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Triumph Sports Six Club

The Courier 364

OCTOBER 2010



October 2010

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THE TRIUMPH SPORTS SIX CLUB

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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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"AUTUMN LEAVES"

PIC FROM SURREY AREA

CALENDAR

SUPPLIED BY

KAREN CHIGNELL

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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
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NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

October 2010

SUN 24 OCTOBER 2010

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“ Comment

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

Come and see the new TSSC stand at the NEC

The Classic Motor Show at the NEC every November is traditionally the biggest indoor car show of the year and marks close of the event season until the New Year. Each year, the TSSC takes a stand at this major exhibition and puts on an impressive display of Triumphs.

This year, the NEC show will be on 12th, 13th and 14th November. For the TSSC it will be the very first outing for our brand new exhibition stand equipment, which includes new backdrops and counters.

We are planning a display of six cars, with a celebration of the 40th anniversary of the launch of the Stag and the Toledo.

We will also be launching a new TSSC logo, which can be seen on this page. The Club's name has sometimes caused confusion over the years. "Are you just for six cylinder Triumphs?" or "Are you just for sports cars?" being typical examples of the questions we are asked. Changing the Club name has been discussed many times down the years, particularly since at the request of our members, we opened the TSSC to all Triumphs. Rather than change the name, which is well known and has served us well, we will use a new logo to emphasise the all-Triumph nature of the TSSC today.

The new logo will feature strongly on our stand at the NEC show.

I hope that you will come to see us at the NEC, where this year we will be in a new location, on Stand 3C175 in Hall 3. There are discounted tickets available to TSSC members; just look for the Classic Motor Show advert in this Courier for details of how to apply.

Before the curtain falls on the show season, this year for the first time the TSSC will have a stand at the National Restoration Show, which is at Stoneleigh on Sunday 24th October. The emphasis of the show is on practical demonstrations of restoration and maintenance techniques, and a small team on the TSSC stand will build up a Spitfire rolling chassis



THE
TRIUMPH
SPORTS SIX
CLUB

during the day.

Looking ahead, our pre-Christmas Open Day at the Club will be on Sunday 12th December. Do come along to see the museum, pick up bargains in the Club Shop and Bernard's Charity Bazaar, and for hot and cold snacks and refreshments. If you have been before, you will know it's always a lot of fun. If you haven't been, please do try to get here this year and we will do our very best to make you welcome. It's a great day out for any Triumph enthusiast.

I would like to finish this month with a big thank you to Claire and Nigel Hill, and to everyone who worked so hard to make the International Family Weekend such a success. Well done!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC Year Stickers

In response to requests from a number of Area Organisers on behalf Club members, the new TSSC windscreen sticker for 2011 will be smaller. Next year, the sticker will be reduced from 100mm square to 75mm. Many members have asked for a smaller sticker, so that it can easily be displayed without obscuring the view through the windscreen. Also in response to requests from members, we will again be sending out the 2011 stickers with the January issue of the Courier. If you have more than one Triumph and so need more than one sticker, please email info@tssc.org.uk or write to the Club Office and we will be happy to send you extra stickers.

Nigel Clark
General Manager

It's Time for Shropshire!

Own a Triumph? Live In Shropshire? Can't seem to get to know or meet other Triumph Owners and so enjoy the social scene that so many other TSSC members across the country do? Need help and advice in sorting out troubles with your Triumph that are now preventing it from being the dream that you always wanted?

Well maybe it's time for the TSSC in Shropshire!

TSSC members David Embery and William Bate are looking at the possibility of starting a new Local Area Group for the TSSC in Shropshire. In order to maybe take things further they really do need to hear from any Triumph Owners in Shropshire who are interested in joining them as they look to start a new group. Aims and ambitions will be to

tackle each one of the questions above however most importantly of all it must be to have fun and be something prospective members really want to participate in. Therefore should you be interested in knowing more, please can you e-mail David Embery at d.embery@talktalk.net or maybe call him on **07701049881**. An initial meeting will be arranged soon after enabling possible new members to know more with regards to what could be!

David Embery

Thank you very much

Team JIGSAW and ADU1B would like to thank everyone who supported us with sponsorship to help us get to the Le Mans Classic 2010, 9-11 July 2010, your generosity and support was greatly appreciated.

In recognition of the support given, we were to hold a draw at Le Mans for passenger laps around the famous circuit in ADU1B, one draw being for those supporters who travelled to the event and the second for those who could not be there, unfortunately the rules and regulations of the weekend meant that we were unable to do so. Upon our return we looked into alternative events and can confirm that we have secured some laps at **Castle Combe, Wiltshire, on Saturday 23rd October**, at their annual **Stroke Association Charity Day**.

James Crisp, Ticket No.24

Richard Wright, Ticket No.62

We look forward to seeing the lucky winners at Castle Combe for their prize laps with Alistair Pugh and ADU1B.

Thank you all once again

Mark, Jo, Alistair, Ian and ADU1B

P.S. For all members who attended Le Mans please could you get in touch with Mark or Jo at JIGSAW, tel: **01536 400300**, so that your **supporters badge** can be forwarded to you.



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The Club Shop will be attending the forthcoming show
NEC International Classic Car Show
Fri/Sat/Sun November 12/13/14th

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 South Yorkshire. DN5 7LG. or email: gensec@tssc.org.uk

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Trevor Collett

16 Valves - A Different Way

Last month I promised you something special. I must warn you that what you are about to read does contain language of a seriously technical nature, so you'll need to put your thinking head on.

Paul Sutton continues:

Following on in the spirit of kit car building I decided when I put my Gentry back on the road that I would get it running with the original Herald 1200 engine and then look at putting a modern engine in place of it. From the start the intention was to use a fuel efficient engine of 1200 cc or less that produced sufficient power to keep up with modern traffic. As a side line to this I wanted to learn about modern crank fired ignition systems or ECU. From the first mention of this, most people think I am mad and I should just put a Dolomite or Spitfire 1500 engine in. Time will tell, but my intention is to change as little as possible leaving the Triumph gearbox and transmission in place and what follows is the story of how and what I have achieved so far, and why certain changes were made

along the way.

What engine to use was the first question?

I started out with the Smart Car Brabus roadster engine as my initial choice but once I had investigated it I found that the manufacturers ECU cannot be moved between cars due to it being keyed in to the dashboard and at the time there was little support from the third party ECU manufacturers for such an unusual configuration.

The Smart Car engine uses multi point



16 Valves neatly in place

injection and dual ignition (aircraft engine configuration). In the couple of years since I started looking at this it is now possible to get a Megajet system at a very reasonable

price (below £100) that will run the turbo charged Brabus version. I then started looking at modern 1100 engines but most are either too tall due to the fuel injection or too wide due to cross flow configuration. I should point out that I do not have a power bulge and do not want to add one. As luck would have it one

Dolomite 1500 to a Herald 1200 gearbox and the same sort of issues are present there.

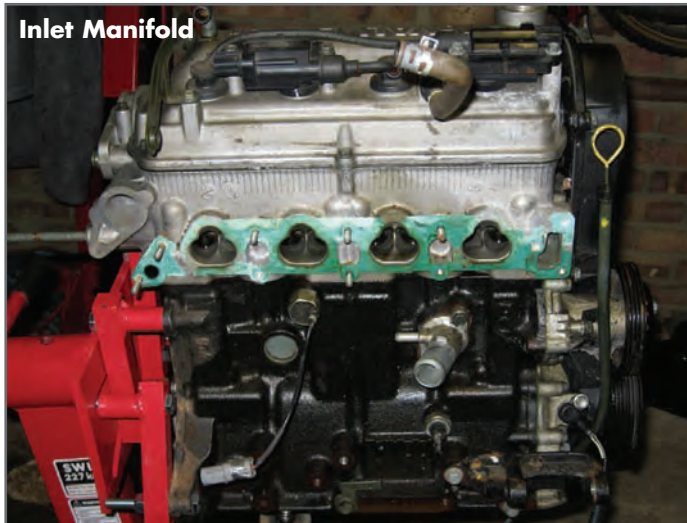
So the decision was made and a search for a suitable engine began on E-Bay, once again luck was on my side and I found an engine that had come from a very low mileage write-off (1200 miles) and was able to purchase it for just over £100, as very few people are looking for this sort of engine. This engine came complete with alternator and starter motor.

The next job was to remove the injection system as this would not fit under the bonnet and would have made the ECU programming considerably more difficult.

I then looked at the requirements for carburetion and consensus of opinion is that volumetric flow for a given vacuum or engine load is

the key, so a set of carbs that are designed for 900 cc at 11,000 rpm should work adequately for a 1061cc engine at up to 8500rpm. This was borne out by information gained from Bogg Brothers, see article at www.totalvauxhall.co.uk/resources/totalvauxhall/TOV64.tec_h60697.pdf who can supply most of the parts needed to do this yourself.

One point to note is that bike carbs are designed to be run gravity feed, so do not use a standard car fuel pump or you will find out the hard way, as I did, that over 3 PSI these carbs will spill fuel at an alarming rate. It is noted on their site that these carbs have a 40mm choke with 1.3mm main jets, so will not fuel a car engine revving at up to 6000 rpm if that engine is over 1300 cc. In this case you need to open up the main jet so that you maintain the correct fuel flow for a given engine load. The correct size jet is given by the calculation $0.001\text{mm} \times \text{engine CC}$ for a 6000 rpm rev range. Getting the carbs set up was the biggest gamble, as the figures I had



of Diane's customers turned up with a Suzuki Alto 1100 and much to everyone's amusement I asked if I could measure its engine.

This is a very compact 16 V 1061cc engine and has been fitted with injectors and power limiting ECU in order to provide good emission and economy. I then started looking in to the construction of this engine, which is a Maruti F110 and is a development of the Suzuki 1100 motorcycle engine. It has a lot to offer for the use I had in mind as the clutch is the correct size (7.25"), the length and diameter of the gearbox input shaft is a close match on the Triumph 1147cc dimensions, it has inlet ports that are spaced correctly for a number of Bike carbs, such as Honda Fireblade, and it will easily except the Triumph engine/bell housing adapter plate. I then started looking in to issues such as having to reverse the sump pan in order to clear the front chassis member on the Herald chassis, which in turn means moving the oil pickup. None of this so far was new to me as I have previously fitted a

Extending the Oil Pickup



correct advance position based on an internal map of either TPS (Throttle Position Sensor) or MAP (Manifold Absolute Pressure) against revs. On the Suzuki engine the CVS (Cam Velocity Sensor) and the thermostat housing are at the bell housing end of the engine and stick out too far to avoid hitting the bulkhead in the Gentry, so as I did not need the CVS I removed it and turned up a blanking piece to stop the escape of oil. I moved the thermostat housing to the

other end of the engine by means of two brass plates and a length of 1-inch diameter copper plumbing pipe. This completed operations on the engine stand

were really just approximations, but as I go to print I have completed tests and I can report that dropping the needle to its leanest setting and richening up the idle jet to 2.75 turns on each carb has put the fuel mix right in the middle of the optimum range as shown by my lambda sensor.

Next I dealt with reversing the sump, which involves removing and extending the oil pickup, drilling new holes in the sump edge and opening a small hole in the baffle plate to allow for the dip stick.

Then on to the ignition, this involves several changes, the original system is based on cam shaft velocity sensors and a 3D mapped ECU driving wasted spark coil packs with internal coil drivers. I, on the other hand, wanted to use a Megajolt ECU, which is a 2D system based on Ford Edis wasted spark crank fired ignition and coil drivers in the Edis 4 pack.

There is a massive amount of information on using these systems available on the web but probably the best I found is at www.autosportlabs.com/megajoltlite-p4.html.

These systems are relatively cheap and easy to use and as an alternative to a distributor are far more flexible and easier to tune. They use a sensor to read a toothed wheel to determine engine crank position and then calculate the

Crank Fired Ignition



and as I wanted to build and test this engine before I took the car off the road, I used an old 1500 engine and gearbox as a jig to create a stand and jig for the new engine and also the gearbox mounts.

I now turned my attentions to coupling this engine to the original 1200 Herald gearbox, for this I originally looked at the Canley Classics Aluminium adapter plate and found



The Gentry came 2nd Best Special at Stafford Concours 2010

Herald gearbox, much easier than when I did this with a Dolomite back in 1982 when I had to search clutch plate books to find the correct one from a Moskvitch.

The next issue was that the flywheel is much smaller and the starter motor is on the opposite side so the old starter motor hole

that Jigsaw racing also supply it.

I approached them to see if they could supply a blank undrilled plate that I could use to make the adaptor but this proved to be prohibitively expensive, so I eventually bit the bullet and re-machined an original steel adapter plate from a Triumph Spitfire.

This was probably the hardest part of the project in that a great deal of thought and accuracy is required to insure correct alignment, and careful annealing is needed to insure that the plate can still be machined once the original holes have been welded up.

In order to use the 1200 gearbox and bell housing I needed a clutch plate of 7.25 inch diameter with splines to fit the 1200 gearbox input shaft. Fortunately these days Canley classics do one intended to allow the use of Dolomite or Spitfire 1500 engines on the 1200

had to be blanked off and a new one machined. Inevitably, the solenoid housing is too far from the block to fit inside the edge of the bell housing so I had to machine away about 6 inches of its bolting face and fit a cover to allow the starter motor to be removed without having to take the engine out.

I'm going to break into Paul's words here. Amazing stuff, some great engineering. And there's still more to come. As well as being a damn good engineer and a pretty good author Paul is also London and South East Area Secretary of the Gentry Owners Club. If you are a Gentry owner you probably know all about the club, if you don't, check them out at www.gentry-owners.co.uk.

Next month you will get Part 4 of this car building epic, will that be the last?



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2010 Concours Results



Car of Show TR6 - Tony Simpson

This was our third International Concours and I'm afraid this report may well read like an Academy Award acceptance speech as we've got so many to thank.

Last year as I'm sure many will recall, despite our successes, was also challenging, and served to highlight the fact that the rules needed refreshing and the administration of the event on the day needed a review. As I've mentioned in previous reports, I was heartened by the number of people that stepped forward and offered their support and assistance.

Last year we had just over 50 entrants, a significant increase on recent years, improving this was going to be hard to achieve. Never the less pre event entrants was slightly up with 28, so we were hopeful. As you'll recall the weather forecast wasn't brilliant and we wondered if this may put potential entrants off. However by Friday morning we already had folk enquiring about where to do their Concours prep, and very soon by the afternoon we had some very serious preparation going on.

This year, following comments from members that they wanted recognition for the people who were placed in the classes, we decided to obtain trophies for second and third place in all the classes. This was only made possible because of our very generous sponsors, so a big thank you to all 16 of you. Individual sponsors are listed with the results below. Autoglym again provided the polish for the first thirty entrants and packs for class winners and this year class winners received an extra gift; a bottle of champagne from Lancaster.

As we had 16 classes, this naturally meant that we were keen to attract a range of cars, in order to have some healthy competition and also to ensure we avoided wasting trophies. With a range of classes so varied, we knew this was going to be challenge particularly in the classes where we usually attract fewer entrants such as Bonds, 2000/2.5 saloons and Specials.

Interestingly enough one of the classes we struggled to get entrants in was the GT6 class

and advance bookings of Spitfires were thin on the ground, although I knew we'd get more at the event. As a consequence we put out a number of announcements for members to come forward in those classes in which entrants were lacking. Together with this and a little arm twisting by me, going around the show ground we achieved a very respectable display.

We were treated once again to some truly breathtaking examples of cars. Importantly we also had a range of unusual and respectable cars which are of interest to members in terms of giving them encouragement and a goal to aspire to.

