorn the deck

Just add alcohol and she'll soon be the wreck.

Ye Old Soak

We had a brilliant Area meeting with 49 members present eleven of which were from Lancashire Area in their Triumphs we hope you enjoyed the meeting and you are always welcome. I have never seen so many Triumphs on the car park. We are sorry we didn't have time to get around too speak to every one but we were really busy. A big welcome to two new members Nick and his 2 boys in their old English White Vitesse and Paul from Stockport in his red Spitfire.

I hope you had a good night and we see you again I know it is a little daunting coming to a meeting on your own especially with that many people in one place but we are all Triumph enthusiasts and passionate about our Triumphs and hopefully you found us friendly and welcoming.

We will have completed the A6 Run by the time you read this so a full report will be in next month's Courier.

There was plenty to discuss like next years events topping the agenda.

We were going to Northumberland for our area weeks holiday next year but by democratic vote and with a large majority we have decided to return to France, where it will be a self catering holiday in a mixture of Chateaux, Jeets, and apartments with approximately 14 rooms on one site. We still need to agree on a date but it will probably be sometime in August so watch this space.

Gary is also organising a long weekend to Laon Historique France 2011 20th Anniversary **Fri - Mon 27 - 30th May** Hotel Ferry Inclusive. Please see Gary Russell for further information. Now back to this year.

We will be doing The Goyte Valley Rally on **Sunday 24th October 2010** with Sunday lunch at Beehive Inn at Combe (thanks Les for doing a route)

JD has organised the Xmas Doo and it will be at the Willow Bank Hotel Manchester on **4th Dec** if you require B/B you need to book your own accommodation.

Dates to remember in September
4/5th September Capesthorpe Hall
7th September Tuesday Area meeting Barton Aerodrome 8ish.

19th September Duxford
Mile of Triumphs (True)
Be Triumphant

Dip n Frank

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

Newbury Classic Car Show had good weather again this year. We had some nice cars on the stand: Guy & Suzie in vintage Standard, Neil in GT6, Andy & Thomas in Bond, Colin & Sandy in Stag, Malcolm & Raye in Vitesse, Sean in Herald, Nigel & Helen in TR7, Malcolm & Josie in GTfire and me with Vitesse. Dave in TR7 marked the beginning of the TR Register stand which was next to us. Unfortunately the TR Register International event clashed with the show this year, so there were not so many of them there. Still, it was a good showing of Triumphs all in all, especially as some of us had been to Malcolm's birthday bash the night before. Malcolm and Josie recovered well I thought!

Dave and I were actually at the meeting at the end of July! Welcome to Dan from the Swindon area with a black 1500 Spitfire which he uses as his



NEWBURY . . . NORFOLK NORTH EAST

NEWBURY Cont

everyday car. Hope to see you again before you go off to pastures new. Malcolm & Josie went to Classic Le Mans this year and had a few tales to tell at the meeting. They went round the track in the GTfire (eventually) and enjoyed (?) the thrill. Josie did a splendid job of videoing the whole 2 laps, which we watched on a laptop at the pub. No views of the grass/sky/their feet etc. - excellent. Saw Neil in front of them (the GT6 at Newbury show) at the start of the first lap. As expected there were loads of Porsches rattling past, but Malcolm did overtake a TR6. If you were not at the meeting and would like to see it I'm sure he would give you a copy of the video. Patrick and Jean also went to Le Mans and then stayed on for a couple of weeks, camping out of the Spitfire!

Don't forget we will be having our photo competition on **22nd September**. One person has already given me some entries and another has e-mailed possible calendar pictures. So get clicking! Think there could be a shot or two from Le Mans. If you will not be at the meeting either e-mail/send me any pictures you would like to enter - up to 4 per person.

As usual at the end of **September/early October** there is a flurry of local events, see below. We will meet near the venues for Shalbourne and Dunstan Green so we can drive in together as there are no formal entry arrangements. Details nearer the time. The next thing to think about is Christmas! Ideas for a theme would be welcome.

Next meetings - **8th and 22nd September** at the Spotted Dog starting about 7.30p.m.

Events

22 September Photo competition at club meet

26 September Shalbourne Show
3 October Mystery Pub lunch - pre-booked only

9 October, Thatcham Show, Dunstan Green

Keep 'em flying

Mary and Dave R.

NORFOLK

Tel. 01603 426539
www.norfolk-tssc.co.uk

Well this months meeting was interesting, first I thought I had the wrong night as the car park was full of non

Triumphs(my own being in the garage for some repairs after unexpectedly failing its MOT)!! But none the less I went in anyway and met Yellow John, who informed me that the powers that be had inadvertently forgotten our booking, as they had been overwhelmed by the Wedding Party, somewhat blatantly in evidence.

However we were allocated a room, so our meeting went ahead and we were able to welcome some new members, namely, Kevin Staff, Kevin & Lue O'Grady and Walter & Linda Colley. Some of you may have met Wal previously at the Malster at Ranworth, where he runs the Classic night on the **2nd Tuesday** of the month through the summer(a good event, last time I attended there were 30 - 40 cars and even more old scooters). Wal told us that the event has been so successful that he is negotiating with Woodfords of Woodbastwick to move the event to the Fur and Feather so there will be more space available.

He will keep us informed.

We then had a discussion on events completed and events to come, all of which can be found on our web site, thanks to Laurie. Joe also reminded us about EACH's request for our attendance at their open day on **Monday September 13th** between 1.00 and 3.00pm at Quidenham. This ostensibly is to say thanks, but as this is a work day I suspect it may prove difficult, but if you can attend please let me know, tel.07825 994 927.

I have also been advised of a Mk IV Spit in a poor state that requires a new home and another non member who is looking for a Dolly Sprint body, any info, please ring above number.

After all this excitement, the evening drew to a close, but not before yet another of Yellow John's Brain Teaser Quiz's. 20 questions on the names of Norfolk Town's and Villages, requiring good local knowledge and a versatile imagination, very hard at the end of the day.

We were due to have a raffle and Laurie had the tickets. Problem, the prizes were still at home!! Never mind Laurie we all have days like that,(but most of us get away with it)

That's all for now see you at the next meet.

Mark

NORTH EAST

Tel. 07917 738091
e-mail: northeast@tssc.org.uk

Hi all, Turned up to a meeting outside in August, surprising given the rain I had to drive through on the way. Nice and bright and warm in Witton Gilbert, mainly due to Andy Boyes T-shirt! Still got retinal scorch marks.

Anyway, I'll kick off this one with some welcomes in no particular order.

Firstly, Geoff Murray with a very nice Spit MKIV which he has owned for 4 1/2 years which includes a 21/2 year rebuild. Geoff recently completed a 2000 mile European trip in this car and plans to do another to Portugal, well done. Secondly, Dennis Perkins who brought along a yellow GT6 MKIII he's had since March, another nice looking car, lastly Eric and Anne Dobinson brought along a recently acquired (July) Herald 13/60 convertible which is yet another nice car. I should really have washed mine since coming back from France, but just haven't found the time.

Well done to those who came up to Holy Island, nice weather and the most wind we've had for years, unfortunately I couldn't stay but we had an excellent run up and no-one had any problems as far as I know. Fitted my home made wind deflector in prior to this and it's made quite a difference to comfort in the car. No chilled shoulders and no rain splatting the inside of the windscreen on the way to the club meet either. All highs, no lows, unlike the next bit.

4 Spits, 1 Gentry, 1 GT6 a Fiat Barchetta and a MX5 BBR Turbo Le Mans went to the Classic Le Mans, everyone got there safely - eventually. Well done to the Gentry which had never done anything remotely as far, as sustained or at such speed. Chris had the most apprehensive expression I've ever seen. Minor problems were tyre rubbing on Gavins car, rectified at the campsite with spanners and hammers. Escaping electric smoke from James wiring loom which was rectified in another campsite with tape found the cause for his intermittent O/D problems now. Phil suffered a loose rear hub on the trip back up England, fortunately discovered due to rubbing noises and the smell of burning rubber before the whole lot exited hedge left. Long trip home on a recovery truck as a result, though that's only the second car to not make the whole trip from around 35 starts in total over the years. Thanks to everyone who went as that's what makes the trips successful, and to the Club organisers.

More lows (and highs), Ian Longmire got run off the road earlier this year by an oncoming modern, which didn't stop, left him with a dent (on the way to Dent) and wonky steering, since repaired. Brian Armstrong lost a rear wheel in May which got trapped in the arch and has pretty much ruined the rear tub on his Herald, fortunately, Chris Fish has a spare which should find it's way to Brians shortly. Ken Falcus lost all his oil on the way back from Dent, and his big ends. Again from the lair of the Fish came rescue, this time a 1300 engine which was fitted in Ian Longmires garage along with assistance from Brian Armstrong.

On behalf of Ken, many thanks lan,

NORTHERN IRELAND



Brian and Chris.

Joe Grundy has just acquired a Vermillion 78 Spit 1500 in need of a bit TLC but bodily and mechanically sound, look forward to seeing that soon.

No formal runs planned as yet, prob going to do a supper run in mid **September**, come along to the meeting to find out, might also go into Northumberland on the night of **Oct 1st** as the Club Triumph RBRR is going up the A68 again. Anyone interested in standing in the cold and dark for an hour or so?

Quote a bit over the suggested report word count now, so TTFN, see you in **September**. All the best,

Mark

TTtoTM The brake is in the middle Aaron!!!!!!

● **NORTHERN IRELAND**
Tel. 028 2564 2770
northernireland@tssc.org.uk

The club has had quite a busy time since I prepared my last Courier report. I hope you enjoyed the August report and it gave those of you, who haven't attended a club organised run recently, a flavour of what is on offer throughout the year. Saying that though I believe that the July monthly meeting was a bit of a bluff while I was away on holiday in America with Heather. I understand that they never entered the meeting room holding it in the bar instead. The fact that the World Cup was on from South Africa, along with the Tour de France at the same time, probably accounts for it. Just in case you are asking, or wondering, yes Heather did make full use of the plastic - and cash - while we were away. In fact in recent times I've seen a smile returning to the face of President Obama as his financial banking woes have been cured by Heather and BP have plugged the hole at the seabed, so saving the jobs of many in America.

On Sat 24 July we had the Tulip Rally starting from Six Road Ends, Bangor, now a crossroads, run by Pam and



Alan (F). We had a reasonable turnout meeting at the local Orange Hall where we had a plentiful supply of sticky buns, apple cake and, to wash it all down, as much tea and coffee as you wanted before the rally began. It was nice Michael, Ian and Gary along with their female friends as well as the usual

starters at our events. There was a nice surprise for Heather and myself when we met up again with Neil and Rosemary Falkingham who we have known for well over 40 years when we first met in Newry when Heather was a very young slip of a girl. Neil has a lovely red and white TR3A that really looks the part so it was good to see them again. After a number of instructions the Rally actually began with a short driving test to ascertain if we really could park close to a cone with both the front and rear of our respective vehicles - but not at the same. Not as easy as you would think. Once we got the hang of the Tulip system, the clues came after the distance and direction, we managed quiet well other than the time we found a windmill on the wrong side of a crossroads. Notwithstanding that we had a further driving test and questions on the Highway Code along the route that were quite difficult, even with my background. I don't know how the others felt but I was under pressure to try and get the right answers. Fifty miles, yes fifty miles later we arrived back at Alan's for a well organised BBQ that Pam and he are famous for. We were joined by Frank and Edward who had arrived from Carrick - I think Edward just wanted to sample the BBQ. We all had a good time during the meal and, as they say, the craic was mighty. Heather and I had an even better end to the day as we were declared the winners, even with the windmill problem. To be fair we should have lost points but it wasn't to be. Thanks again Pam and Alan and their many helpers on the day at the event, not forgetting the supply of apple tarts for the early morning tea break. I hope more members take the opportunity to attend next year.

Our monthly meeting in August was a quiet affair with the main results being our discussions on the Antrim Hills run on Sat 11th Sept, with us meeting at The Pavilion Restaurant at 1pm for a 1.30pm start. Then, after the run, we will have our evening meal at the golf club returning to the Hogg household for some more food to supplement the main course.

Details were also provided for Alan's run in Sat 9th Oct, known this year as the Mourne Glimpse. We will meet, as usual, at Comber bus station at 10.30 for an 11am start. There will be a stop along the way for a tea break and then there will be an afternoon BBQ at Mount Stewart, if all goes according to plan.

The Sperrins run was held on Sat. Aug with us meeting at the Elk Inn, Toomebridge. Nine assorted crews turned up, including two of the Amigos' from Dungannon for the run with Mark and Maia arriving to wish us all well for a good journey. I hope it won't be long before we see the third Amigo (Eric) again. We didn't move off until, once

again, I had my fuel problems attended to - thanks all - especially Paul. The problem was catching as Mark had a similar problem to deal with, petrol starvation, but at least he knew what to do. After a quick briefing we set off criss crossing the Glenshane Road as we made our way through Castledawson and Knockloghrim, by minor roads, to the country town of Maghera. Once through the town in convoy we made our way along the Fivemile Straight through Lisnamuck and beyond to Moneyneany. This was a new experience for most of us as we hadn't been that way before but it was well worthwhile just for the view. At Moneyneany we took, would you believe, the Moneyneany Road to Feeny. I'm glad we did as the scenery was really of a very high standard. We should have stopped at Banagher Glen to either look at the glen or view Altnaheglish Dam as it is a Special Area of Conservation - maybe next year. I'm sure that at some time in the future Pam will return with her easel and paint to capture the beauty of the area. Just before Feeny we took a sharp left towards Park to get further into the Sperrins as we retraced some of our steps from last year but this time in the opposite direction. We then headed to the Glenelly valley through some spectacular scenery, meeting it at the village of Cranagh.

We followed it towards Plumbridge for a well earned comfort break and - Spitfire repairs - another new gasket. I must say that a few seemed to appre-



ciate the break - as I did myself. Suitable comforted we set off for our lunch break at Ness garden centre, just outside Claudy, travelling through the hamlets of Aghabrack and Ballyneaner before arriving at Claudy and the Glenshane Road again. After lunch the ladies visited the garden centre, or as the map says Ness Lifestyle and Garden Centre, whilst the men took a wander rounds the grounds with me. There, tucked away at the back of the centre, "we" found a Standard 8 in very reasonable condition for its age and the fact that it was lying out in the open. I think that Stephen appreciated the fact that he thought that it had been shod



NORTHERN IRELAND . . . NOTTINGHAM

● Nth IRELAND Cont



with Michelin tyres during its life. After lunch we set off, with a few plants, towards our next stop and finishing location, Mullins ice cream shop at



Kilrea. After joining the A6 again we turned left towards the Ness Wood area passing Killaloo - Cumber PS, or, as it is now, Northwest Organic. Why do I mention the school? I was "educated" there by my father many, many years ago. Onward towards the main Claudy to Limavady Road we passed through the areas of Slaughtmanus and Baranailt before veering right off the main road. It was here that we had a lovely view of Lough Foyle and Limavady in the distance. Going cross country now we travelled through Bonnanaboigh on some quite narrow roads with lovely views before we met another of the main roads in the area, the Dungiven to Coleraine route. After joining it for a short distance, with the Benbradagh mountain in our view to the right, we again turned right to make our way deep through the lower end of Gortnamoyagh Forest that covers a large part of this area. This was another road I had never been on before and it tied up a few loose ends in my knowledge of the area. Last year we used the top road, Plantation Road, to make our way through the forest to the top end of Garvagh. After exiting the forest we returned directly to Kilrea, via Garvagh, for our ice cream break. Some of the ladies got lost for a while after the ice cream but they were later discovered in the local antiques shop.

Judging by the prices I can see why they, thankfully, came out empty handed. All in all a great run and a great day - perhaps next year we will stop along the way!

Remember the monthly meeting on **Wed 1st September** at 8 pm.

See you all soon at one of our next runs or, if not then, at the Film Nite in **November**.

Douglas.

● NOTTINGHAM

Tel. 07971 017012
www.notts-tssc.org.uk

Joint effort this time as it's been a bit of a split area this month, so it's two reports, mine from the mainland and Claire's from Le Mans Classic.

So starting off, those of us that didn't have passports ready for the long drive south decided to spend our time at home and make the best of the good weather with a BBQ round at Bill and Margaret's house. We had a lovely evening, the food was smashing, we sat chatting about this and that as well as Triumphs as the sun sank lower and the jug of sangria also went down (by the non drivers) until it was time to depart. 4 of us left together in our triumphs:



TR4(Pete), Vitesse (Ian) and 2 spitfires (Martin and myself) with our wives. We had a lovely ride out through the Berry Hill area of Mansfield with even kids shouting "nice cars" to us before going our separate ways home. It was a very pleasant journey in the cool evening breeze, but sadly, this was to be the last run for my car as the next day whilst nipping to McDonalds for my lunch the rear union joint failed whilst traversing the rather hard speed bumps at the drive through. Not knowing at that point what the problem was, I managed to limp back the half mile to work and left her in the car park. Not the best idea as that Sunday night was when the good weather ended and come Monday morning when we had arranged a trailer to recover "Sybil" to home, it was chucking it down. Fortunately, we didn't block in any police cars as it was recovered from the cop shop car park in the "Nick of time" (Sorry). Having to go back to work later that day meant it was a further 2 days before we could even look underneath to investigate what had failed.

I have to thank my Dad, Ernie, at this stage for his trip via RAF Cranwell to



Rimmers for a new UJ (then finding out a day later that they are much cheaper from the club shop even with p&p, so it's worth checking!!) and fitting on my next available day off work. It didn't last long as it blew apart backing it out the garage (the circlip fell out and threw the bearing cup out for a second time.) So, quick call to Garth at the HQ and a new part here by 8am the next morning - thanks Royal Mail and Garth !

Still struggling with tight fitting bearings, we were on the verge of giving up, but our A.O. Nigel (now back from his week away at Le Mans) took the whole back axle and hub home at our last club meet only to return it to me the next morning fixed !!! (Thanks so much!!!) The vital tool missing to complete the task was a vice it appears ?

Fitted latter that morning, "Sybil" was back on the road by lunch time (2 weeks after it failed). So, it was off to the father in laws now to start the body work in his garage ready for Stafford. This entailed swapping my Spitfire over with his slightly larger TR7 to my garage and I still do not know how it fitted!?? The rear end work is in full swing, so more maybe on that next month.

So, come the end of the month on the 26th, it was back up to the Sandhills Tavern in the modern car for me for our monthly meeting and sadly, it showed that it was the start of the holiday season as there were fewer local members in attendance, but thankfully a good turn out from visitors. Mike (in the Dolly Sprint) and Keith (GT6) made it over from Derwent Valley group (along with



Colin in his modern). There were a few surprises too with a purple Stag arriving being advertised for sale. Another Stag that had recently been rebuilt following a car crash (looked very nice and had even managed Le Mans) and a Nissan, sorry, Acclaim were in attendance. It is good to see new faces at the meetings as we did with Mike Stokes attending for the first time (who it

PETERBOROUGH



seems is from Leicester). Nice to have had the feedback via e-mail that he was made so welcome.

Next up was the Sunshine Rally by the Leics and Rutland area on the 1st Aug and a write up for this will be by Claire.

Finally, it's preparation time for Stafford, load the caravan, grab my high-vis vest and see you there. More next month on how it all went.

Upcoming events are August's meeting - note it's **Tuesday 31st** not Monday due to the bank holiday, and a choice for **September** events- Either enjoy a day of Triumphs and Trains with us at the Churnet Valley Railway in Staffordshire (see advert, **Sunday 26th Sept**) or travel down south for the M.O.T. (Mile Of Triumphs) as I believe Nigel and Claire have had their arms twisted to take on the event again as they do such fine jobs at all the other events they run!. Good luck ! Another string for Robin Hood's bow....

Andy

I am keeping this brief this month as I know Andy is writing about the local news for us at the minute.. Just a small note of thanks to a few people who made Le Mans slightly less stressful for Nigel and myself. Firstly, a huge thanks to Angie Hill and Chris Gunby who both kept me, at least, almost sane during the time we were there. Their unflinching support and energy (alongside a couple of sense of humours as daft as my own!) were a godsend. The Manchester, Gloucester and Notts areas were amazing behind the bar - quite strange really, they are all usually in front of the bar propping it up!! Special thanks to the Cumbria area for all their help and support and practical knowledge too! Alan and Judith Gower also deserve a special mention too, along with Colin Wright from Derwent Valley (that one does choke a bit...only joking Colin, you know we love you really!)

Just got back from attending the Internationals of two other clubs for comparison of our own event and enjoyed both of them for very different reasons. The TR weekend in Malvern is always well attended and benefits from being in some stunning scenery. The Friday night bucking bronco competition was hilarious, with "Harry" Russell, Debs and Jez from Manchester, Jane Rowley from Gloucs and our very own Nigel and Darren having a go at staying on the beast. Was great fun even if there wasn't a lot else happening.

Saturday we set up the TSSC stand with a stunning array of cars and wandered around the traders and autojumble stands. The afternoon was spent reacquainting ourselves and having a well earned rest! Saturday evening...well, what can we say. Air guitar competitions, dancing all night and the strange case of mysterious

moving cars...not to mention an earthquake that was very localised to Gary Russells tent! You had to be there..in fact why aren't more of you camping at these events? Most events, especially those organised by the TSSC have some element of camping to them. It's a great way to enjoy the weekend to its full, meet some of your fellow Triumph enthusiasts whilst they have time to chat and socialise and get a lot more out of an event that has probably taken someone months to organise.

The Stag National weekend was a contrast. It was quite low key but had some very interesting cars and was a good chance to catch up with some old friends.

Last but not least, as most of you should already be aware, the Mile of Triumphs is happening again this year on **24-26th September**. More details and bookings form elsewhere in Courier. For those of you who do not fancy the trek out to Norfolk there is the alternative of the Churnett Valley Trains and Triumphs day organised by Andy Sollis.

More details on the Notts website. See you all soon

Claire

● PETERBOROUGH

Tel. 01778 560507/01780470358

A big thank you to everybody who made the meeting on the 9th of August, our belated 25th Anniversary and 26th Birthday and also to the man who organised the weather.



We had a superb array of cars - Spitfires, Herald, Vitesse, how many GT6's?, Stags, Jags (yes some of our members have jags as well), an MGC because the brakes failed on Tina's Vitesse when David was getting it out of its garage (to come), TR7, etc.. Chris Gunby was to have brought along the Herald which was one of the cars at the areas inaugural meeting. Apparently it never fails to start, but **!