A particular thank you has to be given to the small band of Gentry owners who as they commented had not intended to enter their cars. But in response to my requests put on an interesting display, of what are pretty unique cars. It was very interesting to chat to owners and see the many variations of this interesting bespoke special. As the judge of this class, I learned a great deal and it was a pleasure talking to the enthusiasts.

This year we were very fortunate to have more judges, which made the process of judging the record number of entrants, 56 in total more manageable. Your help and hard work was most appreciated, and I'm sure the entrants valued your words of encouragement and advice. We had a small number of new judges this year and we hope to see you next year. Once again a very big thank you to you all.

In addition, we had help inputting and checking the scores, this was absolutely fantastic and really helped us keep to time, so a big thank you to Richard Shaw and Simon and Sarah Oliver. We also have to thank our daughter Louisa, who also worked very hard over the weekend data inputting and dealing with enquiries.

Finally and most importantly, we have to give an enormous thank you to every single person who entered and participated. If we didn't have you, we wouldn't have a Concours, and members attending wouldn't see the fantastic display you provide.

I know it sounds clichéd, but to my mind you all deserved recognition for the hard work you put into preparing and showing your cars, however there have to be winners, and what an incredible high standard we had (no pun intended).

It is my pleasure to list the winners below, and would like to offer our sincere congratulations to you all. However a special mention has to be given to winners of the Master class and Car of Show, two very special cars and interestingly enough both TR6s, a very well deserved victory to both Paul Griffies and Tony Simpson.

Finally on a personal note I would like to thank Vivien for her hard work and support in organising the Concours with me, she has now decided to step down as she is very busy in her new role as General Secretary. I would like to welcome Louisa Thompson as my co-organiser for next year; she enjoyed it so much she wants to carry on!

TSSC International Concours Results 2010



Best Herald

Sponsored by Rarebits 4 Classics

1st Chris Gunby **1678 VC Courier Van**

2nd Dave Axon **UNN 211 948 Coupe**



Best Spitfire

Sponsored by James Paddock

1st Christopher Tickner **RLM 504E**

Spitfire Mk3

2nd Laraine Oliphant

PAL 667F Spitfire Mk3

3rd Steve Bowden

LFY 506R Spitfire 1500



Pic Adam Easton

Best GT6

Sponsored by Moto Lita

1st David Richardson

RUR 412M GT6 Mk3

2nd Jane Rowley

RGN 412E GT6 Mk 2

3rd Martin Robinson

WSF 861K GT6 Mk 3



Best Vitesse

Sponsored by Chic Doig

1st Andrew Smith

OVV 756J Vitesse Mk2

2nd Martin Byrn **TJB 907G Vitesse Mk 2**

3rd Gerd Schaefer **R-TV167H Vitesse Mk1**



Best Stag

Sponsored by E J Ward

1st Pip Flegel & Frank Spencer

WDH 212S Stag Mk 2

- 2nd Vivien & Victor Thompson**
NPD 567P Stag Mk 2
3rd Wendy Spenser
WYO 575M Stag Mk 2



Best TR

Sponsored by Friends of Leics & Rutland

- 1st Tony Simpson GVO 401J TR6**
2nd Darren Salmon HVC 336N TR6
3rd Neil Spencer YYH 981H TR6



Pic Adam Easton

Best Small Saloon

Sponsored by
Abingdon Spares (David Manners)

- 1st Andrew Burford**
HNR 108N Toledo 4 door
2nd Nicola Openshaw
ADA 854T Dolomite Sprint
3rd Gwyn Evans NOD 528W Dolomite



Best Bond

- Sponsored by Capricorn 1
1st Josie & Ron Winstanley
YUY 193G Bond Mk 2

- 2nd Daniel Faulkner**
KEV 895C Bond GT4S



Best 2000/2.5

Sponsored by Superflex (Chris Witor)

- 1st Paul Cottrell VVR 3175 2500TC**
2nd Stephen Padley
GCL 777F 2000 Mk 1
3rd Paul Barlow XGU 435N 2500TC



Best Cruised & Used

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Bill Sunderland (TSSC President)

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Tony Simpson GVO 401J TR6

(see opening picture)

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All Photographs courtesy of Kevin Rochfort

SPITFIRE MkIV/1500 Register

e-mail spitmk4and1500@tssc.org.uk



Derek Ford & Hugh Glossop



You Aint Seen Nothing Yet!

As messrs Bachman and Turner once said while talking about their over drive, at least I think that's how it goes.

Okay this month we are tackling that holy grail of Triumph ownership the overdrive gearbox conversion, so presuming you haven't already swapped to a Ford or TR7 gearbox as my colleague would recommend here's the old fashioned way to upgrade.

You will need:

1. Replacement overdrive gearbox preferably a recon unit
2. Overdrive type rear gearbox mounting with rubber (pic 1)
3. Shorter prop shaft
4. Angle drive unit for Speedo cable
5. Suitable clutch and flywheel (pic 2)
6. A willing volunteer (pic 3)
7. Wire / connectors / o/drive switch
8. **THE PATIENCE OF JOBE**

Once you have assembled



Fig. 1

the above list you need to give yourself one full day to do this job as it's not without its pitfalls. Firstly disconnect the battery and then remove the 'A' frame and gearbox tunnel cover to reveal gearbox and prop shaft (pic 4)



Fig. 2.

Fig. 3



SPITFIRE MkIV/1500 Register

the other working inside the car, work together to remove all the bell housing bolts and starter

Fig. 5



motor bolts, remembering to observe the location of the earth cable.

Fig. 4



We are cheating again this month and using a Herald but the basics are the same.

Working at the rear of the car, jack up and support at least one of the rear wheels clear of the floor so that the prop can be turned easily from underneath remove the 4 prop shaft to diff bolts while your partner removes the bolts at the other end of the prop, you can then slide the prop out of the way and see the difference in length between the overdrive/non overdrive props (pic 5). This picture shows a Herald prop against a Spitfire overdrive prop and as we discovered the Spitfire prop is not suitable for the Herald but that's a different story.

With one pair of hands under the bonnet and

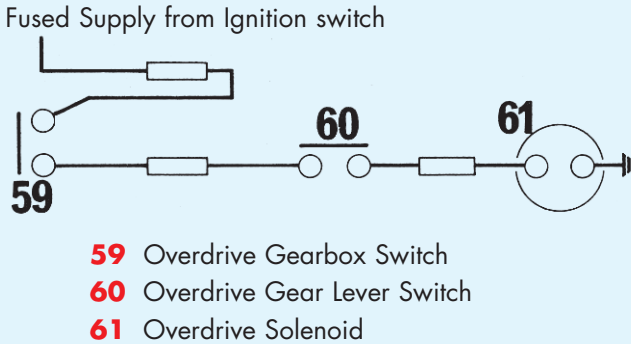
The clutch slave cylinder has a clamp bolt holding it in place but the bolt must be completely removed to enable the slave cylinder to come out as it has a groove for the bolt to run in. Undo the two nuts on the rear gearbox mounting and undo the knurled nut on the Speedo cable.

Placing a wooden block under the sump lift the back of the engine slightly to assist removal of the old gearbox. Now give the box a wiggle and it should drop off the clutch splines and sit on the chassis rails, remove box through the passenger side and make a nice cup of tea.

As I said earlier we are using a Herald for this example so we had to change the clutch over to a Spitfire type. When changing my own Spitfire 1300 to a 1500 overdrive I too had to swap clutch and flywheel so we were prepared for all this.

The bolt spacing on the flywheels varies between models and the difference in the clutch splines are clear in pic 2. The flywheel in my own car came from a Dolomite engine and so required a different starter motor as well so try to be sure of where your parts come from, second hand bits can be a nightmare.

Wiring Diagram



- 59** Overdrive Gearbox Switch
- 60** Overdrive Gear Lever Switch
- 61** Overdrive Solenoid

Right, threadlock the bolts on the flywheel before tightening back up and then align the clutch and cover plate onto the new flywheel taking time to get the alignment right will pay dividends later as the new gearbox will be much easier to fit.

Change over the rear gearbox plate and fit the new rubber mount and now it's time for another cup of tea and maybe a biscuit as the next bit is going to be hard work.

We had to cut a section of the prop tunnel away on this Herald as they were never fitted with overdrive and the longer gearbox would not clear the tunnel and would have made tightening the front prop bolts impossible I don't recall having to do this on my Spitfire but trial fit the gearbox before getting the grinder out.

Lifting the gearbox through the passenger side and onto the chassis rails, I find resting the bell housing on a small flat shovel allows leverage on the front of the box (saw that somewhere) while another pair of hands man-handles the back of the gearbox to manoeuvre it into place. This can be a painstaking task so take your time and check engine to gearbox alignment constantly. A foot against the bell housing where the starter nose comes through can be helpful, pushing the gearbox forwards while turning and wiggling. Don't be tempted to pull the gearbox in with the bolts as this can damage the clutch and if she really doesn't want to go put two long studs in the top two bell housing

to engine bolt holes these will hold the gearbox in the correct position so you can get behind and give it a really good shove.

Once the box has slid into place, **DON'T LET GO**, keep pressure on the box until your helper has got a bolt in and tightened it up enough to support the box failure to do this can result in clutch damage and or judder and you really really do not want to do this job twice (trust me I know).

Time for another cup of tea and probably a bit of lunch.

Tighten all the bell housing bolts and replace the starter motor.

Bolt up the rear rubber mounting and install the angle drive for the Speedo.

Slide in the new shorter prop and tighten both ends up make sure that the nylock nuts are good and the bolts are the correct length. Fill the gearbox with oil and get cleaned up, it's time to do some wiring.

Originally the overdrives were wired through a relay circuit but these can be troublesome so I personally choose to use a fused supply instead, 20amp should be sufficient.

The circuit consists of 12v live ignition controlled feed running through the inhibitor switch in the top of the box onto the overdrive switch in the top of the gear stick and down to the solenoid on the rear left hand side of the gearbox the other terminal on the solenoid should be earthed to the side of the gearbox (see diagram above)

It is worth checking all these components before fitting to ensure they all work place a continuity test on the gear stick switch to check it is opening/closing. The inhibitor switch in the top centre of the box should be closed circuit with the gearbox in 3rd and 4th and open at all other times. To find a 12v ignition controlled live feed place a test lamp between earth and the terminals on the back of the ignition switch, the lamp should illuminate only when the ignition is on, this feed should then be fused.

Time to jump in and go for a test drive if for any reason the overdrive doesn't kick in check all electrical connections again and give the solenoid a gentle tap they often stick as we found out with this one, sometimes they will free up other times they just have to be replaced.

So that's it for another month Thanks for the feedback we are getting it is appreciated and if it hasn't appeared here yet then it will soon, keep it coming in, good luck.

Derek.



Horror Story

Dave Frey sent me the pictures of his horror story going back to bonny Scotland from Stafford, which necessitated the use of the Footman James recovery system, in this case a picture tells a thousand words, and speaking to Derek he has had it happen as well so it clearly not as uncommon as I first thought it,

appears that where the upper body of the AC Delco distributor is joined to the base plate it fatigues and separates causing a total loss of all things spark related with no real possibility of fixing it at the side of the road short of fitting a new distributor.



Must admit it does make you wonder about one of the shiny new Lucas distributors and converting to an electronic tach in a Mk IV Spit or anything else with that type of distributor

Hugh



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GT6 Mk I - II - III Register



www.tssc.org.uk/gt6
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Colin Lindsay

Show & Tell

I'm currently watching the rain hammer off the windows and thanking my – or our – lucky stars that it isn't Stafford weekend. Okay, so I chickened out this year and stayed in a local hotel but I was still able to spare a thought for those plucky souls under canvas, and hope that the weather held. And for the most part, it did. I did see the autojumbblers scrambling for cover at one point on Saturday, but it didn't last any length of time and anyway, I'd already got my day's plunder...!

I think I've coined a new name for sifting through endless boxes of small bits looking for gold: spares panning. I got a nice set of four 4.5J wheels from Dave at Spitfire Graveyard; he has recently taken over the business and already I've heard good reports on the service. I pinched my GT6 wheels from my Herald Estate years ago so have been looking for a spare set; once blasted and repainted these will be a welcome addition.

Inside the hall we had comparatively few GT6 this year; winning car was David Richardson's MK3 closely followed into second place by the green Mk2 belonging to Jane Rowley which had a slight advantage... four exhausts? That's just showing off! Martin Robinson's WSF



WSF 861K

861K was a stunning rotoreflex MK3 in yellow (looks very like Inca, or is that just my camera darkening the Mimosa?), and for a time I was transported back a few



Four exhausts!

years to Andy and Angela McGowan's prize-winning 'Custard'.

There's something about a Yellow

MK3... Tony Simpson's 'Gertie' for example just looks superb as the colour really emphasises the detail. WSF was gleaming and hard to find fault with.

Outside, I spotted a nice MK1, JDL 342 F at the trunion oiling and later tracked

high-backed seats complete with inbuilt headrests; I couldn't tell through the glass if they were leather or vinyl, but I don't believe that even the special order leather seats available as an optional extra had this kind of headrest, which would make them a great deal safer than the original low-back style seats. *(JDL used to belong to Peter Williams the club's old General Secretary who bought the car from TSSC President Bill & Jo Sunderland whose MK 2 Had the High back seats you were looking at! The material is Vinyl, (I know because I fitted them) These are in fact Factory EXPORT (Canada I think) Spec Seats as Bill's car was originally a GT6+ intended for export but called back on the factory line to fill an urgent UK Sales*



MK1 Seats



MK2 Highbacks

it down to the field where I had a great chat with the owner, and then completely forgot to ask his name - apologies, but thanks for your time! Looking original, resplendent with wire wheels and a twin sports exhaust, what stood out about this car was the Matador Red front seats. This was the factory-supplied colour arrangement – red seats with black trim and carpets – and certainly looks different, and in particularly lovely condition. Of course as often happens, a short distance away was a Red MK2 coincidentally again fitted with red seats – these are

order as they realised they hadn't made enough for UK Sales Demand! Bern Ed.)

On the subject of colourful interiors, this very late N-reg swing-spring Mk3 sported a Cream interior, presumably custom-made, which unusually included a matched dash-top. Hopefully you can make it out in the photo; the rain kept the car windows closed this year so interiors were a bit of a nightmare to photograph. The Red piping is



that are new to me, and whilst OBD, resplendent in its Mimosa Yellow on the left is no stranger, EOE to the right is.

An early MK3, the Magenta paintwork was set off very nicely by the matt black bumpers, and the Dolomite wheels suited the car to a 'T'. Or should that be a 'D'?

Finally, I couldn't finish without saying

a nice contrast and matches the Red carpets. Although a Cream interior wouldn't last two minutes in my garage it must make the interior quite bright, as opposed to the usual drab interior which gave rise to the famous Practical Classics quote that *"climbing into a GT6 is like climbing into a coal hole..."*

It's always nice to see cars



hello to an old friend; although AGC is actually a Spitfire, it was still the first Mk1 GT6 front end that I ever saw, way back when, and started the whole thing off. The colour may have changed over the years, but the looks are still as good as ever.

Wish I could say the same for myself...

Colin

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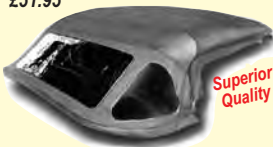


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Nigel Clark



Time for a New Hood

The old vinyl hood on CBJ, my TR6 was starting show its age, with cracks and haziness spoiling the windows while the vinyl was starting to split at the edges. When I was asked if my car could be used for a hood fitting demonstration at the recent International Weekend, after a quick check of my bank balance, I jumped at the chance!