We had the big guns turnout from the HQ. It was good to welcome Bill and Jo Sunderland who had just got back from holiday and were two of the founder members of the Club, and also Trudi, who all were at the first meeting all those years ago (and apparently none of them look any older). We had a superb finger buffet and due to the glorious weather we were able to sit outside and eat it. Thanks to Peter Birch for continuing to supply us with good food to ensure that we, like our cars, will not

fade away. Bill gave a few words on the history of the Club, followed up by



Nigel Clark the current Club Manager. Then it was time to ceremoniously cut the cake and both Jo and Trudi joined forces to Triumphantly make that first



cut. Bernie was lurking about with his camera and am waiting for a ransom note with a photo attached to appear in my inbox on my computer any time now. The first prize was won by Bernie but he was not allowed the 'special Auto Glyn' package which was very kindly donated by the Club for this special occasion, but he was allowed the superb bottle of red wine which was very kindly donated by Claire. Apparently that bottle had travelled all the way from Le Mans. Bernie commented that it was 'as close as I will get to Le Mans this year'. For those of you didn't get to meet Bernie personally, he was the guy in the leather jacket and glasses who does a superb job in putting this Courier together and to producing our 'special' calendars. Tina won the 'polishing package' and it was very pertinent as both Tina and David were seen busily polishing their car at the Kimbolton Sporting Bears event. Steve and Karen did a superb job sell-



PETERBOROUGH . . . SALISBURY SCOTLAND CENTRAL WEST

● PETERBOROUGH Cont

ing the raffle tickets – obviously as Treasurer he was trying to regain the amount we subsidised the buffet by.

What about that cake? Wasn't that a bit 'special'! Many thanks to Sav for that, and Sav please forward our thanks to the people who baked it and iced it. It was the 'icing on the cake' for the very special evening.

Thanks to all who gave of their time from HQ. Poor Garth sent his apologies as he is burning the midnight oil to get his Herald ready for Stafford and time is running out - fast! It was good to see Nigel and Claire Hill make the trip as well to help promote the International Family Weekend at Stafford on the 20th to 22nd of August. Claire (sorry - and Nigel as well) work tirelessly through the year and beyond to make this event special. A big thank you to making the effort to join us and hope you enlisted some more attendees from our area Claire.

There were two of Bills buddies from America, Dennis and ? Emery (sorry I forgot your Christian Name). If you remember Bill bought his Spitfire whilst across here at Caterpillar and took it back with him when his secondment ended. Its good that when these guys have been to a Club night whilst over here on a business trip, they still like to come and have a beer and a bap with us when they come back.

Unfortunately Paul was unable to make it due to the bereavement of Angela's father on the Sunday. Our condolences to Angela, yourself and the family Paul.

Steve Abbotts Spitfire 6 has finally taken to the road, so the 1500 has gone to a new home and he now has the choice of two 6 cylinder machines. I think he's looking for a standard GT6 exhaust though, as his current system is a bit on the loud side, and has decided to invest in some of the Clubs braided brake pipes.

David White, a very new member to the Club, from Stangound, joined us with his son Andy in their very nice Magenta GT6. We look forward to seeing you again soon David.

All are welcome at the next monthly meet on **Monday the 13th of September** at the Bertie Arms at Uffington PE9 4SZ. Arrive around 8.00pm for a noggin, roll and a natter.

So guys and gals – we are heading towards 2011 and this area of the Club started way back in the 20th Century –

August 1984 – its up to us all to keep embellishing on what we are achieving and keep looking forward for new ideas for events.

It will not be long before the AGM, and we need to be planning 2011 shortly to include on our next calendar. And talking of Calendars - please remember to take any photo's of your cars either in spectacular or unusual locations for use in next years publication, as you will soon have Paul on your back and you may have missed any good weather photo shoot opportunities.

Until our next meeting, enjoy your motoring safely.

Doug

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

It has been a very busy summer so far the Salisbury Area, with members using their cars as much as possible. John Moore and John Aldridge are progressing very well with their TR6 restoration and when it emerges from the garage, I think that we will see a car that is somewhat above standard spec in many respects. Bob, Jasper, Diane and John Moore all ventured down to Classic Le Mans in July and I gather it was another fantastic weekend, if a little hot at times for many people. I was only sorry that I could not make it this year, mainly due to family commitments, but I will be there in 2012, all things being equal.

I did, however, get away for a couple of nights to the Silverstone Classic also in July and I have to say the quality of that event just gets better and better, although, apart from the Stag Owner's Club, there was a distinct lack of Triumphs on show in general and I am not quite sure why that is. In fact, I only saw one about three GT6's over the whole weekend and one of them was on a breakdown trailer being towed out of the circuit for some reason...!!

But, if like me you are a big fan of the 24 hour and Can-Am style cars, such as Lola T-70's etc. then the Silverstone Classic weekend really is the event for you. Furthermore, at about £3m a pop, there were more Ferrari 250 SWB's than you could shake a stick at in the RAC TT celebration race, which was also one of the highlight races for me.

Welcome! New Faces - A warm welcome to Charlotte Tupman and Martin Baker who came along to the May and July monthly meetings respectively. Charlotte and her husband have a lovely valencia blue Spitfire mark three and Martin is restoring a GT6 mark two at present, and I hope that they will decide to become regular attendees of our group meetings.

Thanks to the group for helping me complete my Rotoflex work. Thanks to

Jon and Bob for their help in getting my two rotoreflex couplings replaced – and for Jasper and John Moore for lending me various special tools to get this done. This has been quite a time consuming job to complete, but it has been good experience for me, as it is quite a major undertaking on the GT6. Thankfully, with Jon Burton's 35 years worth of experience with his Vitesse, he has got the art of putting everything back on and aligning everything up down to a fine art, so thanks again for the considerable help and advice along the way.

August meeting - I know that you will be reading this after the August meeting has occurred but, at the time of writing, I am looking forward to meeting Gerd Schaeserf from Germany who is going to call by The Greyhound in Wilt on our **3rd Tuesday** meeting on 17th August en-route to the international meeting in Stafford. Apparently, Gerd owns a Vitesse and I am looking forward to welcoming him to our evening meeting and will probably see him at Stafford because I intend going there myself this year, all being well.

See you in **September**.

Regards

Adam

● **SCOT CENT WEST**
Tel. 0141 952 4624
centralandwestscotland@tssc.org.uk

The July meeting is so far past, but thanks to those who turned out. The August meeting was well attended and the sun came out. We had 3 Spitfires a Vitesse and a TR7 conv. Gerry and Liz had brought their TR7 which is used in Glasgow, but they also have a GT6 in Wiltshire. The TR7 has just had carb work done but is not running well, the 'specialist' really should sort this out as it was a fair distance to travel to get the 'costly' work done. So Gerry gets the prize for most travelled attendee for our meetings, but not the most complex (ferry from Dunoon). Very good to see you both. Ian McP had in-car footage from the Le Mans Classic and we had a viewing of that, his Vitesse was lapping the circuit and passing all, including Jaguars, except the racing cars. We may all be tempted to go to the next one. His car went very well and all returned safely. The rest of us are looking forward to Stafford and Kirkintilloch. Reports next time, as Elvis has promised a comeback.

Andy has a Vitesse now, well done in finding a good one, hope to see it on the road soon and ready for shows next year too.

My Spitfire got an MOT first time, but the tester had to use the neighbouring test centre and actually drove the car. The lack of brake servo and lack of power steering was mentioned, you have to work at driving our 'real' cars,



SOUTHERN

Tel. 01252 722432
<http://triumphsouth.20m.com>

as for the brakes, you just press harder. At least they managed to work the fly off handbrake, although when I took the car out the indicators were out. The boot carpet and spare wheel had been out and knocked the bulb holder/ wire. So after plugging in the computer to the diagnostic socket to see which bulb was out? 'sorry' real car, screwdriver, WD40, clean contacts, test. On, off, on, off. All ok. Surprisingly some people still know what the old hand signals mean, slow down, turning etc. As well as the newer ones, you're a #*#*#* *#*#* and a bee has just stung my finger!

There were no shows attended over July, but we have a suggestion of one for next year that was attended separately. No shows are booked now as Club events although you can still attend via a private entry if there is a particular or local show you want to visit.

Two items have come up regarding buying spares etc. I got some Castrol Valvemaster at a show at a good price, but it was leaking and had been taped up. When I used it the car ran not as well. I think the contents were the additive without the octane booster but with the label changed or a refilled bottle, hence leaking, but the snap off seal was intact. So check well. The other relates to ignition parts, namely condensers, I have had a few members with ignition problems after replacing parts as well as myself. Some unbranded condensers last 3 weeks total, and you never suspect the new parts. Anything Lucas or Intermotor or stamped seems to work a lot longer. The bargain may not be.

Provisional Calendar. There are shows at Scone **12th Sept** and Selkirk **19th Sept** which are good if they go ahead, a mix of all types of vehicles at both. Check if on via SVVF website before travelling, as last year Scone cancelled.

All the members attending the meetings seem to have all their cars sorted, so there is no sales this time round. Although there is always room for another car somewhere.

The next meeting is on **Wednesday 1st September 2010** at Lochinch.

A report on Stafford next month and how much stuff I bought and how all the cars ran.

Remember **Wednesday 1st September** next meeting.

Get the cars out before autumn.
 As ever.

Gregor G

Hi All, doesn't time fly when you having fun. It's August already and it only seems a short while ago when nobody turned up for the regular meet because of the snow. We had a pretty good turnout at the roaming meet at The pub With No Name, Froxfield, Peter and friend Peter(Tr4a)Lee (1500 spit)Mike (Stag) Mark and Brian(Tr6)Paul, myself (Vitesse)Mark and Vanessa and Neil F. It was nice to see Amber and Pigi there who have been busy working on their Spitfire but had a few problems on the suspension rebuild. Normally when we have visited this pub the weather has been sunny but on this occasion we weren't so lucky so we ended up piling in to the small bar which soon became uncomfortably hot.

The main event of the year as many Triumph and also other classic marques look forward to is the Classic Le Mans. I was eagerly looking forward to this last year but was told by a woman at TSSC Headquarters that priority was given to those who have been before and I would have to wait for two weeks before I could apply. When I phoned up again I was told that the tickets had all been sold.

It turned out that many of the TR Register who have membership of both clubs had bought through TSSC leaving the allocated camping in their area (TR Register) with many unsold tickets. The Courier announced earlier in 2020 there were tickets available but this was to late for me as the holiday rota at work was already taken for that weekend. Deep disappointment.

The moral of this story is if you have not been to Le Mans before and want go in 2012. LIE LIKE A HAIRY FISH.

Two people who did go were Neil F and Paul so I will let them give you an account of the weekend. First Paul A few word on the Le Mans Classic.

Paul in his TR5 and son, Barnaby in his 80s Renault Alpine decided to take the "long way" to the Le Mans Classic. Driving to Dover, through the Chunnel on the train and the all the way down to Le Mans totalling over 400 miles each way. Just as we arrived at Le Mans, the Alpine started to turn into a steam car, a jet squirting from a pin hole in the bottom hose as it turned out to be revealed the next day when the recovery man lifted the car up onto the lorry. A quick repair and advice not to take it on the track from the French mechanic was welcome, as was the 4 pack of Directors bitter that was presented to him, which had the amazing effect of changing his mood considerably. After setting up camp on the first night a beer or two with Neil and Mike at the hospitality tent were most wel-

come.

Getting to the track for our laps around the circuit was a complete fiasco, with Triumphs all over the place being directed here, there and everywhere by marshals that had no more idea of where we were supposed to be than we did. However to cut a long story short we eventually were lined up and were seriously out numbered by Porsches. Once we got going, it was superb fun but the two laps were all over too soon.

The whole event, atmosphere, racing, fantastic range and numbers of cars were incredible, a thoroughly enjoyable weekend. A big thank you to the team at TSSC for their part.

The TR5 only had one little glitch on the way home. Fifteen miles from Calais, at the peage a fuse popped, causing the wipers, blower and Kenlowe to stop. Four kind lads in minis stopped and kindly donated a pack of fuses and some top up water. Soon on our way again with no more dramas.

Thanks Paul. Now Neil's account
 Classic Le Mans July 8th to 12th

By 7.00am on Thursday, I had picked up my passenger, refuelled the GT6 and was sitting at Portsmouth Ferry Port watching the jaw dropping arrival of classic and sports cars of all makes. Both the Fast Cat to Le Havre and the Ferry to Caen were full, with probably 95% of the cars and passengers heading for Le Mans.

On board we found Guy and Suzie who had stayed overnight with John, who had been let loose for the weekend despite it being his 25th Wedding Anniversary! John in his Cobra was accompanied by Paul and Sue in their Spitfire, and after discussion it was decided that as John had the SatNav we would be following him for the journey, despite my passenger Mike having the map. Error No 1. Having docked at Le Havre, it then took an hour before I could disembark having been amongst the first to embark, whilst Guy and Suzie had been the last, so they were well ahead to start with. A phone call from Suzie advised that they would be waiting at the junction after the Pont de Normandie bridge. We then set off 4 cars in convoy heading southeast instead of south as the map advised. It was then that Guys comment 'It takes longer than you think to get there' became understood. It was surprising how the French roads seemed to cure my squeaks and rattles. When John saw a sign 'Road Barree' he ignored that and let the SatNav lead us down a dirt track to a dead end. It was better to

IMPORTANT NOTE

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 News in By 8th of Month please



SOUTHERN Cont

follow the 'Deviation'. The outside temperature was heading for 30C, so it was with a close eye on engine temperatures that we continued the journey. Following another 'Deviation', a short stop for an ice cream at a supermarket, and no car problems we arrived at Le Mans, the Tetre Rouge campsite at 19.30. Why did it take so long? We then made camp, trapped between a motorway behind and the Le Mans track in front.

Thursday night, sat at the campsite bar, where all drinks were 1 euro, we watched a lightning storm 20 miles away, which fortunately kept its distance. We later learnt that beer was 6 euro on the circuit, and a can of Coke 3.80euro. It made Goodwood prices look cheap. We were joined by Paul and Barnaby who had come in Paul's TR5 and Barnaby's French thing which had suffered some heating problems. The noise from the motorway caused a sleepless night.

Friday was spent looking around the 6 paddocks with the heat reaching 35C. The dress code of jackets and ties in the paddock was completely thrown out the door. As Le Mans has a fairly large area within the circuit, there were lots of places set out for the parking of car clubs. One area had 30 Ford GT (GT40) in it, whilst others had such gems as Facel Vega, AC and Bentley. The paddocks were split into the various age groups of the cars, as they would be racing. Practice was from 16.00 to 20.00 and then from 22.00 to 02.00, so although the motorway had got quieter, the track helped with the sleepless night. I had left a bottle of water in the car during the day, and when I went to move it late afternoon it was too hot to handle. It was reported that temperatures reached 40C in the sun! We received a text during the day that there was a probability of 100km hour winds during the night - I think they reached 15km.

Saturday, we were to line up at 10.30 to be led to the track for an 11.25 'Tour de Piste'. All morning various car clubs had been having their 2 laps of the track, and the TSSC had 116 cars waiting to go. A motorbike was to lead the way, which would have been fine if at various points marshals had not decided to hold up the convoy breaking it in to many sections. Paul in his TR5 was following me, and we finally found our way to where we joined the inside 96

track, and continued to follow the cars in front. A marshal directed us down a sidetrack and we followed not knowing where we were going. We soon found ourselves outside the track, so continued to follow the cars in front. We were surprised to see cars from the TSSC site travelling in the opposite direction! We continued feeling totally lost before stopping beside the road, looking up to the track and seeing Triumphs going passed. Tempers and Temperature were now at a high level, so we about turned and headed back towards a site entrance where we turned in despite a marshal suggesting otherwise. After much animated Franglaise with a gate guardian a motorcyclist turned up and said 'follow me'. We were then taken to the starting point for our track laps, however, as we were late, we would have to wait to the last runs. This was probably fortunate because it gave time for us, and the other 30 cars in the queue a chance for tempers to subside. We duly completed our laps, together with so many cars that a traffic jam built up after the bends at Arnage. We finally returned to the campsite at 14.15, where there was already a notice on the board from the 'Le Mans Organisers' apologising for the Marshal's mistake. Gee thanks.

Racing started at 16.00 on Saturday with each group racing for 1 hour, followed by another hour each during the night, before a final session during Sunday with the last race ending at 16.00. The Le Mans circuit is 8.5 miles long, so whilst the modern cars circuit in 3minutes 20, the older cars take a little longer, so watching from the Dunlop Grandstand it would take a while for the cars to come into sight each lap until they had spread out. No television screens here like Goodwood. It was also great to see ADU1B, the Spitfire racing with the best of them, and being a Class winner in its group. It was amazing how quickly after the race that the cars and people disappeared, so it was off to Arnage and an excellent meal at a restaurant remembered by Guy and Suzie from a previous year.

Monday was then a leisurely run back to Le Havre, with a stop over for lunch. The Ferry car park again looked like a classic car meet, and any one watching the port at Portsmouth must have wondered where all the classics had come from. And so to home, with the GT6 not having missed a beat. Superbly organised by the TSSC, I can understand why the weekend is so popular.

Many thanks to Neil and Paul for that Our regular meet for August was very well attended with a nice showing of cars. And very nice to see Paul Kneen and "Spiffy" his red Mk3 Spitfire after a long absence. On the night there were Lee and Natasha (Spitfire1500) Neil F (Mk1 GT6) Paul (TR5) Paul K (Mk3 Spitfire) Dave and Pat (TR5) Mickey and

Julie from Thames Area (Mk2 Vitesse conv) Mike (Stag) Mark D and Brian (TR6) Mark G (Skip,sorry Skoda) John (GTfire) Neil S (Spitfire1500) Shona and the kids (Galaxy) Beccy (Puma) Peter and Peter (TR4a) Julian (TR6) Mark S (Vitesse Mk2 conv) and a MK2 Vitesse saloon (sorry I didn't get his name).

Absent from class were George and Marion and also Richie. We will be wanting letters of lame excuses from your parents at the next meeting. As I mentioned in last months article there would be a rally in aid of the Phillis Tuckwell Hospice at Kingley Sports Centre on August the 8th, well having just got back from that show I can say what a cracking little show this was and on a lovely sunny day.The joint Southern/Thames stand consisted of 1 Herald 13/60, 4 Spitfires, 1 Stag, 1 2.5pi saloon, 1 2.5s saloon and Portafold (with no brace and blocks), 1 GT6 MK3 and 3 Vitesse, and the bonus for Clair and Andy from Southampton was they got 2nd in class for their very nice Spitfire 1500. There were plenty of other Triumphs scattered around a field and plenty of varied marques . There was a small amount of auto-jumble and bric a brac stalls, a stall selling bacon butties and later burgers and also a bar selling Havant Brewery ale (very nice).

The one let down of the day was on the Goodling logistics department, VANESSA forgot to pack the blocks and brace for the Portafold, well at least she remembered to hitch the Portafold to the car this time. It was also nice to see Mike's wife Barbara up and about after her recent hip op. (at least barbara remembered her crutches Vanessa)

Dates for September

7th Regular meet Seven Stars ,
Stroud GU32 3PG

12th Heyshott Harvesting

11th /12th Beaulieu autojumble

16th Roaming meet Ship Inn
Langstone PO9 1RD

18th/19 LL fishers farm SEAMS
17th/19th

Goodwood Revival meeting

19th All Triumph day Duxford
(details in Courier or on TSSC website)

19th Rural Life centre car show
Farnham GU10 2DL.

25th Alton Classic Car Show (entry forms sent out on Yahoo group)

30th Deers Hut run out Griggs green

A couple of weeks ago I was coming out of the Co-op in Denmead and a Yellow Mimosa TR6 , which I have seen in the Waterlooville area a few times had just parked up, I got speaking to the owner, Barney, and have invited him to the meets at the Stars. Then on the following Saturday I had a call on my mobile, I turned off Tempest Way in Waterlooville into Crystal Way to park up to take the call. When I finished

SUFFOLK . . . SUSSEX THAMES



the call I went to turn round and as I did I spotted a very nice dark blue Spitfire 1500. I knocked at the owners door and spoke to her for a while. Her husband also has a Vitesse but it is spread in many places. The lady said she reads the Courier, so please don't be shy bring your husband and your lovely car to one of our meets .

Before I close can I please remind you that unless you want next years calendar to be full of MG's pictures, please email me your photos of your Triumph or related photos. My email address is on the contact notes Beccy gave out, if not please ask me for it at one of the meets. Take care

Mark

SUFFOLK

Tel. 01206 250360
Suffolk@tssc.org.uk

Warm weather brings out the flowers and brings out the Triumphs. Lots came to the August meeting. In many ways the Sorrel Horse has a better car park for our meetings than the Magpie as the section we park in is besides the main car park rather than in it. So on summer evenings the whole meeting is held outside around the cars; bonnets up, doors open, hoods down...

Two TR6s were present at this meeting, Julian's, which won the informal concours last month and Mick Dabbs that won last year's. Mick nearly didn't make it as his battery was flat, turned out to be due to the interior light being left on. However Lyall and Chris to the rescue and the engine was started and Mick was able to join the rest of the Felixstowe group on the cross-country run to the meeting.

Much conversation was about Le Mans Classic, how a good time was had by all, and of the good organisation by TSSC HQ. As I could not make it to Le Mans, I twisted Chris's arm to write a few words about their trip and impressions. So, over to Chris's report below.

The Suffolk contingent for the Le Mans Classic this July consisted of about 7 Triumphs including Spitfires, GT6's, TR6 and big saloon all travelling a variety of routes via Dover /Calais, Portsmouth/Caen and the tunnel. The weather this year was extremely hot, well in excess of 30 Degrees C every day. This made for a very enjoyable few days both on the exclusive Tertre Rouge camp site and within the main circuit area.

Volunteers from the Club HQ had erected the usual hospitality tent and included the essential facilities of cold beer and other drinks provision and a place to sit in the shade whilst watching the action on the circuit from the comfort of a plastic chair. Some very keen volunteers (thank you Colin) had gone to the trouble of providing TV's

and associated equipment on the site in order for the very keen to watch the British Grand Prix on the Sunday as well as other sporting events over the weekend. The organisers really do deserve a pat on the back for the fantastic welcome they gave us all and the efforts they put in to make this a thoroughly enjoyable event once again.