Thanks are due to Aldridge Trimming, who supplied the hood and to Cliff who came from Aldridge to demonstrate how a hood should be fitted. Fitting a new hood is certainly something to consider as a DIY project at home, providing you have time and patience, and follow one golden rule, which will be revealed later. Here's how Cliff fitted the new hood to CBJ.

There is really only time for a summary here but the following account is relevant to quite a wide range of Triumphs that use a similar design of folding hood frame, not only the TR's.

First the old hood has to be removed. The front of the hood is held to the frame header rail by pop rivets through the steel channel that holds the header rail rubber seal. Carefully remove the rubber then drill out



Pic.1



Pic.2



Pic. 3

the pop rivets and remove the channel. The old hood can now be peeled back from the header rail. The back of the hood is

“start at the back”, insert the retaining strip into the pocket on the rear edge of the hood (or glue the rear



Pic. 4

attached to the rear deck by a steel strip, bolted to the body work (see Picture 2). After unbolting this retaining strip, remove the hood from the frame and drill out the pop rivets that hold the press studs along the back of the hood. By this stage the crowd watching the demonstration was starting to grow (see Picture 3).

If you are working on your hood at home,

this is a good time to check the frame thoroughly and rectify any faults. Check for cracks, that all the bolts that make up the pivots are present and tight, that the rubber seals above the windows are sound, and consider applying a few drops of light oil to the pivot points.

Back to the hood fitting and it's time for our first golden rule: start at the back and work towards the front, or “back to front”.

Carefully find and mark (with chalk) the centreline of the back edge and the front edge of the hood. Following the principle of

“start at the back”, insert the retaining strip into the pocket on the rear edge of the hood (or glue the rear edge of the hood to the strip, depending on the type of fixing used) and align the central pop rivet hole in the strip with the chalk centreline. The seven press studs should now be pop riveted through the hood to the retaining strip with washers fitted behind, working out from the centre one at a time while keeping the hood fabric smooth and under slight tension along the retaining strip. The tail loops of the hood frame webbings can now be fed through the retaining strip and secured with

wire. Use a dust sheet to protect the boot lid, then lay the hood across the boot and bolt the retaining strip back to the rear deck.

With the hood frame header rail secured to the windscreen frame, the hood can be brought forward and laid over the hood frame. For the first time, it really looks as if the car is sitting under a new hood (Pictures 4 & 5)!



channel for the rubber sealing strip onto the header rail, with rivets going through the hood fabric to retain it. Complete the front fixing by cutting away the excess hood fabric and refitting the rubber seal to the header rail channel.

Now it's time to fit the press fasteners that secure the sides of the hood below the quarter lights. These fasteners are not fitted to the hood during manufacture because the position of body studs

often varies from car to car. Again, apply the golden rule of "back to front". Pull the side of the hood down to achieve a good, tight fit and mark the hood where it overlaps the rear-most body stud. Fit the fastener

Make sure that traces of old adhesive have been removed from the header rail then find and mark the centre line of the header rail. Offer up the front of the hood to the header rail so you can estimate where to apply adhesive on the inside of the hood. Apply contact adhesive to the inside of the hood and the header rail then allow to dry for about 10 minutes, until the surface no longer feels tacky. Evostick Timebond is a good choice of adhesive for the amateur, because it allows for repositioning if the hood doesn't fit perfectly at the first attempt. When the adhesive is dry to the touch, carefully pull the hood forward and starting at the front centreline, press the hood gently onto the header rail. It is important to keep the hood under tension, and to gently work outwards from the centreline using one hand to keep tension in the hood by pulling forwards while pressing the hood onto the header rail with the other hand. You may by now feel that having merely two hands, you are somewhat under-equipped for the task!

through the hood fabric using a dot punch tool (Picture 6) and then work forwards one stud at a time, always maintaining tension in the hood, until both sides are fixed.



Pic. 6

The final task is just to secure the press stud fastener on the inside of the hood around the centre and rear hood rails (these stop the hood flapping or drumming at speed). By this stage, your brand new hood is fitted and should be looking splendid (Picture 7). Time to put the kettle on and take a well-earned break!

A final tip from Cliff is for mohair hoods, spray with Scotch Guard or a similar protective waterproofing aerosol and this will

If the hood looks off-centre or wrinkled, gently lift the edge of the hood and reposition it until you are happy with its appearance. Now press firmly to secure the adhesive. The next step is to release the header rail catches and open the hood to finish the front fixing. Turn the flap of hood fabric inside the header rail and glue to the inside edge of the header rail, then pop-rivet the steel

keep the hood looking clean for longer.

If you try this, you must mask the vinyl windows and paintwork carefully as the water-proofing spray will attack them.

If you are interested to replace your own hood and want to read more detail about hood fitting, then try the excellent book

"How to Restore Triumph TR5/250 & TR6"
by **Roger Williams**.

That's all for this month; please do send me your TR stories and pictures, and it could be your car appearing in print next month.

Nigel



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Mark Blease

Stafford Concours 2010

You probably won't have escaped my appeals in the run up to the Stafford International, asking for big Triumph saloons and estates to enter the concours. A big thank you to everyone who entered their cars, on the day we managed the second biggest class after the Spitfires, and the People's Choice vote went to a big saloon!

Congratulations go to:

1st place Paul Cottrell
1978 2500TC - VVR 317S

2nd place Stephen Padley
1967 2000 - GCL 777F

3rd place Paul Barlow
1974 2500TC - XGU 435M

People's Choice

David & Vanessa Thomason
1975 Australian-built 2500TC

Where have they all gone again? Part 2

In last month's Courier, I published the first part of John Macartney's excellent response to the question I asked in June's magazine - "Where have all the big six Triumphs gone?". The second part of John's article follows on below:



1st Place - Paul Cottrell

"Now we come to national economic factors. Some of our younger members may not remember the recession of the early 1970's but by this time, the 2000 had been around in Mk 1 and Mk2 guises for some ten years, which is quite a long time - though probably not as long as the Morgan Plus 4, Morris Minor or Reliant's Robin. Additionally, British Leyland was facing horrendous labour relations issues - as was the rest of the country. The miners were on strike, the Arabs hiked the price of crude oil to unheard of levels, there was a credit squeeze and the dear old three day week. These combined dilemmas wreaked havoc on the luxury and large car markets in which neither Rover nor Triumph escaped unscathed. By this time and with BL strapped for cash as it had been ever since Harold Wilson and his henchmen virtually forced the Corporation



2nd Place - Stephen Padley

into existence in 1968, the pricing and market positioning for big Triumphs and the Rover P6 range was critical. Both cars enjoyed much popularity despite the Lounge Bar experts pouring scorn on the fact they “both compete with one another.” Yes they did, but both models generated healthy order books with useful profits. But in an attempt to make things a little more logical, BL revised it’s pricing to ‘step’ the Rover and Triumph appeal for the company car market. If you were eligible for this type of company car, you could move up the Rover/Triumph product ladder broadly along these lines:

Triumph 2000 (the ‘starter for ten’) to Rover 2000 SC (the Rover name added a bit of kudos) to Rover 2000 TC to Triumph 2.5PI / 2500TC or S to Rover 3500 (auto only) and finally Rover 3500S (of which more in a moment)

The estate variants for Triumph were the wild-cards but slotted somewhere into that pattern and where they featured in the company car tree, depended very much on your job grade, how persuasive you were with your boss – and whether you turned in a good set of sales figures for the previous year. For a while, this model-stepping worked quite well - until 1973, when the bottom fell out of this market segment and manufacturers found themselves landed

with product they couldn’t sell and with production lines running at well under normal capacity.

Eventually things recovered ‘a bit,’ but too many of the unsold cars had suffered while stored on flooded World War Two airfields and were returned to wherever for ‘re-working following storage contamination’ (read here, “they were up to their axles in mud and rotting out”). I do know that a very large number of Rovers never even made it

into re-work. Lord Stokes sent me with a small team from Rover, to Belgium to inspect some 1,300 Rover 3500S models, originally destined for the American market. They’d been in open air storage near Antwerp for over two years and when we arrived, it was clear that too many were so badly corroded that they went straight in the crusher. Some were salvaged and shipped back to the UK, where they underwent extensive re-work – including a steering conversion – and hey-ho, were sold on the UK market as new cars.

So, in summary, why are there so few Triumph Big Sixes? Mark provided his thoughts and I’ll recap on mine.

- It wasn’t a high volume production car
- Too many survivors breathed their last on the Banger Racing circuit
- Many, many more simply wore out in their own lifetimes because their earlier lives had seen them as extensively used and much hammered company cars
- National economic factors killed many sales when the car was getting fairly long in the tooth which may well explain why there appear to be more earlier models than those from ‘73 onwards
- The model range was aimed exclusively at the company executive / small company boss / high-flyers in the professions and the well-



3rd Place - Paul Barlow

uitous (American) Director of Sales for Austin-Morris, one Filmer Paradise. Barber's comment was this: "Filmer, if I can quote what you said on TV recently, we're in the business of 'shifting the metal.' Whether it's a Mini, a Marina, a big Triumph, a Rover, a Jaguar, a bus, truck or excavator, we're not really bothered. But one

heeled retired – and tastes change

- It was too expensive for the vast majority of people to buy new as a private owner car, though some obviously did

- It can be very costly to undertake major repairs to that robust but complex bodyshell · Sadly and curiously, there's something about the car that just doesn't get people excited about it, in spite of its many attributes and delights – yet the Stag, which is so very like its larger four-seater brother, seems to enjoy a totally different and higher level of popularity.

Today, it's getting difficult to find a good Big Six and scarcity is doing what it always does – and this is to increase prices. My last observation is to repeat (a somewhat apocryphal conversation) once overheard between John Barber, BL's Director of Finance and the ubiq-

thing is clear. We really don't want the damned things to last more than ten years at the very most – or we'll all be out of business!

For heaven's sake, they're just cars – not something desirable like an old Bentley or one of Bill Lyons' pre-war SS Jaguars."

In conclusion, the Triumph 2000 and 2500 variants were a brilliant design, a superb drive, comfort 'in extremis' – and fun to drive as well. There are now too few left for us to enjoy but let us not forget the big Triumph "ticked all the boxes" and in much the same way as another car of similar size, the Mercedes-Benz 240D – known to many as the world's most popular taxi. And those are getting as rare as hen's teeth as well."

Thanks to John for a very interesting article. Until next month!

Mark

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Gary Russell

Classic Le Mans 2010

A lighthearted look back

Can I just say that Le Mans 2010 Classic was one of the best trips abroad I have attended with the club, the beer was always in the hospitality tent, if it was close to running out?, off to the Hyper market Nigel & Chris went, and a long wheelbase transit soon returned full of all the good things in life. Ok there was a little issue with the showers, but in this heat who wanted a hot shower? The football world cup final was on tap through 3 televisions, shame the underdogs did not win and there was nothing wrong with that infamous chest tackle. All in all a great time was had by all, my thanks to everybody and not just the organising team who made this such a enjoyable event. So I have put a few pictures together with a few light hearted captions as to our trip to Le Mans 2010 classic.



Cruising the Payarge.



Vicky (VKA) at full chat..



Arnage, on a quiet peaceful afternoon.



Nice car, bad hats.



Fill up again?, Gulp!



Fred & Vicky



*Jane Rowley's not very well
Spitfire, Cough, Cough..*



Cough, Cough..



Squeak, Squeak, Squeak.



Giddee up there.



Only a DB Volante... and I even like the colour



*Standard fixture for a '5'
large Broolly & 36 Degrees*



*I thought there was
4 seats in a Herald.*



*Are Jeeps more reliable than
Triumphs?.*



Go for it.....



The Esses.



*Paul & Mark from the Northeast thinking
what Triumph shall I buy for 2012 CLM.
Thumbs up for the 6 from Paul.*



Phew, can you smell something?..



Mmmm Doughnuts!



Must be a Man City supporter or a Triumph fan



*The cars the star.
ADU 1B*



Deep conversation.



Gareth's Cars.



Only at Le Mans.



Have you seen Jasper?





Ferrari

LE MANS CLASSIC 2010



Eeek, those were the days



Unipart TR8



Traffic for the track



Packing for Blighty.



A French P...stop.



Ssssttttttaaaag..

*Time for home....
Many Thanks until 2012, Gary...*

SPITFIRE I - II - III Register



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Suzie Singleton



A Showtime roundup

At Stafford this year the weather was a little inclement at first but improved over the whole weekend and Guy & I, to our surprise, very much enjoyed running the Dodgems on Saturday night!

There was a good turn-out of Triumphs both inside and outside Bingley Hall, though a smaller number of round-tail Spitfires, particularly earlier ones, than I had hoped to see. The tally included Roy Edwards' MkII pictured here at Stafford this year, and again in its previous brighter incarnation from Stafford in 2007 Roy has spent a lot of time - and, of course, money - in restoring the car and is now just



2007

and the work it's taken to bring her back to this condition. Also shown here are a few more 'roundtails' at this year's Stafford.



2007

working on the finishing touches and was pleased to find wire wheels for her at Stafford. I look forward to hearing more about the car



SPITFIRE I - II - III Register



It's been a busy few weeks for shows and we joined the Newbury area at the show at Newbury Racecourse on 25th July. A little diversion from Spitfires here, but still Triumph related as we saw this beautiful 1930s

Another link to the marque was this SS Jaguar. SS Cars Ltd started out in 1922 as the Swallow Sidecar Company and in time



Dolomite with its distinctive waterfall radiator.



expanded into building coachwork for cars. From the early 30s they produced a range of cars based on a chassis commissioned from the Standard Motor Company using Standard engines.

The model name Jaguar was given to the range of cars they built. After WWII, due to the connotations of the SS name, the company was renamed Jaguar Cars Ltd but, initially, continuing to use the Standard chassis and engines. Interestingly, also just

the Battle of Britain in September, and when Nigel Clark at Club HQ was contacted about an early Spitfire he asked if we knew anyone



after the war the sidecar element of the company, and the Swallow name, was sold, this new company producing the Swallow Doretti which, mirroring its earlier predecessor, was based on the Triumph TR2.

Back in May we had an outing with Sybil, our 1962 Spitfire 4, to Goodwood for quite a special day. Sybil was to take part in a (photo) shoot out with a Messerschmitt! It had been commissioned by the Daily Telegraph as a piece to use at the time of the anniversary of

who would be interested - yes, us!. It was a lovely day, though chilly, for a run down to Sussex with the roof down. We'd arranged to meet the journalists at the cafe but when we arrived it was still being used for a meeting by the constabulary so we adjourned to the food van for a hot cuppa.

Once everyone had arrived the photographer, Andrew Crowley, started with a series of photos taken in front of the exhibition hall, which has an Art Deco frontage taking its inspiration from the Earls Court Motor Shows of the 1950s and 1960s. We then left the circuit, Andrew English driving Sybil with me as passenger to tell him all about her, the Messerschmitt Tiger left with its owner, Mark Smith, driving as Anthony Ffrench-Constant, the other journalist, was a bit nervous about driving such an unusual machine.



I was a bit nervous myself about handing Sybil over to someone else but Andrew, having previously owned

Triumphs, drove her well - and enjoyed every minute! Guy drove the photographer's vehicle and they followed us out to a quiet road near the horse-racing ground where we spent the next half hour or so driving up and down the road so that some 'action shots' could be taken. A brief stop at a car park with a great view on the way back then we were ready to head back to the circuit.

It had been agreed that we could use the circuit over lunch while the company doing track days were taking a break. As there would be no marshals available - as they would also be having their lunch - the instructions were to keep the speed down. Anthony decided to give the Tiger a go but couldn't really get to grips with the driving position or the completely non-synchro gearbox so Mark still did most of the driving whereas Guy & I waited at the track entrance while Andrew took Sybil round a couple more times to get some track shots.

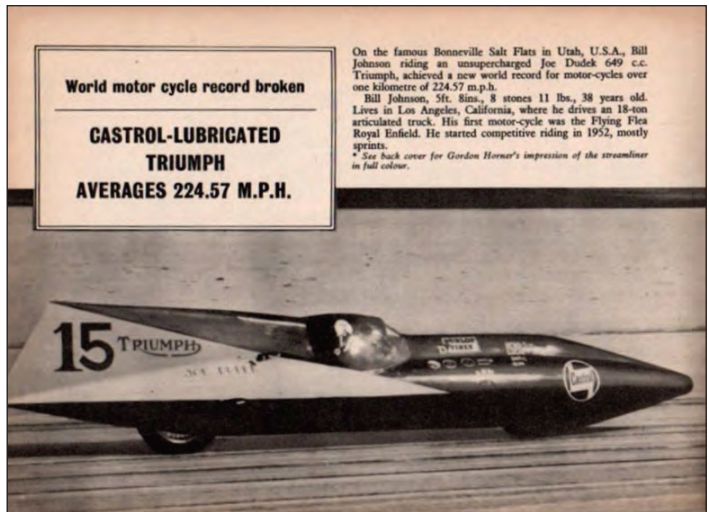
Once they'd finished that we had one circuit with me driving Sybil with Guy as passenger and Mark driving his Tiger again. I was very pleased that we had to drive slowly for this bit as, to start with I was on the inside of the track with the photographer's car on the outside and the Tiger driving between us. All I had to do was make sure I didn't hit the Tiger or go off onto the grass. Sybil doesn't really like to potter about gently, she needs a bit of welly to run well, so trying to give her enough throttle, but keep the speed down was quite interesting.

Halfway round though they asked me to drive in the middle and then I had two cars to avoid. Some of you may know that I'm not really the most confident driver at times, and with two cars rather more pricey than my Sybil to avoid, and also wanting to keep her in one piece, trying to keep good spacing between all three

cars, and on top of all that moving up or back as asked it took some concentration - but I still enjoyed it. I somehow think I won't ever make a racing driver - but I'm very pleased with my 20mph lap of the Goodwood track!!

We finished the day with lunch at a pub a few miles away on Daily Telegraph expenses, a good opportunity to hear more about Mark's Tiger and to give the others some information on Spitfires. This was followed by an enjoyable drive home again. It was certainly an interesting day out.

Anyway, after a wait of several months we finally made the press. Unfortunately, as we don't get the Telegraph, we missed it ourselves but thanks to Peter Harper from Southern Area who did see it and sent us a copy of the Motoring Section from the issue dated 21st August 2010.



And finally, off on another tangent, I found a Triumph world record the other day in a booklet of "Castrol Achievements 1962", one of a series produced by the oil company to associate their products with the best and fastest people and machines each year.

This item notes that on the Bonneville Salt Flats in Utah, Bill Johnson riding an unsupercharged Joe Dudek 649cc Triumph achieved a new world record for motor-cycles over one kilometre of 224.57 mph.

STAG Register

www.tssc.org.uk/stag
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Richard Briscoe

Stafford & Hoods



First this month is a quick Stafford round up, it's quick because I didn't get a chance to see much of it for various reasons! Thanks go to the 19 Stags that showed up for the display in Bingley Hall. The numbers were a bit disappointing and the pre bookings for the hall were so low it wasn't worth trying the rainbow idea.

The 45 or so cars that Claire and Nigel had been promised to attend by the SOC just didn't



mean to us on the weekend and certainly it seemed quieter in general with some of the big traders giving the show a miss. It's a pity as most people go to see the (car parts oriented) traders as well as to see the cars and meet up with friends from around the world. I know from experience its now getting hard to find parts to fix unexpected technical challenges (breakdowns!) whilst at shows. The atmosphere was still good though and many people I spoke to enjoyed the weekend.



turn up, without warning as far as I am aware. The joys of organising an event! Bernard had done the club proud with his revolving Stag and Toledo/1500 sign and on the plus side and it was nice to see two different models sharing the limelight. The weather was a bit

I am reaching that time of year again where I am running out of articles again so the following is a re-hash of an old one. If any of you have more information or ideas for an article please let me know. I can only keep writing about the cars if I have new things to write about!

Hoods

I have been to a few shows this year where Stag hoods have caused problems by jamming or sticking open. The Stag hood frame is a large and heavy item and it just cannot be thrown up and down like a Spitfire or Herald. It also needs a little more care and attention than the small chassis Triumphs. Here is my guide to putting the hood up and down starting with the hood down. It's also worth bearing in mind that two people working together can make life easier as it can save twisting the hood.

Raising the Hood

1. Ensure sun visors are folded down towards the windscreen and both doors are open.
2. Lift the hood stowage cover release handle which is on the passenger side 'B' post. This allows the tonneau cover to be raised. *(Pics 1 & 2)*



3. Grasp the hood frame under the front rail in the centre if you are on your own or one each side with two people. Pull / lift the hood until it sits upright and the front header rail rests on the screen frame. *(pic 3)*
4. Close the tonneau cover
5. Locate both front catches and lock into place using the levers. Do not force the catches until both sides are located as the force can twist the header rail.



6. Un-clip the safety catches on the hood frame. *(Pic 4)* These catches hold the rear part of the frame in place when

folded and prevent it jamming in the hood well. The catches are about half way up the hood frame next to the 'B' post.

7. Lower the rear part of the hood towards the rear deck. If the window is zipped in you can slam the hood down the last part as this will then engage in the locking plate in the tonneau cover. If not zipped you must zip up your rear window first before slamming the hood. (see later)

8. Check the corners of the hood at the 'B' post are sat correctly and not tucked in to the top of the wing.

9. Set the sun visors into your desired position and the hood is now up.

Lowering the Hood

1. Lower the sun visors and open both doors.

2. Lift the hood stowage cover release handle which is on the passenger side 'B' post. This allows the rear of the hood to be raised slightly

3. If you desire to unzip the rear window now is the time to do it

the release lever again)

7. Release the two front catches and fold the hood down into the hood well. As you fold the hood pull the slack material outwards as it folds. You should end up with two folds. (Pic 5) This ensures a neater fit in the hood well. Much easier with two people than one.

8. Check the two front catches are not going to catch on anything as you close the tonneau cover and press the cover down until it locks in position. There is a catch on both sides of the car.

9. Set the sun visors into your desired position and the hood is now up.

The above procedures should ensure your hood frame stays straight and does not twist with use.

The rear window can be unzipped on a Stag which is a useful feature on a really hot day as the car is sheltered but with the rear window open you get a cool breeze through the car. The zips are not particularly strong though and

should never be operated with the hood fully up, i.e. taugt. The rear window plastic will last longer if un folded and sits in the hood well in a flat vertical manner if unzipped. Stiff or tight hoods are often easier to operate with the rear window unzipped as the vinyl screen "sticks" to the vinyl rear seat as it is folded.

The two safety catches are often damaged or missing on cars with older hoods on them. It is important to check they are in working

order as they really do work in preventing the hood sticking in the hood well.

If your hood does stick down due to the catches failing you need to reach and pull the rear hood rail and pull. This should lift the rear section of the frame up. Be very careful as you do this as the frame could bend.



4. Carefully fold the rear hood upwards towards the 'B' posts ensuring that the window either drops down behind the seat if unzipped or folds smoothly if still zipped

5. Ensure that both safety catches are engaged

6. Lift the rear tonneau cover ensuring it clears the hood as you raise it. (you may have to pull

Hood Maintenance



6.

This is easier than it sounds!

Every year go round each pivot bolt on the hood frame with a can of 3-in-1 oil or a micro oiler and apply a couple of drops to each pivot. This is easier done with the hood held in a "half - up" position as you can access the bolts easier. (Pic 6)

Be sparing with the oil so as to avoid damaging the hood headlining.

That's all this month, don't forget to send me ideas for articles and details of any projects you may be doing. Address / email in the back of the magazine.

Keep running on eight,

Richard



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CLUB SHOP NEWS

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e-mail. clubshop@tssc.org.uk

by **Garth Jupp**

New Ladies Regalia Item



**New Ladies Quartered Rugby shirt
(Quarter Colours Pink & Navy.**

The price is the same as the mens at £28.85

Brake Shoes Wanted

We still need your old brake shoes to build up a stock to be relined. We are looking for Herald front drums and also rear ones as these are getting harder to source without resorting to far east supplies.

So please have a look at the back of your garage or shed and see what you can find.

Have you got yours?



Also it seems quite a few people don't have the up to date catalogue (pictured above) if you haven't got a copy of the latest catalogue, please call the Club and request one.

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



Dave Rumens

Keep it Cool & Shows



Hello folks. In August's article I covered the apparent effects on the engine temperature of mounting the radiator to the chassis without insulating bushes. The theory being that the chassis would act as a heat sink and lower the temperature. Well, having run the Vitesse for three months in some reasonably high summer temperatures I can report that even in the worst possible cases, slow moving traffic, the engine did not overheat and its temperature remained under control. As a result I now feel a lot happier using my Vitesse in the hot weather.

Also I did raise concern about the possible effects of vibration on the radiator due to not insulating it from the chassis and at present I have not seen problems. However, this was after 600 miles, so I guess only time will tell. As interest the original bushes or packing pieces was made from a material known as Kautex and not rubber which the replacement items are made of. As far as I can remember Kautex is a man-made material, possibly nylon based. *Picture 1* shows the original packing piece on the right and the



Picture 1.

repro replacement on the left. As can be seen the original is a lot thinner and may convey the heat away more readily than the later thicker rubber type. Whilst we are on the



Picture 2.

subject of the cooling system, having now had the silicone hoses fitted throughout this season I can report they show no signs, *Picture 2*, of deteriorating and on what I have seen so far would recommend their use.

All the points I raised during my evaluation were rapidly resolved by Garth (The length of some of the small hoses was incorrect and a GT6 bottom hose was supplied for the Vitesse) so a correct set of silicone hoses are available from the club shop for the Vitesse and are well worth fitting. So far I have been impressed with durability of the silicone hoses and as a result am now looking to see if they are available for my TR7.

Following the **"COOL THOUGHTS ON A HOT SUBJECT!"** article in August I received the following response from long term Club member Simon Holland -

Hello again Dave,

Thanks for your thought-provoking article on Vitesse Cooling that I've just read. Despite being a Triumph(s) owner/driver & TSSC member for over two decades I'd never considered conduction as part-of / a possibility on the cooling system (though I do insulate my fuel/air systems to combat evaporation). After a few years without a Vitesse I'll have to give it some more thought once my Vitesse is up to being used on a regular basis when I can get an idea of it's cooling capability - maybe a flexible / mesh cable / lead (e.g. battery earth strap / lead) between the radiator & chassis to conduct the heat whilst avoiding vibration?

I do however have some (non-scientific) thoughts on electric-fans (as fitted to my Spitfire & Herald) which I'd be grateful if you'd share with other members via your column for their consideration and input:...

With BOTH electric AND mechanical fans fitted (& the electric fan not powered/engaged

electronically) I've noticed that if I rev the engine to around 3-5,000 RPM the electric fans are 'induced' into revolving with the mechanical fan, presumably with a smooth flow of air. Given this observed 'fact' could any (more knowledgeable) reader confirm my suspicion that, on a car fitted with both electric & mechanical fans, the overall maximum air-flow will in-fact be REDUCED by turbulence at low engine speeds when both electrical & mechanical fans are operating inline but at different revolutions/flow capacities? (I attempted to confirm this with my improvised air-flow meter but I couldn't get a reliable reading from the sheet of paper dangled behind the radiator!)

Thanks again for taking the time to contribute to us - it's much appreciated!

Cheers,

Simon (hopefully to be back on all six soon)
88/23929.

Simon has raised some interesting points, if anybody can provide an insight then please let me know and I will include in the column.

With autumn just around the corner it's good to look back at a couple of Triumph shows which took place this year. The first one was the main southern spring event, the South of England Meet, (SEM) back in May of this year.



Picture 3.

After this year's long and cold winter it was a good opportunity for us Triumph owners to get our cars out and go to this spring meet, *Picture 3*. I did not judge the Vitesse this year and instead did the saloons, it was just my luck that



Picture 4.

as soon as I picked a suitable 2000/2500 than the owner left! Hopefully Del Skates with his Blue 2500 Saloon got his plaque. The small

Marque Day at Prescott on 23rd May. The day started as it meant to go on with wall to wall sunshine, with the classic late spring weather



Picture 5.

saloon was an easy win by Andrew Burford, our small saloon Sec, with his superb Toledo. Back to the Vitesse: it was interesting to see as last year the 1600's won both 1st and 2nd and it's good to see the 1600 is at last being appreciated. The later 2 Litre models may be faster but the 1600 has the grace and charm 52

making it just right to drive your Vitesse. With the Prescott site located in the glorious Gloucestershire countryside and with the trees just in full bloom, the setting could not have been bettered. Mary and I had great fun taking SUT up the hill climb. With the good weather, all the Standard Triumph models to see and the sound of those engines bouncing around the hills it made for a great day out for us all. I have included a couple of pictures. Picture 6 shows Dave Austin's blue Mk2 2 Litre Convertible which he restored himself looking fabulous in the bright sunshine. Well done Dave on an excellent restoration.

The final shot, *Picture 7* taken by my wife Mary, is a view of the track with a red Mk2 2

of the original model. So on to the winners - Clive Bergman with his Red 1600 Convertible, OGC 71D, came 1st, *Picture 4*, and Brian Chapman with his Green Saloon, 443 VKO, came a very close 2nd, *Picture 5*. Well done to both. The judge for the Vitesse this year was Colin Hannay who is an expert restorer, long term club member and I fully agree with Colin's choices.

The second event was the Standard Triumph



Picture 6.

Lite convertible, BPF 92H, looking the business between a TR5 and a TR4a. Incidentally the TR4a is owned by Ron Rumens a very distant relation and TR Reg member. Hmm - must be something in the genes!

Finally thanks must go to the organisers of both the SEM and the Standard Triumph Marque Day, thank you for all your hard work putting on these shows.

That's my stuff for this month.

Safe Driving and keep them running on all Six.

David.

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Picture 7.

BOND EQUIPE Register

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Guy Singleton

Stafford 2010



We had a wet run up to Stafford on Thursday evening towing our Biod caravan and, for much of the weekend XUL was busily welcoming visitors to the event.

On Friday evening Mike Carter made a grand entrance with his 2 litre coupe – which he has recently got back on the road – on the back of a recovery truck! He managed 10 miles then the rest of the way on the truck – all for the sake of a rotor arm!!

Mike had replaced all the consumables including the rotor arm but, as is now only too often the case, the replacement rotor arm failed. He has now bought one of the red rotor arms sold by the Club shop and hopefully this will keep him going for a long time.

The car is a very late coupe and is in original unrestored condition – and indeed it came 3rd



in the Unrestored class in the Concours.

Whilst on the subject of the Concours, Ron and Josie Winstanley's 2 litre convertible was 'Best





be owned by our esteemed Herald 13/60 Register Secretary, Derek Giles and at that time it was Cherry Red - and then primer!

Daniel has carried out a lot of floor repairs and re-sprayed the car. It was good to see it again, and great to witness Daniel's enthusiasm for the car.