The extreme weather took its' toll on several vehicles on the journey to and from Le Mans.

It seems as though those members who have the benefit of fuel injection on their machines suffered the most as the electric fuel pumps don't appear to like high temperatures very much, seemingly having to stop several times to cool down. You may wish to return to a more traditional set up in your Triumph (Simon!).

The spectacle of seeing all those wonderful historic vehicles racing around the circuit (including a few Triumphs) is a sight to behold. I would urge any member who has not experienced this fantastic event to seriously consider booking for the next time. Sadly, we will have to wait another 2 years for the next one so plenty of time to get those cars prepared.

That's all for now. The next meeting is **7th September** followed by the **5th October** and **2nd November**. So, see you at the Sorrel Horse, Barham on **7th September** at 8pm.

Peter

SUSSEX

Tel. 01273 566593

I spoke too soon. I was late this month, mainly because I am a man, which means I forget things like wedding anniversaries! Well, I did remember it was mine the day after the meeting, so had to take a minor detour to do bit of shopping. Must try harder next month, I have checked and nothing regarding birthdays etc in the diary, so should be fine.

Anyway, I arrived at the pub to see a good selection of Triumphs in the car park. Indeed inside there was a large group all nattering away, including some new faces who I didn't get a chance to speak to. Please come back again! Especially the folks in the Herald who sat outside.

Sorry, didn't know you were there for the meeting, please come and introduce yourself next time.

And some old faces made an appearance too too. Leigh (now featuring BIG hair) has re-appeared with his partner, Nicky (please let that be right!) who works in the excellent teaching profession (geography, see, I don't forget everything) Leigh's spitfire looks fairly similar to when I last saw it a few years ago, but I have been assured the bonnet and wheels he got from me about

10 years ago WILL be on the car for next summer! I hope so, it is a tidy car and should become an excellent one.

Back to the pub. Pete and Vic were looking mournfully at the table as no large bowl of chips had magically appeared. Doug went bought a dessert and also one for Vic (those who know Vic will be unsurprised) but must have had a word, as shortly afterwards a mahoosive bowl of chips appeared. Certainly livened things up with a scramble for people to get to them. Lots of discussion ensued, from Herald half-shafts to fitting Scooby diffs. Plus talk of Stafford, that I won't be able to attend because we booked our holiday thinking Stafford was the same weekend as last year. Oops. I know Pete is going, as will Doug. Not sure about any others though. And Ian made a re-appearance after a long break, with his spitfire having had some surgery to sills and a/b posts plus some paint. Nice. He was promoting the Hellingly Transport Festival, and again I would like to go BUT still on holiday. However, being organized, we talked about possibly having a stand there next year, and maybe camping. It is a great weekend, well worth a visit.

Anyway, I have probably forgotten lots of important stuff, please forgive me...

Clive

THAMES

Tel. 0777 362 3807
e-mail: thames@tssc.org.uk
www.tssc.org.uk/thames

Greeting's all. Wow what a busy time we had in July, three meetings at the Fox & Castle car shows at Heathrow, Ardingley, Darling Buds of May, Mychett, Uxbridge, Ripley, Lingfield. Not forgetting the lovely weather. My Vitesse is still running well and pushing up the miles. Talking of Miles there are rumours that the Mile Of Triumphs is back on?

So relax, read on and enjoy.

1st July - Social Meeting at the Fox & Castle. Tonight Julie and I have the pleasure of Dave L, Tony H, Andy & Paul + Ben & Conor (Visiting Friends) John C, Jim B, David H, Peter R, George B, Mike H, Chris C & from Southern Area Mike G & Ted C for company with this amount in the pub the car park was bound to be full of Triumphs as well, these were :- Dave's 2.5Pi Mk2 saloon. Tony's TR8 coupe. Andy's Stag. Mike's Stag. Jim's GT6 Mk3. Peter's 2.5 Spitfire. Mike's Herald



THAMES Cont

13/60 convertible. Chris's Spitfire Mk3 and our Vitesse Mk2 convertible. Work on our Triumph's has been :- Tony's TR8 had the front suspension, bearings and tracking sorted out and now has a fresh MoT. George has rebushed his Vitesse's gear linkage. Mike has treated his Herald to its yearly service.

Talk was of the shows coming up at the weekend. Cars and life in general as well as wondering around the car park peaking under bonnets (this may catch on!)

4th July - Heathrow Car show. Sunday morning and waiting at the Fox & Castle's car park are Primula (GT6 Mk2), Nina J (Spitfire Mk2), George B (Vitesse Mk1 convertible) and Chris, Mark & Carola (Vitesse Mk2 saloon), Julie & myself (Vitesse Mk2 convertible). Primula is concerned that her brakes on Lady rouge are not working properly. A quick check under the bonnet and a short trip down the road and we try to ease her mind that primula GT6 is ok. George & Chris lead the way to the Heathrow show followed by the rest of us. We get to the show ground and are parked up in the showground next to each other. Mike & Judy in their Herald 13/60 convertible are already there and move to join us. As did Rob and his family in their Mk1 2000 saloon. We save places for Jim in his GT6 Mk3 and Trevor in his Herald 13/60 saloon. But forgot that Tony & Penny were also due in their TR8 coupe (Sorry) so they had to park a couple of cars down. Andy M was also there in his Spitfire Mk3. The show got in to full swing by midday with over two hundred and forty vehicles on show. There was a lot of classic coming and going which in quite odd these days with H&S clamping down on movement of show vehicles. Triumph's there were six Stags, Three Heralds, two TR6's Three Spitfire's, Two GT6's, Three Vitesse's a TR8, a 2000 saloon, a TR2, a TR4, a Monte Carlo and a Standard Vanguard Phase1. We tried to set up the gazebo but the wind was too strong to risk it so we sat out in the sunshine behind our Triumph's drinking tea's and coffee's eating cakes and chatting. It was then that Rob noticed that Primula's GT6 was leaking brake fluid from the pipe that leaves the master cylinder. Jim was also experiencing problems in his GT6 as the brake lights and indicators had packed up. He managed to get the brake lights working but the indicators need deeper investigation. At

the show there was a small amount of auto jumble for sale, in the main building there was a bar & restaurant, craft stalls outside there were more food stalls and musical entertainment. We all had a grand day out and will be back next year.

10th July - Mike & Judy H in their Herald 13/60 convertible and George B and Chris in George's Mk1 Vitesse convertible headed off to Ardingly for the weekend. Mike H reports:-

The Vintage and Classic Vehicle Show was held at the South of England Showground at Ardingly (north of Hayward's Heath), on a very hot weekend.

After a pleasant run down - so hot that we had to put the roof up on the Herald after lunch - we arrived at our usual camping area on Friday afternoon about 2:30 pm to find we were first there for a change. Judy took charge of siting and orientation of the tent (shade needed!) and we were just starting on tent erection when George and Chris rolled up, delayed by a navigational error. Once our tent was up we stood by amazed as George displayed his new hi-tech virtually self-erecting tent. Cooling drinks were then required. Friday night was spent in the beer tent with occasional forays for food. Over 70 beers for sale: we sampled the Scumdiggity and the Fuddle-Dee-Dum but universal favourite was Green Bullet single New Zealand hop bitter. Ciders and Perri's ran out by Sunday morning. After listening to the group we went back to our tent - no need to light our mock log on this occasion. Finishing off with a bite or so of cheese and wine we turned in quite early.

Saturday dawned very misty but we could tell it was going to be a hot one and sure enough by 10am the sun was shining from a clear blue sky, and the show began. Judy and I left the site for lunch with friends at the nearby pub sporting our re-entry wristbands. At this point Judy led to spend the night with our friends leaving me to return alone to the campsite! I consoled myself with an ice cream and resumed my participation in the show. After the display of aerial acrobatics by a purpose built biplane it was the turn of my era of car to enter the parade ring. Some uncertainty over timing seemed to restrict the numbers parading rather to the surprise of the commentator, but I joined in hoping for fame again, as a picture of my car taken last year was in this years programme. Later I joined George and Chris in the beer tent for most of the evening finishing off again with wine and cheese. This time we lit the log more for effect than for warmth.

The Norfolk Arena was once again used for Car Club displays, and I thought the TSSC Gatwick area was the most striking, with a good selection of vehicles each day. Triumphs are well

represented at this show - several Roadsters, and the more recent Heralds and Vitesse's. Quite a number of Stags and the larger saloons were around but still not many Spitfires. A souped up hearse and a garden shed trailer were to be seen on other club stands. Overall there were over 1000 vehicles, motor-bikes and traction engines on site in the two days of the show.

The air display on Sunday was even more exciting as it was performed by a Spitfire clearly on the limit for a 70 year old aircraft. Sunday parade of A3 (post 1950) cars was also rather sparsely supported but this time with George showing the flag.

There is a large number of bizarre specialist collections on display - condiment sets, whistles, Oxo tins etc. I am not sure I entirely approve of the classic chainsaw collection. The Morris Dancers performed each day but fortunately I was out to lunch each time.

Ardingly is a huge show to get round in its entirety even when in residence for two days, and to take in all the pavilions and displays. Perhaps the show is getting to be too much of a good thing. The A3 (post 1950) cars area was not in the usual location, in effect swapped with the location of the Classics on the Day location in the 2009 show. Classics on the Day is well supported but I think they had the better location this year, more central to the action. As a consequence of wet weather last year, and very hot weather this time, very few owners stay with their vehicle - too many other attractions! This must have an effect on numbers joining the parade. Consequently it appears to affect the interest of the public, although there was plenty of interest in the more central club stands and pre 1950 vehicles.

Regardless of these minor quibbles, I have noted the dates for next year! Tony & Penny also enjoyed the show over the weekend in their TR8 coupe

Mike H

11th July - Chris C venture to the Darling Buds of May in his Spitfire Mk3 & reports:-

The sun shone bright as I headed off down the A25 with the Spitfire pointed towards Kent. After 80 miles of sunshine, Oasthouses and the burbling exhaust of the Spitfire I was in Pluckley, Kent. Home of the Darling Buds of May show. The show gets more and more popular each year. Even Pa Larkin's Rolls Royce was on display!

By chance I met up with and had a great day with the Essex area TSSC. A nice and welcoming bunch of people. Thank you for your hospitality and hope to get to one of your shows!

I even found a couple of items in the auto jumble. After a Cream Tea, looking at hundreds of cars and Pa Larkin's farm, the day had passed far to quickly. So the Spit was pointed towards home



and provided a fantastic sunny drive back.

Altogether a total of 150 miles with the car and me bathed in sunshine.