Bond' and the runner up was Daniel Faulkner's 4s. Some of you may recognise the car – although not perhaps the colour – as it used to



Other Equipes at Stafford were Andy Belcher's 4s, complete with the trailer to handle his camping gear and Bill Pound's 2+2. (Below left) Unfortunately I did not get to see Bill but I really hope he had a good day.

On a technical note, as mentioned above, in common with all

the other 6 cylinder cars, many new replacement rotor arms are poor quality - see Dave Rumens' Vitesse article in the February 2010 edition of the Courier.

One should always carry a spare and it is well worth buying one of the new Red ones – guess what I forgot to buy at Stafford! – too busy buying Spitfire floors and sills. In due course these will no doubt appear in Suzie's Spitfire pages.





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Hugh Glossop



The Purple Beast

Well we have an article from one of our esteemed lady members Sarah on her TR7, thanks muchly, I notice Derek isn't mentioned with the latest bumper fiasco!!!! Any other lady owners wanting to write anything would be most welcome, it's nice to hear from the better looking side of the fence, so over to you Sarah.

Hi my name is Sarah and for my 30th birthday in Mar 2008 my husband bought me a TR7. In September 2008, he wrote here in the Courier to report on his lack of progress and also how I still hadn't had my birthday prezzie!

By September 2009 he had sort of delivered on his promise and I did get to drive my own TR7 taking all my friends for short trips and having a whale of a time, finally taking it to Tredegar House car show to show it off.



Unfortunately she didn't make it back from the show as the float needle in the carburettor jammed shut and we had to come home on a truck.

Due to the winter being imminent, hubby decided now would be a good time to complete the restoration with a paint job, a week was taken to transform my Technicolor dream into a Cadburys chocolate purple reality.

Little did I know that the rest of the refitting would take another six months?



Today with only a week to go before this years Tredegar House show, she's finally finished and I can enjoy her for the summer. Hope you like the pictures they've been a long time coming.

Cheers

Sarah



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



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



C.A.T.S. getting involved

This Month Chicks and Triumphs have been involved in three different events. Don't underestimate yourselves!!!! You play a very big roll in getting involved and enjoying yourselves, from getting your men folk ready for the latest fancy dress and lending him your make up, Oh joy!!!!!!



Clint and Pardner (Kieron) shooting the A6 Run for charity

Helping the kids to get involved even producing the next generation of Triumph enthusiasts, to giving your old man up to date and state of the art polish, dusters and shampoo & conditioner? Oh Yes!!!!!! You do with the cheapest shampoo from the pound shop so The Triumph can be pampered with



**Hannah & Holly in Annie
Get Your Gun A6 Run for charity**

Shampoo & Conditioner, Show Shine, Real Chamouis leathers, Detailer and Posh Chrome Cleaner that smells of lavender.

The Bling department is worth a mention too C'mon fess up???

Who has skimped on an engagement ring so they can spend money on eBay or the club shop on a stainless steel exhaust or Bling for under the bonnet or seen their lovely wives off to work so they can take delivery of four shiny wires at a cost of £150 each and try to sneak them onto the Triumph under the pretence they didn't cost all that much?

Chicks all over Triumph World can you relate to any of the above?



**I really love, I really love, I really love
My Suzy Q**



**Triumphs cutting the grass at
the International**



Women can do it too!



**yawn yawn there not dressed to
party are they???? even
Bumble Bear is dressed for bed!!**



**Time to drive up the apple and pears
Ahhhhhh (getting married next May)**



**3 Tom Cats looking more than
comfortable wouldn't you agree**



**That's the only silver I'm ever going to
win being a Man City Fan!!!**

TECHNICALLY TALKING

by Hugh Glossop



I Need my bumps felt!

This is a tale of a problem in a Rover V8 3.5 engine, I'll not mention the car as I have been asked not to, suffice to say that it was fitted to a Triumph and that it drove the the person concerned almost to the point of madness.

What actually happened was the engine concerned ran perfectly at tickover and revved fine to around 2500 rpm at which point it started misbehaving, loosing power and drinking fuel at the rate of around 8mpg (ouch!), it also made no strange noises at all.. I was consulted on what was wrong, and suggested carburation, timing or camshaft, not necessarily in that order, to which I was told the cam had been replaced 30,000 miles previously and that was out of the question. The owner of said engine then fitted a replacement distributor, at vast expense, and the engine would not run at all, due to the distributor being timed incorrectly, with this sorted it ran fine at tickover and had all the old rough running problems and fuel consumption problems return, convinced it was the CD175 carbs he again, at vast expense went out and bought a set of HIF44 carbs and manifold and fitted them and although slightly better still drank fuel at the rate of 8mpg and ran rough, at which point he cried enough and replaced the engine, with another second hand unit., I acquired the old unit as a spare for the princely sum of £10.

Having sat in the shed for a several years, we needed a unit to rebuild to do a straight swap into another car so it was not off the road for too long, so the engine was stripped, the crank

was quite useable and standard in size, but will be ground anyway, the bores were on the usable side with just a hone but again will be bored to 20thou oversize and some 9.75-1 compression ratio pistons fitted..

But when it came to the camshaft, the words horror story are not adequate as a description!



All the lobes were worn with one completely round, producing just 11 thou lift!, this must have been causing all the running problems as it was completely messing up the mixture as the revs rose and the cylinder concerned was just being dragged round by the others.

And one of the hydraulic tappets which should have a flat looking base, actually had a 2.5mm dish! And most of the others were worn quite badly as well.

I spoke to the previous owner of the engine and it turned out he had only done one oil change in the 30,000 miles since the cam was replaced using 5w-30 long life oil!, so the moral of this article is if you run a Rover V8 and you need it to last, change the oil regularly every 6,000 mles at most and preferably every



4-4500 miles, and use a good quality 20w-50 as the hydraulic tappets were designed for this weight of oil, which is what I do on my own car.

Hugh

Which Alloy Wheels?

Hi Hugh

I'm after some alloy wheels for my 1980 Spitfire 1500 and I've been offered some from a Herald 13/60 and some from a Vitesse.

Both the vendors say that they will fit my car which has 5.5/13 wheels on at the moment – could you confirm that they will fit?

Thanks for your help and I appreciate the help and advice that you both give in the Courier.

Regards

Chris Hartley

Member 96/54043

Chris

Both the Herald and the Vitesse have the same pcd and will fit.

For info other cars you can get wheels off include TR7, MGF and Lotus Elise mk1, all of which have the same pcd

It might be worth looking at 14 or 15" wheels these days, the choice of tyres is better.

One of our Spits uses 14" minilites with 185/60/14 tyres which are the same diameter as the original 155/60/13 so there are no speedo calibration problems, look at the white car in the Abingdon MG ad in the Courier, its our car.

The other uses 15" MGF wheels and 195/50/15 tyres, again no speedo calibration problems.

Both the wheel size increase allow for future

brake upgrades such as 4 pot calipers and vented discs on the front, where the 13" rims generally cause problems (some fit and some don't!)

I hope this helps

Hugh

Hugh

Thanks for the info. Just another quick question, is it true that Dolly Sprint wheels fit if some metal is filed off the front callipers?

And if it is true, is this a safe/easy thing to do?

Thanks again

Chris

Chris

It's true Dolly Sprint wheels have the same pcd, the problem is as you say the calipers, and what is worse the rear uprights.

On the front, some need grinding on the outside corner and 5mm spacers as well (depends on individual car)

On the rear it catches the top corner of the uprights and this needs removing and spacers fitting to quote Derek who put a set on his Spitfire "never again" also you need the early Dolomite sleeve nuts with the 3/8unf thread (most are 7/16) Rimmers are the only suppliers and they are around £4 each! and wheels **Never** come with the nuts.

I personally wouldn't bother, it's a real pain. Also beware of TR7 wheels for the same reasons and some have the wrong offset and will foul the body.

The only other alternative is Maestro / Montego wheels but that entails changing the wheel studs to M12x 1.5, which is not a bad idea anyway as it stops the weedy 3/8 studs snapping, done this on all three of our spits using Freelander studs (p/n CLP9037L) from landrover specialists together with a set of nuts from Performance Wheels on e-bay

This combination of studs fits the MGF, Minilite, Montego and standard steel wheels using a standard 60 degree taper nut

Hugh



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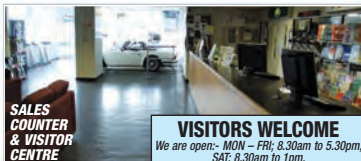
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Readers

Write . . .

Another side of Stafford

Did you notice that Stafford town was unusually busy at the weekend of our Family Show. There were at least three big events around the town, which made accommodation scarce. The weather forecast was not very promising for the Midlands, so my wife Wendy, and I, opted out of camping for this year, and in the preceding week started looking on local web-sites for somewhere simple and cheap.

It looked like a nice little B&B in central Stafford, with parking. We arrived just after eight and Wendy went to ring the bell. No reply. Knocked on the door. Still no reply. Rang the bell again, listening to see if she could hear it. Yes it did work ! Eventually the door opened and a head appeared around it. No body, just the head. "We've got a booking here for the night". "Ah" said the head, "She's out", she being the owner. "You'll have to go up to such and such hotel", (I forget which), "they're dealing with the bookings". The door closed. Wendy walked back down the path when the door opened again, and the head re-appeared, this time attached to a body, full frame, wearing nothing more than a pair of very tight Y-fronts. He came out of the front door to explain where the hotel was, "It's where we pay our rent". Accompanying him out of the door came the densest waft of smoke from something or other. Not sure it was all

tobacco. Armed with his directions and an instant impression of this B&B, we departed. "Give that one a miss, shall we?".

So there we were, 8:30 at night, no accommodation and seemingly not much hope of any.

We drove out along the Uttoxeter road, past the Show Ground to look for pubs with rooms or other B&B signs. The first two were fruitless, the next two full up. Panic set in, but one of the pubs did suggest a farm that did B&B. So we tried it and were lucky – for one night, Friday. This accommodation was excellent. A bed you just sank into, stars – yes fluorescing stars dotted on the ceiling, the best possible nights sleep and what a full English next morning. The owner and my wife, Wendy (a retired Headteacher) found they had a lot in common and set about putting the world of education to rights. Additionally contact had been made via the B&B grapevine for accommodation for us for the Saturday night. This turned out to be another farm at the end of a track that isn't even on our maps! Utterly peaceful, comfortable, and another full English that lasted me all day. So there you have the tale of our Stafford weekend, the moral of which is that there is some excellent accommodation on the rural roads of Staffordshire, all for less than £50 per night for two, with full English breakfasts. Give them a try next year.

Despite having our phone number, smokey and the bandit have never phoned us to find out why we didn't turn up!

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TRADE News

For entries Tel. **01858 434424**

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

by Gary Bates

TRGB Annual Autojumble

Dear Triumph Enthusiast,

Just a quick line to tell you about the up and coming **TRGB AUTO - JUMBLE ON SATURDAY 30TH OCTOBER** at the TRGB site, Long Drove Somersham, Cambs PE28 3HJ **01487 842168 WWW.TRGB.CO.UK**

If you are an annual visitor to this event then you will know what great fun it is.

This is a real TRIUMPH social event and a chance for all of our customers to meet each other and have a chin wag over a coffee and a bite to eat.

Talking of a bite to eat, this year we have a **FREE HOG ROAST!** Starting from 12 noon. Although it is free only one portion per person please. (don't pig out!! PIG OUT ha ha get it! Ok please yourself)

This year's raffle prize is £150 TRGB gift voucher, to be spent anytime during the next 12 months at TRGB. The raffle is FREE, one entry per adult, (terms and conditions apply) we would however very much appreciate a small donation (say a pound or two) to E.A.C.H. (East Anglia Children's Hospice.) which I think you will agree is a very worthwhile cause. TRGB will make a donation equal to all of the money donated on the day - so go on - put £10 in and watch Gary's eyes water!

This year we are also pleased to announce that our friends from **ROBSPORT** will be attending and cramming as many TR7/8 and STAG spares into their wagon as they can. If you wish to pre order any items from them (**AT SPECIAL PRICES!**) contact Simon at Robsport on **01763 262282 WWW.ROBSPORT.CO.UK**

This year to give an added twist we have a stag that we can "break on the spot" so bring your spanners! It is an original V8 manual with overdrive. Robsport will be on the spot to lend a hand!

We also have a Herald Estate that is "just too good to break" It is a low mileage car with an exceptional bonnet and perfect trim. I have to be honest and say that I have had this car for sale for many months at £1500 with no takers. Everyone who sees it tells me how cheap it is but no one BUYS it!

A "BEST AND FINAL" bid will therefore take place on the day of the autojumble. If you wish to bid the bid must be over £750 (my best offer to date!) You must place your bid together with your name address and telephone number in a sealed envelope. Bids must be in by 2pm on the day of the autojumble. You can pre-post a bid but you **MUST** mark the envelope with "GARY'S HERALD BID." No bids will be accepted after 2pm on the day. The highest bidder buys the car, delivery arranged at special rate if required. **ONLY** bid if you want to buy the car, the highest bidder will be read out on the day, full payment required within 7 days. Deposit of £100 required on the day. So you could get a £1500 herald for £750! **GOOD LUCK AND HAPPY BIDDING!**

As well as all of this we will have the usual stack of new and second hand spares. 10% off most new parts and **ALL** sensible offers accepted on our vast selection of second hand parts.

We very much look forward to seeing you on the day.

Gary Bates and team TRGB.



Paul Richardson©



Around the Summer Classic Shows

Summer classic car shows in my area of the East

Midlands were, again, a delight to visit because of the wide range of cars on display ranging from the Triumphs seen at the Pre 1940 Triumph Club meet at Rockingham Castle, near Corby in June to a full range of Standard and Triumph cars displayed at other local shows.

The pre 1940 Triumph Club meet was very well supported with a very interesting range of approximately thirty five Triumphs from early small saloons to the iconic pre 1940 Triumph sports cars and ever stylish touring cars like the Gloria range. There's something about the body styling on those pre war Triumph sports and tourers that's thoroughly eye catching for me. Graham Shipman, archivist and registrar to the club, has written his latest book on pre war Triumphs which he has compiled from details and black and white photos obtained from families of original owners the world over. This fascinating and unique book is a must for Triumph enthusiasts who appreciate reading user experiences of Triumphs in a bygone era and it can be ordered by giving Graham a ring on 01953 498180.

Throughout the summer months Triumph sports cars are regularly seen on the open roads in my area of the East Midlands either on day trips or on their way to local car shows.



**A Triumph Gloria at the
Pre 1940 Triumph Club meet at
Rockingham Castle**

At the Bourne show the Triumph marque was well supported with Roadsters, Renowns, Dolomite Sprints, Spitfires and the TR range..

The Stamford Classic car show on Sunday August 29th proved another highly successful event and this show is the largest in the area. The only disappointment was the cancellation of the Spitfire, Hurricane and Lancaster fly past due to the slightly blustery weather. The storm clouds and grey skies that persisted throughout the morning didn't put classic car entrants, or enthusiasts off, however, and the blue skies and sunshine throughout the afternoon rewarded all their efforts and enthusiasm (apart from a short shower at lunchtime that boosted pub takings in the town!).

'The Meadows' is a truly idyllic setting for the show on the edge of the town centre



TR3A of Allan Phillips

bordering the river. I arrived at the show early at about half past eight as I like to see the first arrivals among which was the superb TR3 A owned by Alan Phillips who's also attended the Bourne and Maxeys car shows with his TR. Seeing Triumphs and Standards at car shows regularly bring back memories of when company staff brought up aspects of their design during interviews. John Warren, export sales director of Standard Triumph, said of the conception of TR3A styling.