Chris C

Mean while near to home. Well waiting at Legoland round about, Nina J in her Spitfire Mk2, Trevor T in his Herald 13/60 saloon, Mark M in his Vitesse Mk2 saloon with his Mother in law and Carola and Dad in the support VW Polo, Oh not forgetting Julie and I in our Vitesse Mk2 convertible. Once ready we set off to Fleet Classic Car Show which went well until we got to Fleet. Well you would expect to see a sign for the show, after a dodgy U-turn and a sudden halt we spotted the road to the show and upset a policeman. £3 lighter and a complaint about lack of directions we parked up into the showground. Only to upset the burger van we had parked in front of, so we moved forward a bit more. Soon afterwards Mike G in his Stag, Mark G in his 2.5Pi Mk2 saloon & Vanessa in her 2.5s Mk2 saloon towing their Porafold, Dave H in his Spitfire Mk4 all arrived and parked up along side us, then a smart white Stag as well (sorry we didn't get your name). We set up along the Portafold and enjoyed Tea, Coffee, Birthday Cake, we chatted and relaxed. There were nearly sixty classic cars on show, with one other Triumph Spitfire and a Standard 14 drophead, twelve Yanks, eight Capri's and loads of Motor cycles. The show open at midday, the funfair started and life came to the show. Also to keep us and the public amused there were inflatable side and castle, refreshments and a dog show at the bottom of the hill. The weather was wonderful and we enjoyed the day after all. But the trip home was the best bit (I must be getting older)

15th July - Social meeting at the Fox & Castle. Another sunny evening at the pub and I am in the Vitesse on my own as Julie was poorly. But to keep me company I have George B, Rob W, Tony H, Dave L, John C, Mark M, Ollie & Nikki, Andy & Paul, Mike H, Peter R. Triumph's in the car park this evening were Rob's Mk1 2000 saloon, Tony's TR8 coupe, Dave's Rat 2.5Pi Mk2 saloon, John's Mk1 2000 saloon, Mark's Vitesse Mk2 saloon, Andy's Stag, Mike's Herald 13/60 convertible, Peter's Spitfire 2.5 and my Vitesse Mk2 convertible. Work on our Triumph's has been:- Tony has fitted fog lights to the front of the TR8 (only need wiring up now). Mark has replaced the broken cooling fan (nice blue one). Adjusted the tappets and rebalanced the carbs under Andy's supervision. Ollie has got to replace the head gasket on his Mk1 saloon and the estate is getting closer to be back on the road. A very eventful and enjoyable evening.

17th July - Mychet Show. Julie and I met up with George & Chris at Potters

in our Vitesse's and headed down the road to the show. We were parked up with Twenty other Classic cars, including David H in his Mk4 Spitfire. He moved and parked up next to Georges Mk1 Vitesse. We set out our tables and chairs to make tea's and coffee's then waited for the show to open to the public. Also just outside the show the was a large car boot fair so we wondered around that. Inside there were lots of stalls raising money for Childline these include cake stalls, tombola, pony rides, inflatable balls that you got inside much like hamster wheels but padded. Where we were sat we had prime view of the musical entertainment and were treated to three groups player during the day. It was nice when they were changing over. The sunshine stayed with us all day as well and the pavilion had a bar to keep us happy.

18th July - Uxbridge Auto Show. We are still sharing a stand here with the 2000 & 2.5 register. Julie and I arrived early and were greeted by Dave. We soon start to set up the stand putting out banners, flags, draping bunting over the gazebos and arranging the Triumph's as they turned up these were :- Trevor in his Herald 13/60 saloon. Tony & Penny in their TR8 coupe, Dave L in his Rat 2.5Pi Mk2 saloon. Rob & friend in his Mk1 2000 saloon. Vanessa in her 2.5s Mk2 saloon & Mark in his 2.5Pi Mk2 saloon. Chris C in his Spitfire Mk3. Hartley & friend in his 2.5s Mk2 saloon. Jim B in his GT6 Mk3. Mark M in his Vitesse Mk2 saloon. Mark and his son in his Vitesse Mk2 convertible freshly on the road. Peter and family in his 2.5TC Mk2 saloon. Janet and family in their two 2.5s Mk2's saloons and our Vitesse Mk2 convertible. At the show there were Auto Jumble Trader's selling allsort from toy cars to band new road going cars, refreshment stands dealing in most taste of food and drinks. The were two sports playing fields of car to see from vintage up to modern car with amazing sound systems. This is still a great show to view, with so much going on to list here. So come along next year and enjoy it for yourselves.

24th July - Ripley Event Vintage & Classic Vehicle Meet was held on the village green. This show attracted over a hundred cars motorbike and tractors. So space was limited and therefore parking as a club was not allowed although we ask each year. So spread out through out the field we had George B & Chris in a Mk1 Vitesse convertible. Tony & Penny in their TR8 coupe. Martin & Cynthia in their Spitfire 1500. Liz & Con in their Herald 1200 convertible. Mike & Judy in their Herald 13/60 convertible. Barry & Toni in their Herald 1200 coupe. Mike G in his Stag. Mark G & Vanessa in their 2.5 Pi & S Mk2 saloons. Other Triumph's there were Three more Stags Two

Renown's and a Roadster a Vitesse Mk1 convertible. a TR6. a 2000 Mk1 saloon and a Standard 8. The Harley Davidson motor cycle group turn up during the show. Other attractions were Maypole dancers, pipe band and Accordion players. Pony rides, Dog show and lot of stalls selling raffle tickets and tombolas, bouncy castle, radio controlled models.

It was a very popular show which everyone seemed to enjoy.

29th July - Social meeting at the Fox & Castle. We are once again in the Vitesse on our way to the meeting. Once there we are greeted by Dave L, John C, Andy K, Tony & Penny, Mark M, Rob W, Jim B, Mike H, Ollie & Nikki, & Peter C it was great to see you again. Triumph's in the car park were Dave's rat 2.5 Pi Mk2 saloon, Andy's Stag, Tony's Tr8 coupe, Rob's 2000 Mk1saloon, Jim's GT6 Mk3, Mike's Herald 13/60 convertible, and our Mk2 Vitesse convertible. Work on our Triumph's has been Mark's getting new side lights/indicators for his Vitesse. Tony's TR8 is going through cigar lighter sockets at an alarming rate. We had a pleasant evening chatting away.

Our next meetings at the FOX & CASTLE are from 8 pm in September on the 9th & 23rd and in October on the 7th & 21st. Please come and join us for a warm welcome or call me on 07773 623807.

Up coming events in:-

September

4th Victoria Day Aldershot

5th RSPCA show

9th Social Meeting at the Fox & Castle

12th Windsor Classic Car Show

19th Tilford Show

19th Duxford Triumph day

23rd Social Meeting at the Fox & Castle

24th/ 26th Mile of Triumphs

Mickey & Julie

NORTH WALES

Tel. 01492 516479

Happy events in the past month high-light just how much our group has improved in the last year. And much of the improvement has been down to the success of the Offal (Old farts and Friends At Lunch), a group now a year old that some people sought to strangle at birth.

Mike Young and I claim parentage of the group and revel in its success.



NORTH WALES . . . SOUTH WALES

● NORTH WALES Cont

We had teamed up for the Arden's club's annual MG run and made a weekend of it. The day before the run we toured the Cotswolds – Broadway, Bourton-on-the-Water, cream teas, the lot, then settled down to Old Speckled Hen, dinner and the Jamesons Whiskey.

Replete, we agreed that 'we should do this more often', and were surprised by the support of friends at the inaugural event which Mike led through the hills to Llangollen.

It seems ridiculous now, but there was resentment at our enterprise – and at the next Club meeting there was an attempt to reprimand us, like naughty boys, for having the nerve to set up what some sought to represent as a breakaway movement that might involve club funds. I'll never forget the anger within the group, but, somewhat it became the catalyst for change that would not be resisted.

I'm not alone in feeling that there has been a rebirth of the club in the last year, with stronger friendships being formed. A lot of that is down to our very own WAGS (Wine Appreciation Girls) who really came into their own at the Llangollen Railway Sixties Revival weekend. They delved into the depths of wardrobes I hesitate to risk drawers!) and came out with ab fab outfits that rocked the platforms and nearly set the town on fire. Julie's stiletto heels went so deep into the turf that some said they heard cries of pain in the Antipodean accents. And those mini skirts!!!

Llangollen gave Mike and me chance to put one over on club treasurer Martin for refusing to pay the expenses we tried to claim for the Offal creation weekend. Martin's wife Karen has lovely blonde hair, but he spent the day mooning about with a raven-haired bird. So I dropped him in it, by telling Karen about it at Bersham the next day. Serves him right. He should have paid up. It was only 300 quid after all.

Several members over for the Llangollen weekend, but that was spoiled by the news that, in their absence, Jackie's home was broken into and property stolen. Needless to say the police were all busy with speed traps, three of them on my 50-mile journey home.

Happier events in the month included the Pageant of Power, Caerwys and the super long-boat trip on Telford's

aqueduct over the Dee and up the canal through the Vale of Llangollen. Then there was the run to Hope Mountain, when suffice to say the Triumphs proved supreme. As usual.....

While all this was going on Derrick drove on the wrong side, in more ways than one, to the Le Mans Classic. Seems he did his best to torpedo the entente cordiale with his sauce bottle French and upset some linguistic nerd. Didn't seem to realise that the French are all like that.

I made it to Malvern again for the TR Register weekend and set up with Wirral's Dave Evennett, Andy Todd and Paul Griffies, whose lovely TR6 (TSSC Car of the Show, last year) won yet another deserved trophy. My old GT6 was also one of a dozen cars in the ring with the Yoof movement. Now, that's a class it could never have entered under my pilotage! Malvern drove home to me that I'm in danger of becoming an old curmudgeon – disagreeing with judges for the second time in a month. For me the car of the show was a delectable Belgian TR2 Francorchamps coupe, one of only eleven still in existence. Dave Evennett agreed with me. The judges didn't giving it to a TR8.

My first disagreement with a judge was at Erddig where the top prize went to a – CARAVAN! What would Clarkson say about that!

It's been good to have Mick Cohen back with us after his tennis duties. He went to the Welshpool Air Day with Roger and reported a turnout of four Stags and only one MG (and that was Roger's). Mick was particularly impressed with the model Red Arrows which reached speeds of 150mph in a slick display.

Mick also made it on the canal trip, when he became de facto waiter, serving Cindy and me with our chicken and chips. He even made it to Bersham, despite suffering a dreadful cold. Stay with it Mick.

In the next few days at least nine of us are going down for the Coventry Festival of Motoring, then we are in anticipation of the big event on September 18th – the BBQ at Penycloed, Derrick's country seat. I'm planning a run of about 60 miles through the hills to Penycloed, where some may even be camping while others will carry on to the Birkenhead Festival of Transport on the Sunday.

On **September 26th** comes the ever-popular Walled Towns runs, starting from Chester, then via Denbigh and Conwy to the finish at Caenarvon. As squire Binning's Spitfire isn't eligible, I've booked him in to drive my Six and I'm relegated to the 'B'.

Should make for some interesting comparisons later!

Footnote: By the time you read this, Brian Preston will have topped 80. I can't remember ever following him at

much less than that. Happy birthday and many happy returns, mate.

Bob

● SOUTH WALES

Tel. 02920 868203

Hi everyone. As Howard and Carol are on holiday I was asked to cover for them in the last meeting and to forward details for the next issue of the "Courier" so I have put together the following.



The "Fish and Chip" run on Thursday 8th of July organised by Howard & Carol was another enjoyable run by 6 x "Triumphs" (2x Gt6, 2x Spitfire's, 1x Herald Convertible 1x Dolomite) and one Rover. The run through the lanes of the Vale of Glamorgan took us well off the beaten track yet still allowed us some breathtaking views of the "Bristol Channel" all the cars behaved themselves and so did their occupants! As the quaint villages clocked up there was a strange rumbling noise coming from the interior of the Dolomite, on investigation it was found to be hunger pangs from the driver and passengers who where looking forward to the "Fish & Chip" supper. Having arrived at "Porthcawl" about 8:15pm we all parked on the prom and enjoyed excellent fish and chips whilst seated near the beach. After our meal we all broke into song to celebrate Brian & Sylvia son's 16th birthday followed by a very pleasant walk along the promenade and around the harbour, with plenty of after dinner speaking!

Many items were discussed including the upcoming visit to Stafford and Brooklands after which it was time to make our way home on a warm and very pleasant evening.

The "Wye Bother" run on Sunday 18 of July was postponed due to lack of support, inclement weather and mechanical problems with 50% (1) of the vehicles that turned up.

On Wednesday 28th of July in our monthly district meeting Jon Cronin brought up the subject of "Internet" communication within the district. His thoughts and ideas were well received and he explained that he could organise a communication system using "face book" Blogs etc. which could be operational in a short time and would be free to our members. This system is a good start to involve more S.Wales members as many do not attend the monthly meetings and subsequently miss out on the activities. It was sug-

WESSEX WIRRAL . . . WORCESTER



gested that details would be sent to our area representative Howard, for his views and that Jon should prepare to implement his new system after the next meeting on August 25Th.

Several members of the district attended the "Silver Wedding" celebrations of Brian & Sylvia at the Llanbradach club where there was good food, good drink and Karaoke entertainment with their red "Herald" 13/60 convertible being the centre of attention in the car park! The club wish them many more years of married bliss to each other and to their "Triumph".

Rob & Pete want to advise that there is a classic car show at "Tonyrefail" run by the Glamorgan Classic car club on September 12th and asked if it could be organised that we do a club entry with the usual regalia, Flags, Gazebo etc. details to be finalised at the next monthly meeting.

Upcoming events in September means that there is another weekend trip planned to the "Brooklands" racing circuit and motor museum on the **Sat. 18th and Sun. 19th** staying at a "Premier inn" type hotel. Anyone interested in coming please notify Howard & Carol.

Also in **September on Sunday the 5th**, Howard, Neil, Gwyn and Timothy have entered a "TSSC" team for a 28 mile sponsored bicycle ride in aid of the children's hospice "Ty Hafan" anyone interested in sponsoring please contact Howard.

Christmas Extravaganza! On **18th of December** at the Park Golf Club, Coedkernew Newport, is organised and we are confident that we will have a repeat of the last few years' excellent Christmas fare and seasonal entertainment. If you are interested in coming please pay a deposit to Howard & Carol as soon as possible.

Thanks for your interest

Gwyn

WESSEX

Tel. 01425 475376
www.triumphnewforestrun.co.uk

Firstly my apologies for no report last month – I simply missed the deadline. July has been a good month not only for numbers attending the normal Thursday evening meeting but also the impromptu Sunday lunchtime meeting. The visit to the Haynes museum at Sparkford with a tour through Wiltshire put on by our friends in the TR Drivers Club was well attended – hopefully they will be encouraged to stage a similar event again next year.

We are planning to attend the Wessex Classic Car Show at Bovington on **Sunday 5th September** and put on a Club Stand jointly with the Dorset South Area. This promises to be a good event with entry including discounted

entry to the Tank Museum. To date I have 10 names so we should be able to put on a good display of the varied cars that wear the Triumph badge.

The following weekend (**10th to 12th September**) is the Steam Gala put on by the Swanage Railway. We are planning to go along on the **Sunday** cos its also the weekend of the Annual Beaulieu Autojumble and we will be otherwise disposed on the **Saturday**. As part of the overall event, a separate display of Classic and Vintage Vehicles is being organised by The Bournemouth & Poole Preservation Club at Harmans Cross. This is an event for individual entry and the fee includes unlimited free travel on the Steam Railway to Swanage and back throughout the whole weekend so again this promises be a good day out.

Hope to see as many of you as possible either at the above events or at our normal meetings on the **last Thursday** of the month at The St Leonards Hotel – why not come along with your car we would be glad to see you. That's it for now ,happy motoring.

Trevor

WIRRAL

Tel. 0151 339 4150

Hi everyone. I can't believe its September already, this year has flown by. At the time of writing we have a hosepipe ban as you all know, funny thing is, it hasn't stopped raining since the ban was announced. I just hope its dry for Stafford!!.

We have had a couple of days out with the cars, Pete Dunne, Steve Hill, Paul Griffies, Dave Evennett & Maureen and myself & Alison attended the TR International at Malvern, admittedly Alison & I only did the Sunday but a good time was had by all. Congratulations to Paul who won his class in the concours with his TR6, Paul will be competing in the master class at Stafford this year having won car of show last year. Hopefully there will be a good result announced in the next area write up.

Sunday 1st August saw several cars meeting at the Irby Mill pub for Sunday lunch, I'm sure everyone enjoyed their dinner, we certainly enjoyed ours. The lunch run was also an opportunity for Martin & Mandy to let us know how they were getting on in the Austin 7 on their Lands End to John o'Groats drive to raise money for Claire House. I must confess that Alison and I turned up in the modern car, we did leave the house in the GT6, but an intermittent fault reared its head as we were about 100yds from home. Every so often the car would splutter and run roughly for a few seconds then clear itself, this time it was permanent. Investigation back at home revealed one of the carb needle

valves was sticking shut starving the carb of fuel. Problem now sorted!

That's about it for this month. Take care and hopefully by the time you read this we'll have had a good weekend at Stafford.

Andy

WORCESTER

Tel. 01384 279686
www.tssc.org.uk/worcester

Yet another pleasant summer's evening which saw 12 club cars and 20 members venture out and enjoy another outdoor meeting. It was good to see the travellers all having returned safely from France with stories to tell but fearful of too many being told!

Some members went along to the Birlingham Vintage & Classic Car Rally on the evening of July 23rd. Thankfully the weather was good and a very good turnout was seen with some different classics being shown, including 11 club cars from the Worcester and Gloucester areas. including Paul's Harlequin!

I will be ordering tickets (£3 each) for the Malvern Classic Car Show which is to be held on **Sunday 10th October**. Members wanting a ticket where asked to sign up last night, but there is still time for names to be added to the list at the September meeting.

Another reminder about W.A.C. on the **26th September**, we will need people to marshal the car park, organise parking and assist with reception. If you are able to help please let me know. Also, in the words of Eddie, don't forget to polish up your tailpipes!

Remember if you have a good photo of your club car, either with or without you in the picture and you'd like to be included in the calendar, it's never too early to let me have them.

Dates for your Diary:

- Events attended by Worcester Area *
- 6th Sept** - Monthly meeting *
- 18th - 19th Sept** - Stoke Prior Show *
- 26th Sept** - W.A.C. at Evesham *
- 4th Oct** - Monthly meeting *
- 10th Oct** - Malvern Classic Car Show *

Stef

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk
News in By 8th of Month please



WYEDEAN . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

WYEDEAN Tel. 0757 829 3283 or 01531 650035

The meetings are going very well and so are preparations for the 11th September Welsh Mountains and Beach run. Details to follow

The Fourth WyeDean Welsh Mountains and Lakes Run is on **September the 11th** and will be starting from the Three Horseshoes Pub at Allensmore, Hereford HR2 9AS at 9.30am.

We already look like having an interesting collection of vehicles from a hot TR7 V8, through Spitfires, Heralds, a Stag and probably 2 or 3 MGs of various types. This run is a slow one due to the nature of the roads encountered and is suitable for all club cars although a 948 Herald might struggle on some hills. Having said that, we did this route years ago in a Morris Minor traveller 4 up and that managed OK on its 948 cc engine so you never know.

It is a full day's driving over wonderful mountain roads and the beautiful Welsh Marches starting and finishing at the Three Horse Shoes nr. Allensmore www.threehorseshoesallensmore.co.uk with parking and a BBQ or picnic on the beach if weather permits. As I say it is a full day covering approx 190 miles over the course of the day with most of it well off the A road network.

In the past, some have made a weekend of it by stopping on or near the Welsh coast and driving back independently on the Sunday. If you are coming from a distance, then I may be able to point you towards some decent campsites, so don't be afraid to ask. We will be leaving the Three Horseshoes Pub at Allensmore at 9.30am. Additional pick up points can be arranged eg:

11am approx at the Crossgates greasy spoon just East of the roundabout. Crossgates Service Station Crossgates Llandrindod Wells LD1 6RE. This cafe is at the junction of the A44 and A483 Nr Crossgates

If all interested parties can e-mail me to confirm that would be great and we can then firm up any additional pick up points etc as well as getting numbers sorted out.

Owing to the sort of roads that we'll be driving, I'll have to limit numbers. too many cars and we can be a pain in the proverbial to other road users.

OK then, I look forward to hearing from you all and seeing you on the day and don't forget a picnic lunch or an

instant BBQ and some dead animals to burn on it.

Clive

NORTH YORKS Tel. 07766 35449

Well another busy month in North Yorkshire. Hopefully by the time you are reading this a few members will have been to Stafford. Huby and Sutton show was really enjoyable and we all enjoyed just sitting and nattering around the cars. The parade lap was a little bit chaotic but we all enjoyed seeing the MG break down!

The club nights for the last two months have been a getting steadily busier and new members are coming along so welcome to those of us who are new. It was nice to see Jude at the meeting. Just a reminder the club has a couple of gazebos so we need to find an event to use them at! Perhaps we should resurrect the North Yorkshire camping weekend in addition to assisting with the Dalesrun any ideas?

The fundraising event which was organised for Help the Heroes at Church Fenton has been moved to Sherburn in Elmet with the Flying Clubs own organising team taking over the running. Its short notice but those who attend the V&V day will be receiving a letter inviting them to the event. No booking required, entry on the gate is £5 per car

Events

September 4th Charity fundraiser at Sherburn Flying Club. Turn up on the day and entry is £5 per car - at least £3 goes to Help the Heroes - It is not at Church Fenton as advertised in July.

September 13th - Club night at the White Swan, Deighton - South of York on the A19 Also my Birthday!!!!

Fri 17th September onwards - West Yorks end of year camping weekend Major Bridge Park, HOSM. Really good relaxing weekend

That's all this month

Richard

SOUTH YORKS Tel. 07980 010741 www.southyorkshire-tssc.org.uk

Hi all. What a busy year we're having here in the South Yorkshire Area!

The Emergency Services Day in aid of the charity Help for Heroes was action packed and a real scorcher of a day. As well as numerous displays by the emergency and armed forces, there was also a very interesting display of vintage fire engines, and the local Morris Minor Club was out in force. Maybe we could support this worthy cause as a club stand next year?

Meanwhile across the waters, the SY TSSC was well represented by Andy, Richard O, Harry, Richard M, Pete,

Gareth, Jango, Patrick and Steve, Danny, Nicky and Craig in 6 Triumphs at Classic Le Mans. A great deal of last minute tinkering went off (that "will it, won't it?" is really part of the fun isn't it?) but it all paid off and they had a great time (don't get me started on the whole "present for the wife, left at home" debate!)