"The TR3A body alterations were made after our American importers and distributors recommended a new look by their suggestion at a sales meeting in New York that the TR3 front end should be re styled to generate a more modern appearance. As I was also a director of our American company, I took this opinion on board and discussed it with our management back in Coventry because America was the number one market place for our sports car. This resulted in the modelling and production of the wide radiator grill by our styling department which was very well received by the Americans and we named this car the TR3A with the A standing for America, which went down very well with our company in New York."

As well as Triumphs it's always a pleasure to see Standard cars at car shows which reminds me that company stylist Vic Hammond related. *"Were it not for The Standard Motor Company, the name Triumph would have disappeared completely from Coventry assembly lines. My very first job with Standard after the war was designing the body assembly jigs for the Triumph Roadster and this car was the first Triumph to roll off Standard's post war*

assembly lines. The production of Triumphs with Standard cars after that led eventually to the TR2 which formed a racy partnership when the Standard Eights and Tens I styled began taking the honours in rallies along side TR2's in your father's team. I enjoyed seeing the Standard name flying high because of my connection with the Eights and Tens, although I can't claim that the aero dynamics I incorporated in the design played any roll in rally performance." **N.B.** Vic's last phrase being one of many examples of his ever subtle and tongue in cheek sense of humour - and I've only just caught on to this example after reading through interview transcripts again.

I must admit that I always enjoy looking at Standard cars as well as Triumphs at Car shows because, as Vic implied, the Triumph story would have ended were it not for Sir John Black buying the bankrupt Triumph company towards the end of the war in order to use the Triumph name.

Members of the Standard Car Club had



Conan Lewis beside his 1924 Standard Kenilworth open tourer

travelled from near and far to take part in the Stamford show and provided an impressive range of some superb pre and post war Standards. First to arrive was Conan Lewis in his 1924 Standard Kenilworth open tourer. Conan also owns a Standard Ten which was driven to the show by a colleague. This Ten is a particularly interesting car because Conan's father bought it for him after he passed his driving test in 1983 and Conan has used it



Conan Lewis's family Standard Ten

regularly and enthusiastically for 27 years. He's had no mechanical problems with the car throughout the time he's owned it. He did however overhaul the engine whilst pointing out *"There was no problem with the engine when I decided to strip it down and rebuild it. I undertook the rebuild purely out of my mechanical curiosity."* Conan is so fond of his Ten that he intends keeping it in the family by passing it on to his son.



Paul Newsome with his 1926 Standard SLO4 Charlecote.

Stamford show. Phil bought his Flyer in 1983 and told me the ground up restoration took a bit longer than he anticipated – about nineteen years. Paul Newsome, ever enthusiastic Chairman of the Club, arrived at the show a little later in the 1926 Standard SLO4 Charlecote that he's owned since 1963 and Paul, like Phil Homer, regularly drives his Standard on the open road and enjoys entering his car regularly in classic rally events and I've bumped into him on several occasions over the years. The Standard display area also



Phil and Lynda Homer with their 1937 Flying Light Twelve drop head coupe that took Phil 19 years to restore.

As the Standard Car Club display area began to fill up Phil Homer Vice Chairman and Web Master of the club arrived with his wife Lynda, who's the club's secretary, in their very attractive 1937 Flying Light Twelve drop head coupe which Phil fully restored. Phil also drove his Flyer in the Friends of Llangollen Motor Museum Welsh Rally during the week before the 68



Reg Johnson beside his Phase three Vanguard

included a range of Vanguards including Reg Johnson's 1957 Phase three which he restored from a ground up restoration, and the Phase Three Vanguard was the company's first large saloon produced with monocoque construction. John Warren related of the Phase three when reminiscing about the many film stars and

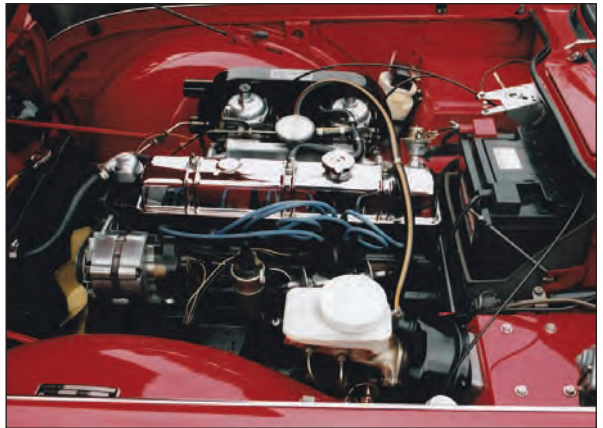
celebrities who owned Standard or Triumph cars. *"Many of our cars were bought by celebrities or used in films, and I remember mountain climber Sir John Hunt of Mount Everest fame decided to use three of our Phase Three Vanguard Estate cars on his Caucasus mountaineering expedition in Russia in 1958. Chris Brasher our famous athlete, who owned a TR3, was also a climber in that team and was present when I handed over the estate cars to Sir John and his mountaineering team at our factory in Coventry."*

The show was extremely well supported by Triumph enthusiasts with a full range of TR's, Spitfires, Heralds, GT6's and Vitesses on show, and the 1967 TR 250 owned and maintained by Dennis Patrick from Boston really took my eye. I walked round the car and couldn't find a single mark anywhere on the paintwork. It was absolutely immaculate with glistening bodywork, and the engine and all the surrounding under bonnet area was also pristine. Dennis bought this car, which is left hand drive (due to being imported from America in it's earlier history) in 1991 and decided to have the relatively minor bodywork problems put right professionally followed by a full re spray which brought the car to showroom condition. On the mechanical side the car was checked throughout and only needed a noisy rear axle bearing replacing during the two month period the car was in professional hands and after a full service and engine tune the car was on the road again. Dennis enjoys using his TR250 regularly on the open road and is a keen supporter of classic cars shows. He's covered 146,000 miles in his Triumph since he bought it and has never suffered any breakdowns with the car. This is due to the fact that Dennis gives his car a full service and check over annually in his garage at home which always includes 'the renewal' of distributor points, condenser and rotor arm as well as an oil and filter change, and he also carries out a full inspection on the brake system. Dennis informed me that that he won best car of show at Spilsby, near Skegness the



Dennis Patrick with his TR250 which was awarded 'best car in show' at the Stamford Classic Car show

week before the Stamford show, and has also won prizes with his car at other Classic car shows. Unfortunately, I had to leave the Stamford show at lunchtime due to a family get together and summer party where I was in charge of the barbecue. However, I was so impressed with Dennis' TR 250 that I decided



The engine compartment on Dennis Patrick's TR 250 - spotless

to ring him following the show to see how he'd fared in the show awards. To my delight his TR250 was awarded 'Best Classic Car in show.' – a truly fitting conclusion to this article.

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1500. Beautiful, well tuned to stage 2 with overdrive. T&T Jan 2011. Mohair top, Walnut interior, Stainless exhaust, Minilites, Viper alarm. Paint and wipers require attention. £3,500. Roger (Cleethorpes) 07900 987269.

1500 Everyday classic car, very reliable. New job mechani sale. Very solid, mechanically good, recent engine rebuild. short tax and test, offers welcome for quick sale £2,200. Timothy. (South Birmingham) 01217 776712.

1500 1979. Russet - MOT April 2011 excellent condition, new tyres, minilites, rechromed bumpers, chrome trim replaced, including handles, new interior, new exhaust and no rust! Viewing recommended. £3,999. Gary (Bromley) 07545 993327.

Herald



13/60 SALOON 1969. Dark Green. Original plus History. Show winning Car. Featured Courier No 312. New Carpets. Garaged. Used regularly. MOT Sept 2011. TSSC Valuation £3,250. Accept £2,600 ONO. Trish (Stratford upon Avon) 01789 295538.



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13/60 SALOON 1970. Tan interior. Green. 71,360 miles. MOT 08/11. Garaged. Owned 31 years. TSSC Ins value £2,600. Price £1,900 Including many parts. Billy (W.Yorks) 01274 780490.



13/60 CONVERTIBLE. 1967 Body off restoration 1994. Garaged, excellent condition. 89,000 miles from new. MOT July 2011. Club valuation £5,500 Price: £3,995. Meriel (Halstead Essex) 01787 460437.



1250 SALOON 1964. A1 restored body, chassis has some welding, under bonnet needs tidying, waxlyoled, 88000M. 2nd owner 23 years, good every day car. £2,650. Alfred (Dymchurch) 01303 874660.

13/60 ESTATE 1968. Blue 1296cc. This car was used regularly upto May 2000. Was MOTed, Tax exempt, and mechanically sound. Body needs attention. Kynaston (Birmingham) 01213 544056.

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Vitesse



MKII CONVERTIBLE project. Partially completed. Rolling chassis, bodywork, stainless exhaust. Not enough room to describe everything. Will sell as a whole or consider breaking. Call to discuss price. Rod (Petersfield) 07708 439980.

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Mk1 2000 track modified. Fitted with a 2.5 engine, heavily modified email for details. tomgibbard@googlemail.com MOT just ran out tax 07/11 Tatty but great track car £1,250. Tom (Spalding) 01406 380740.

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DOLOMITE SPRINT. 12 months MOT. Taxed. In good condition. Many new parts. Needs a respray. Carmine Red Colour. £1,950. Norman (Wigan) 01942 253868.

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MKIII - price lowered! Tax exempt, Valencia Blue, Brown/Black interior, T&T end October, Minilite Alloys, recent brake overhaul & underseal, ss exhaust. VGC. £4,995. Edward (Derby) 07791 165923.

MK 1 1968. Retirement forces sale. Sound car and good runner. 11 months MoT. Cumbria location. Ring me for full details. £5,000. Phil (Cumbria) 07790 205617

MKIII Spares or Repair. Good mechanically. Spax shocks, electronic ignition, Kenlowe fan. Bodywork requires a lot of

work. £800. Steve (Barnstaple) 01271 375719.



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

MKII 1969 White Selling my mk2 GT6 due to too many motorbikes! She is in great shape and will be sorely missed. Please email me for pics/info eMail: stuartf@hotmail.co.uk £4950. Stuart 07939 101952.

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SPITFIRE required. First ever Classic car, sound body/MOT required, prefer MK 3 Spitfire but open to offers. Price: £2,500 Contact: Kevin Staff (Norwich) eMail: Keyjstaff@yahoo.co.uk

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HERALD 13/60 Refurbished Chassis. Complete with Suspension, Back axle, Running Gear, Steering rack. £150. Also Vitesse Petrol tank VGC. £30. Buyer collects. C. McFarlane. (Coventry) 02476 471860.

COSMIC alloys 4 wheels 5J: Could do with blasting & repaint. Complete with centre caps & chrome wheel nuts. No tyres. Fit Vit/GT6/Herald/Spit. £120. Julian (Hanworth, London) 0208 8902499.

SPITFIRE MK1 Hardtop with Glass £55. Spitfire MK1 Chassis. Good condition. £75. Paul (N.Devon) 01237 473481.

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COMPETITION BITS. Sabelt FIA harness £30, Triple HS6 manifolds £50, Cobra Roadster 7 seat £30, one inch rear spring block, Five Revolution 6j x 13 alloys £80. Ian. eMail: horsfalli@hotmail.com

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SPITFIRE Mk3 sunvisors required to complete restoration, (preferably in black and with fixings). Alex (Liverpool) 07793 039765.

VITESSE / HERALD Towbar Wanted. I am looking for an original fitment towbar for my Vitesse Mk II. The type that goes behind the bumper, not the 'Watling' one. Neil (Suffolk) 01394 387296.

SPITFIRE Dashboard. I need an unmolested MKIV dash board, not a wooden one. Stephen. eMail: stephenh@talktalk.net

I am looking for an inlet manifold for a 2000/2500 on SUHS4 carbs (part RKC0127 fitted around 1974). With linkages if possible. Mark. eMail: mark.blease@ntl.world.com

WANTED - Rear hub puller and rear spring lifter suitable for Vitesse. Please email me with price and particulars if you can help. Thanks. NEV. eMail: glimmertwins64@aol.com

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

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e-mail: spitmk4and1500@tssc.org.uk

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Tel: 07971 017012 e-mail: international@tssc.org.uk

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Tel: 01302 850740 e-mail: concoures@tssc.org.uk

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CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

October 2010



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- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



Derwent Valley TSSC

present

**The Derwent Valley Bowl
2010**

This great event has now moved to a Sunday Afternoon
and it's
SUNDAY 10th OCTOBER 2010.

All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and
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For more information phone:

**Colin on 01773 531580 or
Roger on 07970 619149.**

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DE7 6FY.



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	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: 0772 999 7289	The Crown Inn, BARNBURGH DONCASTER. DNS 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRK GATE, 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 Wrioughton: 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
WYDEAN	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.
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DENMARK	Jens Konrad: 00 45 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS
	Soulis Papatthanasious 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

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



We would like to say a big thank you to the 27 Area Organisers that attended The A/O Road Show at Stafford International, it was good to see you all again. We discussed many topics and ideas and you should have received minutes of the meeting by the time you are reading this article.

The Road Show is a chance of joining in open discussion and banding about good ideas. What is important is that we listen? We had some ideas that were inventive, some ideas are for the good of the members and some for the TSSC as a whole.

We have to take these Ideas and opinions to the Council of management who are all volunteer members and indeed Area Organisers themselves and are there to represent the membership and see what would be cost effective or a good asset to our members and our club. So please keep your ideas and constructive criticism coming in

The Family International Weekend at Stafford was brilliant again this year with plenty going on from lawn mower racing, walking on water, dodgems, horse racing, pyjama party, concours, auto jumble, club shop, trade stalls, and valuations the list is endless.

May we say a massive Thank You to Event Organisers Claire & Nigel Hill for another fantastic event, and to all the volunteers that help to make Stafford a special event? Huge thanks goes to all the Areas that volunteered to help out over the weekend from gate duty, to valuations, judging, and running the Bring and Buy Stall, it just wouldn't work with out your help!!!

Derwent Valley will be holding their Annual General Meeting in November and all members are invited, Derwent Valley Area are strong believers that you contribute to your area as little or as much as you want so don't be scared?

Go along and have your say and enjoy the meeting. Remember we are getting to that time of the year (**December 31st**) when you need to be thinking about registering your Area and indeed Area Organiser.

Just a thought!!!!

Congratulations to **Dorset South** (Steve) you have won £50 in the Area Draw and **Central & West Scotland Area** (Gregor) £25 Voucher, please get in touch with Angie at Club H/Q to claim your club shop vouchers.

Cheers

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Due to the vagaries of the calendar I have two meets to catch up on this month.

It was nice and bright as we left home for the August meet and when we arrived at the White Lion we discovered a large

party in progress so, being dry we settled down outside. Only a short time later though, just as our meals were brought out, the rain started. We decamped into the large tent at the end of the car park just in time as the heavens opened. Of course, this was an evening that Graham brought his Spitfire out to play so he had a mad dash to get the roof up on it. We were pleased to see Burbage Bob too after not being able to join us for some months.

Unsurprisingly Le Mans was the main topic of conversation for much of the evening, Ed bringing some photos of the event, but talking about the extreme heat in France and the need for ice with the rain lashing down outside the tent was a little surreal at times.

Peter and Rosie had hoped to join us that evening but with the weather as it was we don't blame them one little bit, and they made up for it in September. Miss Anya Boltryk very kindly brought her mum and dad out to see us and sat at the head of the table fully alert and taking in all the Triumph talk. I'm sure other Areas may have had younger attendees but Miss B at 6 weeks old is definitely the youngest person we've had at our meetings and we look forward to seeing her again soon. Talk turned to Peter's search for baby seat straps to fit into the GT6 as the car comes together but did admit that it's not very easy to persuade himself to go out to a cold garage when he has such a captivating daughter waiting for him when he gets home from work.

We had a good weekend at Stafford again. Now that I'm working in Oxford, in order to save too much driving, I took the Biod caravan, Suzie & Molly dog to a small campsite just north of Oxford on Thursday morning then went off for a day's work in the convertible. After work it was then just a case of heading north again, picking up the van and continuing on to Stafford, saving the trip back to Cadley.

Guy

Next month:

9th October: Great Malvern Autojumble, Three Counties Showground

10th October: Malvern Classic Car Show and Spares Day

14th October: Regular meeting at the White Lion, Wherwell

24th October: Restoration show at NAC Stoneleigh

AVON

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Looking back to events in August, sadly we did not attend any of them personally due to continuing car saga from last month. Happily I have two volunteer guest reporters who did attend two shows and their reports are as follows. First Mick Hill and his summary of Hay on Wye.

The Avon area descended on the 30th Hay on Wye steam and vintage rally in early August 2010. The show itself is a one day affair on the Sunday, but the club make a (boozy) annual weekend of it. This year we had 7 cars, and 2 portafold caravans, including 3 Vitesse convertibles, 1 Spitfire, 1 TR6, 1 TR7, and 1 Stag. More importantly we had 19 people from the Avon, Cornwall, Gloucester and Worcester areas!

Having now finished our apprenticeship in field 2 we were promoted to a stand in field 1, which showed off the cars and caravans at their very best. Highlights of the show included the British steam land speed record car, worlds fastest lawnmower, a huge number of steam traction engines, tractors, vintage cars, commercial vehicles and motorcycles. There was even a real live helicopter doing flights around the Wye valley.

We are already looking forward to next years show, if you are interested get in touch - it'll be great to see some more people



ple there. Cheers Mick and Jude

Next is Mark Williams and his report on Stafford.

Stafford. The 40th birthday of the Stag and Toledo, lots of Stags and we counted 2 Toledo's. Only me camping from Avon area sharing tent with Rob. Pyjama party Saturday night and dodgems (good fun). Chris and Angie arrived Sunday for the day (had tea in my tent). Numbers down on last year and show not as interesting as the Herald 50th. But generally show not too bad and nice to meet up with old friends.

Not much to say about it really, (went in Jag, Vitesse still not ready)

Finally we move on to September's club meeting. As you may recall we turned this into a charity fund raiser evening. Tyler Wakeford successfully completed the Bristol half marathon on 5 September and still managed to get to the club meeting from Manchester the next day. Really, really well done. Tyler was raising money for Diamond Blackfan Anaemia Group UK. This is a small charity that supports families and patients with DBA which is a rare condition affecting approx 125 people in the UK. The condition means that the body is unable to produce red blood cells and patients are diagnosed at a very young age and require intensive treatment including regular blood transfusions. Tyler raised his target of around £650 in the marathon and thanks to the generosity of the Avon area, we raised a further £50 at the meeting with a quiz and a feely bag. Tyler won the quiz and Steve won the feely bag competition. If you want to find out more about the charity, visit www.diamondblackfan.org.uk

Finally, the White Vitesse is back on the road, the Green Vitesse may still make it to Goodwood and there seems to be a general theme of gearbox problems in the Avon area - must be a gremlin somewhere. Looking ahead, we may be putting together another club stand at Castle Combe. They have a charity day for the Stroke association in **October** and currently finding out more detail to let you know at the next meeting on **Monday 4 October**.

Jane

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Hello All. The major event of the month was, of course, the Stafford International. I felt guilty about going in a modern car for so many years and so made the journey up in the Stag, after all if no one takes their Triumph it wouldn't be much of a show. This meant I was able to get the car valued, something I had been meaning to do for some time. This highlighted the need for me to put the car on an agreed value policy. Currently the car is only insured for what I paid for it. This is some way below the value the car was appraised at. The show was, as ever, wonderful. I never fail to be amazed at the concours cars, the Herald hatchback looked really good (I want one!) and there was a very nice Courier van too. The party in the evening was also very enjoyable, with a live band, and a DJ. I also enjoyed the dodgems (although as the night wore on there was less dodging and more bumping going on).

Thank you to Nigel, Claire, Vivien, Victor and all those who helped and organised the international.

I have enjoyed reading about the 2010 LeMans classic in the Courier, and hearing about it from friends who went. I have been twice before but I now really want to make the 2012 event, something that will be much easier because of the TSSC.

The Stag performed nearly perfectly, doing the 330 mile round trip at over 30mpg. Unfortunately as I got out of the car after parking it I heard a fizzing noise coming from the engine bay. When I lifted the bonnet I was confronted with coolant filling up the V of the engine. My mind immediately went to the worst case...cracked block, or some sort of water pump failure. I was very glad to see it was just a heater hose that had split, easily replaced.

Carl and I also attended the classic evening, and the end of summer riot at the Ace Café. The riot was very busy indeed with American cars of every kind in attendance, I don't think I've ever seen the Ace so busy. I also went to the 'wings, wheels and steam' show at White Waltham, which also had an air display (they released balloons which the circling 'planes had to try and pop) and steam engines. There was also a huge turnout of American cars there too.

The next meeting will be **October 20th** from 8pm at the Squirrel in Penn Street.

Daniel

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A short report this month: as a group we are starting to move to winter mode! Classics were in evidence: a Sprite, the usual display of Stags being photographed, my Vitesse and Bob's Gentry. As it's starting to get dark earlier, we soon moved inside to the conviviality of the Duke's bar.

Several of you have booked up for the inaugural Hempstead Valley show on the 12th September and Duxford on the 19th. Too late if you read this in the Courier but meeting times are 9.00 am and 8.30 am respectively. No booking needed for Duxford, as usual.

I circulated during the evening and floated the idea of Christmas dinner! Yes, it's getting to that time of year. The suggestion of holding the event in January, as usual, at the Clifton Hotel Folkestone was met with general approval and Charles kindly agreed to do the leg work. More later when Charles will no doubt be collecting deposits. Belated congratulations to Dave and Belindy who recently tied the knot! As a present I asked them to prepare the quiz / entertainment at the Christmas do! They graciously accepted, although looked dejected that they wouldn't be allowed to win their own quiz!

Looking ahead, the week of the **20th-26th June 2011** is the Triumph 2000 Register National meet being hosted in our area. Charles is the main man and has asked for our help in setting up and hosting parts of the event. As a group, I'm sure we'd all like to muck in and help where required. The main events will be on the weekend of the **25th and 26th** so perhaps you'd like to mark your **2011** calendar accordingly!

As we move to the less busy part of the year I'm asking for you to look forward and think of runs and or events we could put on next year. Mark and Steve are going to host a "Drive it Day" event as they did very successfully this year. We will put on another Treasure Hunt and I am determined to visit Old Warden to see the Shuttleworth Collection. It goes without saying that the more people who step up with an idea of something to do or somewhere to go the more varied our Classic year will be. All for now. Regards,

Phil R



CHESHIRE . . . COVENTRY DERWENT VALLEY

TSSC AREA NEWS

CHESHIRE

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First, some words from John about the Silverstone Classic. Just to let you know, John's Mk 3 Spitfire had its holiday this year going to the Silverstone Classic.

Silverstone were celebrating 60 years of the F1 Championship. F1 cars from 50s to 70s raced on the track. John's Spitfire had to stay in the main car park with the modern cars unlike its owners who enjoyed seeing the 20s to 80s sports and saloon cars on the track. As well as cars there were motorbikes, an air display, funfair and many car clubs including All Triumph and Derwent Valley TSSC. Some Triumphs also in the races. Loads to see. All together a good weekend.

In between we've had Tatton and Stafford (well, some of us had both – someone apparently fell asleep on the Saturday afternoon). Tatton was well attended (again) on Saturday and the weather was good apart from a small shower in the early afternoon. I've not known a car show day pass so fast, I was talking to lots of people about all sorts of things (in several cases I was not doing very much talking myself) and of course investigating various characteristics of Heralds. On Sunday, with sunny spells forecast, Adrian and I drove down to Stafford in 'convoy' and joined Paul and Roger as soon as we arrived. Adrian had the GT6 valued and was pleased at the result, and it was suggested the GT6 should go and play in the concours section, but Adrian would have needed a Tardis to gain entry into that. Perhaps next year!

I've also noted that Adrian has been referred to as a 'Vitesse enthusiast' in the Courier, and that while his GT6 was winding its way back from the valuation area to the parking area at Stafford, a passer by was heard to observe that it sounded just like a Golf! We're still trying to work out if this was due to defective hearing, an insult, or a reference to the noisy exhaust which seems to have eBay as its next destination.

On a wet Sunday morning, Hark the Herald (a collection of parts which once were a 1968 Herald 13/60 convertible) was transported from his old home in Macclesfield, to his new home at Chateau Jones. My lady wife has suggested Hark should have a facebook page, so that should be up and running in the near future. The details will find their way onto the Cheshire web site. Initial investigations indicate much work to be done and parts to be acquired if Hark is to go back on the road again. Who do we know who has a 13/60?

Finally, some words about our monthly meeting. There was quite a lively gathering this month, and we welcomed Jonathon from Stockport who has a Herald and a Spitfire in his Triumph entourage at present. We talked about all sorts of things, including ultrasonic baths, rolling roads, and the list of missing parts for Hark the Herald. I also showed some pictures of Hark (most of the folk managed to stay awake) and of our recent runs out, Stafford, and so on. Curiously, as the last of us were leaving, two cars pulled into the car park accompanied by a third car with flashing blue lights on the roof. This was my cue to exit ASAP, but the new arrivals had effectively blocked the rest of the cars in.

Our next meeting is on **Thursday 7th October** at the Cock and Pheasant. Once again, your organiser aims to arrive between 8:30 and 9.

Henry

COVENTRY

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I noticed the leaves beginning to change colour on the apple tree in my garden this morning, autumn is here. Despite a promising start to the summer in May and June, July and August have not been great for convertible cars! However, we have had a couple of good local events this season; notably The Fillongley Show, and the Coventry Festival of Motoring. The latter show was very well supported, with over 700 vehicles assembled in the War Memorial Park in Coventry. Our Coventry Area has a local TSSC stand, which attracted half a dozen Triumph cars. There was the 'run' through Warwickshire's leafy lanes, taking in Kenilworth, Balsall Common, Bentley, MIRA, Bretford, Baginton - arriving back at the park mid-afternoon. Despite prolonged rain showers, it proved to be another successful event. It was great to see so many excellent cars on display.

We had a fair turnout at our last meeting at Bull & Butcher in September, with 4 cars and 13 folks in the snug bar. Unfortunately, the colder evenings and fading daylight means that summer is over and we will be indoors until the Spring. I look forward to seeing you all at our next meeting at The Bull and Butcher, Corley Moor, **Tuesday 5th. October.**

Kevin

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Hi All. It was another respectable turnout this month considering it was still school holiday time here in sunny Derbyshire. It was also good to still see a good showing of Triumphs in the carpark, including 2, yes 2 prize winners, Well done Mike Mayfield (I think we are going to have to apply for planning permission to extend the trophy cabinet!!) and also Gary Flynn who took time out from his very own grand designs project to come and see us. Also well done to Steve for the work on his TR it was looking very resplendent in Daffodil, I think it looked very smart and will certainly catch the eye.

The entertainment was another quiz this month produced by yours truly. It did involve much head scratching and a few choice statements but I think a good time was had by all, and well done to Mike, Bill & Richard who were top banana.

Just a few general bits and pieces, We are looking at starting all future meetings at **7:30** to make things a little bit more flexible for everyone but still the same format will remain.

It's the time of year when the AGM will soon be upon us, and as we have had a good year this year we would like to offer a thank you to all our members so to those who come along to the **November** meeting the the first drink of the night will be FREE, yep that is correct your eyes aren't deceiving you the first drink of the night will be on us.

Probably the most important notice though should be the date for your diary, its the return of the Infamous '**Derwent Valley Bowl**' the date is now confirmed for **Sunday 10th Oct** from 2:30 pm there will be a buffet provided @ £4 per head so if you are interested in testing those skills that you never knew you ever had then please come along and join in the fun.

In the immortal words of a certain cartoon character,

'That's all folks!!'

Richard



DEVON

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August Club Night at the Star was again well attended. Only 9 cars in the car park but of those, 2 were new to us and both were Dolomites! After an absence of two years or so, during which time he and Emma married and produced daughter Holly, Richard from Axminster arrived with a newly purchased Dolomite. It was lovely to see them all, and we have already lined up 6 month old Holly as a possible partner for Robbie (now 2) in years to come. The other new Dolomite was even newer, having been purchased by Mark B in London only two days previously and driven home. Dan's Spitfire was there, along with Dad Steve's Stag, Allan's Vitesse, Grahame's 2000 estate, Colin's 2000 and the TR7s of Steve and Julie. Julie told us hers received a lot of attention at the recent TOWC show at Paignton, being the only TR7 there. Marc's 13/60 has now passed her MOT after a couple of failures so he will be back on the road soon. Devon cars were out in force at local shows in August, some at Hennock, the Vintage Rally at Kingsbridge and at Forde House, Newton Abbot. This latter one was held in glorious sunshine with a good turnout from the Club including Chris Dodds' Vitesse sporting a new hood & hood cover and carrying 3 Basset hounds; our 13/60, the 3 GT6's of Brian and Chas & Dave, Allan's Vitesse, Dan's Spitfire and Steve's Stag. Gerald was there too only 4 weeks after his heart surgery and looking forward to driving the Vitesse again soon. Our Stag had got a good soaking the previous day at Sorley Green and was sulking in the garage before her trip to Stafford. Altogether 15 adults and 4 youngsters made the trip up. We joined Dan, Mathew and Steve to drive up on the Friday, with the Treleavens riding shotgun in the modern. Shaun B was there with his modified Stag and Paul B came Friday too, with Ian's Herald coming up with Allan's modern on the Saturday. We did not go home empty handed either, with Dan taking third place in the Cruised & Used with his '2 tone Jaguar yellow' Herald Estate, and Paul was awarded third in the 2000 category. Well done to them both. Devon's corner in the quiet camping area was enjoyed by all of us, with Colin proving a master BBQ chef.

Steve Wilkinson reports - "North Devon have been busy in the last month with a visit to Torbay Old Wheels by John & Joan in the Vitesse and Glenn & Trish in the Spitfire, and joined Somerset on their stand at Norton Fitzwarren. We had a good turnout of cars with a Vitesse (John & Joan), Spitfires (Glenn & Trish and Steve & Sharon W) and a Roadster (Peter Clarke). We then had our most local show at Ilfracombe, John & Joan hardly need to start the engine as it's downhill to the seafront! It was a good show for Triumphs with the usual suspects in attendance with Glenn bringing along his latest purchase, a 1200 Herald Estate as well as the Spitfire, J&J in the Vitesse, Steve & Sharon W in the Spitfire. There were also 3 very nice TR's and last year's show winning Triumph GT6. It was great to have Don join us for the first time in his splendid White Spitfire MkIV that was being restored in April but he's only just started using this year. The 3 Steve's (T, K and W) were in attendance as well as Sharon, Dave & Kay, and Glenn & Trish. 2 TR7's, a Spitfire MkIV, Herald Estate and 2000 were there so it was pretty good on the car front. It was nice to meet Don for the first time, he was only able to be there for half an hour but good to see another new face."