Back on good old Yorkshire ground, the Doncaster Classic Car and Bike Rally saw yet more sunburned shoulders. There was a great mix of Classic and Vintage cars, bikes and vans, with the Triumph range well represented. Entertainment included a New Orleans Jazz band sauntering around the cars, a RAF Dakota flyby and the continuing saga of Ian and his broolly! Thanks to Nigel and the Team at The Rotary Club and Traditional Car Club of Doncaster for all their efforts. SY TSSC hopes to come back in even greater force next year.

By the time you read this we will have also been down to Stafford, returned to Brodsworth Hall, and enjoyed the Club BBQ, so I'll let you know how we get on next issue. We're also looking forward to supporting Andy at the Ulley Village show on **26th Sept** and something for the Ladies at a Spa day in **October**. Thoughts are also turning towards the winter season. Ideas for the Christmas bash are now being thrashed out. If you know of a good venue, please get in touch.

On the meetings front, July's Noggin and Natter on the **third Tuesday**, saw a swift relocation to the Crown Inn at Ludlow Close, Barnburgh, Doncaster, DN5 7JQ. (01709 893450), as our usual venue had closed down (surely we hadn't been that rowdy?) However, as is often the case, this may have done us a favour. The Crown Inn has a very accommodating landlady who has offered to lay on some complimentary butties (we've already covered the SY TSSC affinity for food haven't we?!). The function room leads out onto a terrace overlooking a second car park which, when filled with our beloved Triumphs, will provide a splendid backdrop to our meetings. The usual quiz, raffles and general Triumph shenanigans continue. So why not come along and join in the fun?

Finally congratulations go to Jackie and Duncan on the birth of Joseph - a most beautiful addition to the SY TSSC family! Till next time

Paula x

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

Hi all, July's meeting had to be cancelled with the world cup taking over our room for the night. As I am not a football fan it was arranged at the last min

WEST YORKS

that we would go out for a fish and chip supper. As it turned out it was very bad night with heavy rain so only 10 members sat down for supper. I did not find out until the week before that the football would be over and done with so it was too late to rearrange and let all the members know we could have the room after all. In the mean time it was a good source of conversation deciding which sport related to the semi final which was being shown on the large screen.

The back end bash is all arranged with either fish and chips or a Chinese take away on the Friday night, a run out on Saturday and evening in the sites café. Sunday will see Dawn and Richard eagerly awaited auto "something" on the field - see booking form in the Courier

The North York's Moor railway week-

end was a great success. When Jenny and I arrived on Sunday lunch-time it was a very hot sunny day and we were greeted by friends from the North and West Yorkshire TSSC areas. We spent most of the afternoon listening to the sound of the 60s music by the Shadows group and what an excellent show they put on.

They are booked in for next year so we will be going back for some more.

Newby Hall car show was brilliant again and well worth a day out with over 1000 cars from vintage to the late 70s. The TR register and the Stags put on full stands again. I have been trying for the last few years to get a stand for the TSSC but with no success. I will keep trying.

Hebden Bridge vintage weekend again had 100s of vintage and classic cars on display. This weekend is always

on the first weekend in August and is a very, very good show. Indeed the town centre is only a few minutes away with all the shops and cafes open all day. Back at the park, not only are there classic cars but motorcycles and commercials. Our club member Brian Radford came away with one of the top prizes in this class with his Reliant Rascal - well done Brian.

The help for heroes charity fundraiser car show as now been rearranged for the **4th September** at Sherburn in Elmet flying club. All you need to do is turn up although there is also a booking form - the price is £5 per car of which £3 goes to the charity.

I would like your thoughts for a venue for next years Drive it Day

Keep your Triumph wheels turning

Alan



Autumn Lakes Tour

SUNDAY SEPTEMBER 26TH 2010

Starting from Greenodd Petrol Station (A5092) at 10.30am we will travel along the shores of Coniston Water and through Little Langdale then over Wrynose Pass. Turning left after Wrynose Pass and following the Duddon River to Ulpha and over Birker Fell into Eskdale. Lunch at the Boot Inn. After lunch a tour of the Lakes deepest Lake, West Water then onto Corney Fell with it's magnificent views of the Irish Sea. Finishing in the picturesque village of Broughton at 4.30pm.

The event is similar to the Spring Fell Run Challenge.

Entry is £5 per car. This will include Rally Plates and a Finish award. A Lunch Menu will be emailed to all entrants prior to the Tour in order for the lunches to be available on arrival at the Boot Inn. Entrants to pay for their own lunch.

Closing date for entry is 17th Sept.

Please make cheques payable to TSSC Cumbria and include your email address to confirm booking or a stamped SAE. Post to Roy Ross, 28 Duddon Drive, Barrow-in-Furness, Cumbria. LA14 3TW.

For further information contact Roy or visit our web site www.tsscumbria.co.uk

Tel: 01229 474077 or email: roy.anne@tiscali.co.uk

Euro boxes are welcome if driven by club members but they enter at their own risk.

**NOTTINGHAMSHIRE TSSC &
CHURNET VALLEY RAILWAY
TRIUMPHS AND TRAINS DAY**



Sunday 26th September 2010

Nottinghamshire TSSC & the Churnet Valley Railway present their 3rd
Triumphs and Trains Day at Froghall Station, Froghall, Staffordshire.

Join in for a 10 1/2 mile round trip through the Churnet Valley, known locally as "Little Switzerland" behind a heritage railway train for the day, enjoying the sites of restored railway stations, working canals or footpath walks. The Churnet Valley boasts a Public House at each of the three railway stations within a very short walk all offering good "Pub Grub" or enjoy a meal at the cafe at Froghall station.
(Please note: There are currently no catering facilities at Cheddleton Station)

Our car display will be situated in the car park at Froghall station, which will only be open for access to TSSC cars. Services will run from 10:30am to 5:30pm.

Booking form for TSSC/CVR CC&TD 2010

Name

Address

..... Post code

Phone No E-Mail

Registration No

Vehicle Number attending

Cost £5.00 per car for driver and £5.00 for the first passenger, offering "Day Rover" ticket on the CVR. (A saving of £10 for two seater car, eg Spitfire, TR6 etc.)
(If other passengers will be charged the full rate of £10 Adult, £5 Senior Citizen and £5 child)

Please send application form together with your cheque made payable to

Churnet Valley Railway (1992) plc to:
TSSC/CVR CC&TD, c/o Andy Sollis, 39 Whitton Close,
Sutton-in-Ashfield, Notts, NG17 3BF

Telephone enquiries: Andy Sollis (TSSC) 01623 854212 or Alan Layton (CVR) 01298 24982
Disclaimer - The CVR cannot guarantee a Steam-Operated service and reserves the right to substitute with an Diesel-hauled with no admission



JUBILEE PARK WOODHALL SPA September 3rd ~ 5th 2010

Join us for a relaxing weekend away, and take part in as much or as little as you want.

Multi section convoy planned to an interesting attraction

Phil's Fiendish Quiz

Raffle

BBQ

Prices

*A "unit" is a tent, caravan, yurt, or what ever you sleep in (any number of people per unit)

	Price	No Reqd	Total
Weekend Ticket per unit*	£24		
BBQ per person	£3		
Electric Hookup	Free		
Grand Total			

Please make cheques payable to "LINCOLNSHIRE AREA TSSC" and send them with an SAE to
 Garth Jupp
 16 Hermes Way
 Sleaford
 Lincs
 NG34 7WH
 Tel:01529 307302 or email garth@lincstssc.co.uk



THE FOURTH - TSSC WYDEAN AREA



Welsh Mountains & Lakes Run September 11th 2010

Start/Finish

The Three Horseshoes Pub
 at Allensmore, Hereford HR2 9AS
 at 9.30am.

www.threehorseshoesallensmore.co.uk

All marques of car welcome
 Slow run due to the nature of the
 roads encountered,
 suitable for all club cars.

It is a full day's driving (190 miles approx)
 over wonderful Mountain Roads and the
 beautiful Welsh Marches with parking
 and a BBQ or picnic on the beach
 if weather permits.



In the past, some have made a weekend of it by stopping on or near the Welsh coast and driving back independantly on the Sunday. If you are coming from a distance, then I may be able to point you towards some decent campsites, so don't be afraid to ask.

Additional pick up points can be arranged eg:
 11am approx at the Crossgates greasy spoon just East of the roundabout.
 Crossgates Service Station Crossgates Llandrindod Wells LD1 6RE
 Junction of the A44 and A483 Nr Crossgates

Confirmation by e-mail/telephone please to Clive Speaks

Tel. 0757 829 3283 or 01531 650035

e-mail : clive.speaks@iname.com

So we can firm up any additional pick up points etc as well as getting numbers sorted out. OK then, I look forward to hearing from you all and seeing you on the day and don't forget a picnic lunch or an instant BBQ

TSSC Herts & Beds

Present the 17th



ALL TRIUMPH DAY at **DUXFORD**

Imperial
War
Museum

SUNDAY September 19th 2010

Discounted Admission

£10.95 per person

£9.95 Duxford IWM + £1.00 Herts & Beds

Normally £16.50 per person

Under 16's go Free

Discount entry kiosks Close at 2pm.

Museum Closes 6pm.

Gates open 10 am



Location - Jct10. M11
Sat Navs use **CB22 4QR**

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

Traders must Pre Book Space

Any Enquiries 01582 750943

To qualify for Discounted Admission, arrive before 2pm and be in your classic,
OR have a copy of the advert, or your valid TSSC Club Membership card.



WORCESTER AREA CLASSICS at

EVESHAM COUNTRY PARK

**ADVANCE NOTICE OF
SHOW SCHEDULED FOR
SUNDAY 26TH SEPTEMBER**

CARS TO BE DISPLAYED 11am TO 3.30pm

Evesham Country park (WR11 4TP)

is at the Northern end of the Evesham bypass (A46)

At Evesham Country Park, there is something for all the family, including an extensive Garden Centre, with large restaurant facilities. there is also a number of retail outlets in the Courtyard shops including Cotton Traders, Julian Graves, Leading Labels and Millets Farm Shop.

Steam Train Rides also available on the Evesham Vale Light Railway, visit the Ark Animal Sanctuary or take a walk around the 130 acre estate in the picturesque Vale of Evesham

(Entrance fee for Railway, Animal Sanctuary, Fishing lake etc.)

DOG OWNERS PLEASE NOTE, DOGS ARE ALLOWED ON SITE BUT NOT ON WAC DISPLAY AREA WHICH IS ALSO THE PICNIC AREA

FOR FURTHER INFORMATION TEL. STEFAN ON 01384 279686

MILE OF TRIUMPHS 2010

24th-26th SEPTEMBER 2010

Booking Form

Name _____

Address _____

Tel _____

e-mail _____

Vehicle make/model

Venue: Broad Farm Caravan Park
Fleggburgh, Near Great Yarmouth
(A1064 Acle to Caister Road)

Please send booking forms to:

Chris Gunby
The New Room
21a Church Street
South Witham
Lincolnshire
NG33 5PJ

Tel Enquiries to:

07976 163006 - Nigel
07843 435190 - Chris
07971 017012 - Claire

e-mail: mileoftriumphs@hotmail.co.uk

			TOTAL
Adults - Weekend	£4 per person	Total:	
Adults Day rate	£3 per person	Total:	
Under 16's	FREE		
CAMPING	£6 per night per unit	Friday	
		Saturday	

ENTRY ON GATE - £5 per person/weekend; £4 per person day rate

Cheques payable to "TSSC - MOT event".