Thornfalcon show at the beginning of September was an

TSSC AREA NEWS

opportunity to meet up with North Devon and Somerset members again. 6 cars left Exeter together, 2 Stags (ours and Steve's), Dan's Herald Estate, Brian's GT6, Allan's Vitesse and Ian's rejuvenated 1200 Herald. We joined 3 Somerset cars, and the 2 North Devon Spitfires of Sharon W and Ray at the Blackbrook Inn. The new venue for the informal show was a great success and we look forward to next years. Maurice was going to bring the Spitfire but the weather changed his mind, and we look forward to seeing it again soon. Richard, Emma and Holly brought their Dolomite and Martin was there with his GT6. Russell, Kirsty & young Robbie met us there too, hoping to have his car back soon.

COMING UP

In **October** and **November** we have outings in the west Devon area, an opportunity perhaps for members from Plymouth and the surrounding area to come out to play! **Sunday 3 October** we will meet at 10.45am at the Rock at Yelverton - not the pub, the rock itself on the old airfield. A trip around the Devon / Cornwall borders with lunch at the Burrart Inn back at Yelverton. We have booked for 20 but make sure we know you are coming please. North Devon meet on **Thursday 14th** at Moor Lane Nursery Braunton and **October** Club Night at the Star is **Wednesday 20th**.

On **Sunday 7 November**, Rob Northcott is organising one of his brilliant Treasure Hunts, starting in the "police station" car park in Tavistock (it's probably officially called Bedford Square) and lunch at Betty Cottles, Okehampton. Meet there at 10:00am for a 10:30 start. Definite numbers for lunch will be needed before **1 November**.

We have changed the date for our Christmas evening meal - this will now be **Saturday 4th** so please make sure your diaries are marked. We will confirm the venue and email menus asap.

The show season is over now, but that doesn't mean our cars have to hibernate!

DEVON DIARY DATES

Sunday 3 October Borders Run - Meet Yelverton 10.45am

Thursday 14th North Devon meet at Braunton

Wednesday 20th Club Night at the Star Inn

Sunday 7 November Rob's Treasure Hunt starts Tavistock

Saturday 4 December Christmas evening meal (tbc)

Sue & John

DORSET SOUTH Tel. 07920 549474



Firstly I would like to welcome two new faces to the Dorset South group, Phil Brook with his 1200 Herald and Jack Bartlett with his 1967 Spitfire, hope you can make the September meet at the Red Lion, Winfrith.

Jacks spitfire was in attendance when I made the short trip up the road to Poole quay on the 20th of August for the Best



Dorset South Continues

of British display (see pic) good display of vehicles on display. Three Dorset South members made the trip to the Haynes motor museum on the August bank holiday in glorious weather. The museum is well worth a look round although I did notice there was no GT6 on display, could be a nice home if someone would like to offer them one? September sees the last flurry of shows before winter sets in (boo).



Sunday 5th September saw members of Dorset South join forces with the Wessex area for a joint stand at Bovington classic car show. A few black clouds and the odd spot of rain did not dampen a good day (see pics). Myself and Steve will be attending the Goodwood Revival on the 17th September full report in next months Courier.

Rob

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Due to pressure on space in the Courier magazine my reports from now on should only be 1/2 a cup of coffee, the fact is I have been on holiday and my daughter got married this month and of course the stag night. On another point, where has the summer gone? It is pouring down with rain and gone cold, it is as if winter has started early, where has the year gone? It only seems like yesterday I was talking about dusting off the cars. This show season we have had a few new members join us on our days out and to keep the fun going I will be organising a winter program including a weekend trip to the NEC for the classic car show 13th 14th Nov. I should be able to keep it to 1/2 a cup, if you want the full 2 cup version, you can sign up for our long running news letter, now in its third year. So with out further ado.

My office time has been a little tight this month so under Murphys Law both cars chose this month to play up. Tallulah (Spit) the power was going flat at 2500 RPM under load, it would rev well on the flat but just would not pull, this was fun coming home from Knebworth on the A1M /M25, then Theodore (TR7)

came out in sympathy, coughing and spluttering most of the way home. The only thing not changed under the bonnet is the distributor, luckily that morning the owner of a local firm specialising in ignitions was passing the Halfway house, saw the car gathering and dropped in with some flyers, this must be fate, so I took the distributor down to their factory in Basildon for them to test the distributor, the result was a new distributor as to be expected. This is now fitted and the car is running, all timed up, but getting this report out and the bad weather has stopped me from taking it out for a test yet.

Out and about - 14/15 Leeds Castle - 2 Heralds on the Saturday, little "Al" had starting problems but enjoyed the M25 and reached 70 mph, not too shabby when going. 3 cars Sunday 2 Heralds and A TC, one of the Heralds rear seat was in use by two adults, very cosy.

16th. Isle of Wight club - on holiday we dropped in to see the TSSC on the island and we were entertained by Pinkie fantasising about Carol's negligee get up at Stafford, she left him with his fantasy as he left early. I also went to Graham's lock up, a gold mine of Triumph bits and I would like to thank Graham for the screws for my Spit door lock.

22nd. Tewin - 5 cars 1 Herald, 1 Vitesse, 1 TC, 1TR7, and 1 Spit. We were short of Donna, who was not feeling well and Pauline was looking after her mum after an op. Janet gave a home to 4 cacti as she felt sorry for them.

30th. Knebworth - 7 cars 2 Heralds, 1 Stag, 1 TR7, 1 TC, 1 Vitesse, 1 Spit. Good day out but not as much car bits as previous years and the loss of power on the Spit that has already been mentioned made the journey home no fun.

4th. Buntingford - 1 car John's Herald, this was a show with a difference it was Herald in the high street with cars all the way up and down the street and a live band playing different types of music all day

5th Kensworth - 4 cars but only 3 Triumphs 1 Herald, 1 TC a Maroon one this time, 1 Spit an orange one, and an MG the Vitesse had not yet arrived, battery problems, was not going to play. The car park at the Halfway House, the meeting point for to day, was like a mini car show with Ferrari, Maserati, and old school Fords.

The Spit was sporting a new tow bar, camping kit.

Up and coming

2/3 October Ferneux Pelham festival

10th October Castle Point Canvey Island End of year show

17th October Club day at the Halfway House

24th October Charity auto jumble Navestock

Was it you?

Monday 2nd August White Stag at 8.43am junction M25 and A127 on Southend bound slip road. Thursday 12th August Red GT6, Freshwater Isle of Wight 10.40am. Friday 13th August Purple Spitfire, Binstead Hill, Isle of Wight, parked on drive with cover over it. Wednesday 18th August Arthurs Hill, Isle of Wight, Triumph Roadster, Gunmetal Grey 10.30 am.

Birthdays

11th October Me (Allan Jannaway) 21st October Donna Hill

22nd October Joe Hopkins

Allan

GATWICK

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Apologies that it has been a while since I put pen to paper (well, fingers to keyboard) to let you know all the activities in the Gatwick area, and it has been busy! I had great intentions



TSSC AREA NEWS

to put a note in the August Courier however the computer had other ideas as a virus hit it, thanks goodness we have friends who know how to deal with these!!

June was a month of events not only did we have a great meeting in June we also went down to the Biddenden Railway where David P, James and Anthony are part time train drivers. The railway day was a great day out with Colin & Laure, Malcom & Christine, Chris & Karen and us making the trip down to a lovely garden in Kent. The day was part of the Railway's fund raising activities for the NSPCC. The cars had a good run out too which was fantastic.

In July we had the 2 day event at Ardingly show ground for the Horsham Historic Vehicles. The weather was fantastic and we have over the 2 days 20 cars in the 'garage' They gave us a great pitch in the show ring and allowed us to put the whole 1950's garage set up out including the picket fencing & pelican crossing. We can do a good take off the famous Beatles album cover with it!

The BBQ we had Saturday evening was great and everyone who stayed enjoyed the evening funfair and beer tent!

It was great to meet new members and some old ones, we look forward to seeing you at the monthly meet.

A big thank you to David P & James who came along and helped make sure all the club stand & equipment that we bring to the shows had a new coat of paint and was looking good.

August was a quiet month with the monthly meet having a low attendance, due to holiday season however Cranleigh was really well supported with Thames, Surrey and Gatwick joining forces to make a great stand with lots of cars, so many in fact we parked them in triple rows. It was great to see the Standard motor cars there in force too. The day was a little overcast to start with however bacon rolls all round a cup of tea and we were set up for the day, as the day went on then sun came out and brightened up the day. Again a big thank you for all the help with the stand and putting the marquee and petrol pumps away at the end of the day.

And so it is now September with only 4 months til Christmas (I cannot beelieve it!!) so coming up in the Gatwick Garage calendar in **October** is the Scalextric evening, we were so enthused by last years evening we are actually going to have a race evening, so watch our for details by e-mail (our e-mail is pac@cottinham.wanadoo.co.uk) and in **November** we are hoping to have a film evening so lots still to take part in over the next few months.

Thanks to all who make the meetings and events a success by coming along and supporting the club and the area, if you have not been before please give us a call or see you at the monthly meet.

If you want a full calendar of events just e-mail or call.

Happy Motoring

Sue & Paul

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With barely enough time to catch up with the washing and sort the camping gear out we were off to Stafford for the international. Jane and I set off with the "big" tent on board and had a rather stop start trip along the motorway to the showground.

Having pitched and done a supply run to Asda we enjoyed the arrival of other fellow campers. The food vendors took care of our needs and the aforementioned supplies kept us from drying out. Saturday gave us all the goodies to enjoy from the show cars to the public car park and the auto jumble and traders.

All of which was given a good going over.

After a good feast from the bbq we joined the other pyjama clad revellers for the party and after a few more drinks we took to the dodgems to wreak havoc. Where else can you have a skin full of beer with your mates and then jump into a car and crash into everyone, great fun. Sunday gave us glorious sunshine and the lawnmower racing too. It was the first year we stayed on the Sunday night too and having been badly let down for Sunday night supper we cooked up all the leftovers and had another enjoyable evening, albeit with a lot less neighbours. We obviously had a great weekend but don't tell Bev.

Thanks to Clare and Nigel and everyone that helped to make it a very enjoyable weekend.

Our pub run to the Boat at Ashelworth Quay was a very wet affair. Any wetter and you would have needed a boat to get there. Jane and I had a cosy evening putting the world to rights.

The area bbq had a new venue this year Jane and Vince were very kind to offer us their home for the event. A visit on Friday had all the required goods delivered and the Saturday started with a swim in the pool followed by excellent food and company. Our thanks to Jane and Vince for hosting a great evening.

The last bank holiday before Christmas played host to the Tewkesbury Rotary clubs car show at Bredon cricket club. I didn't go but Paul's review of the day goes like this; Bob Randall went and slept in his MkIII Spitfire, Martin, Vince & Elizabeth, John, Richard, Clare and Paul all enjoyed a record turnout with over 350 cars on show ranging from a 1910 AC sociable three wheeler to the latest Ferrari and classic motorcycles too.

He also made a point about burgers, hot dogs, pork rolls and tea and cake. The proceeds were going towards earth quake victims supplying tents and supply packs. Fabulous weather and lots of interesting cars.

Thanks Paul.

Quite a busy month and lots of events enjoyed. Let's max out before the light nights are gone or is it already too late? Nah!

Andy

Events.

Saturday & Sunday October 2nd&3rd

Classic Prescott Hill climb.

Sunday October 3rd. A run possibly avec lunch.

Contact Jane for details

Saturday October 9th. Malvern Auto jumble and Auction.

Three Counties Showground.

Sunday October 10th Malvern Classic car show & Spares

day at The Three counties showground.

Monday October 18th. 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

The naff raffle at the October meeting was slightly more naff than usual! I'd inadvertently left the previous months raffle ticket stubs in the bag that we use to pull the tickets out of and they got mixed with this months, so we had lots of numbers pulled out that no-one had tickets for! OK so it was my fault I admit it! The good news for the raffle is that a branch of Poundland has opened up in my local town and they are a real-



HANTS & BERKS . . . HERTS & BEDS ISLE OF WIGHT

TSSC AREA NEWS

Hants & Berks Continues

ly good source for naff chintzy raffle prizes so watch out for some real naff prizes over the coming months!

The fact that it will soon be time to book an area Christmas meal was mentioned at the meeting, if anyone has any suggestions for a good place then let's discuss it next month and start to make some enquiries....

By the time this edition of the Courier lands on your doorstep, Mark, Carl, Beckie, Jason, Paul and myself from our area will be underway on the Round Britain Run which starts on **1st and finishes on 3rd October**. Sad news is that Bruce had to pull out as he's still having problems with his Saloon (Elsie). Now a shameless plug for sponsorship, if you would like to sponsor team 50 (Mark & Me!) then please go to the following site <http://uk.virginmoneygiving.com/team/RBRR30>, it's for a good cause, the mental health charity Mind. All donations welcomed however small as they all add up!

Keep an eye out in your local newspapers for the November issue of Practical Classics out this month. As I mentioned last month it will be featuring my car, from what I've heard on the grapevine there may well be a picture of me in the article as well with the car!

Andy

HERTS & BEDS Tel. 01582 750943 e-mail: peter.h.lewis@ntlworld.com

Been an odd month with guys on holiday etc, the Pub meet on the 23rd was a shy of people with only 11 on site, (guess that's due to the **4th Monday** being early this month) we decided to have the Christmas Dinner on the **3rd of December**, there's only room for 26 and we have 14 so far so you have to be quick.



Panshanger 1930 revival was supported by Pete, Jill, Audrey, Valerie, Ray, Alan, Paul, the lads in some bow ties and trilby hats, Ray's having a definite gangster look.

With the matching braces.

The alternative meet at the Chalkdrawers Arms Colney Heath was a success Andy the publican put on a free buffet...brilliant, thanks to the 19 who made the trip, this alternative Pub will be used as a trial on the **2nd Wednesday of the month**, if we want a buffet next time its £2 each...

Pete Fern took part in the CT auto solo and came second in class above some far better machines. Also he has fitted a 1500 engine into the Herald together with an overdrive 4-synchro box, but wasn't a total successful as the 'box needs attention so the old one has been swapped back in. He will also be doing the TBRR with Ashley and Bill Goodwin in **October**.

The pub Raffles are proving to keep the accounts afloat but we are always left with threats to give the fuel additive away. The 16 Duxford volunteers are all in place to help on the 19th and 7 traders are coming, will report on how we did next month.

On the 12th September we will have done a run out to the Secret Nuclear Bunker at Kelverdon Hatch, have to see how that pans out. This was on the message board and e mail, it's not easy to get feed back, hopefully I wasn't on my own. Hope to do a run to Tiggywinkles animal hospital on September 26th, meet up at Sainsbury's car park off A505 / Boscombe Rd Dunstable 11 am.

The next meetings at 3 Moorhens Hitchin 27th Sept, **October 25th November 22nd** and Chalkdrawers Arms Colney Heath **13th October 10th November** (that's if we continue this.)

See you all soon.

Pete

ISLE OF WIGHT

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

Lots of people and chat at the last meeting and some members over on their holidays found time to visit us, always great to see you.

Marcus and I went to Stafford this year, it was another great weekend spent catching up with rusty friends and old parts, at least I think it was that way round! Thanks again to Gloucester Area for looking after us so well. We called into the Coventry Motor Museum and the Standard Triumph Monument on the way home, a positively Triumphant weekend for us.

Carol was at the International too having towed her folding caravan for the first time with no problems on the way there, but the journey home, well that was an adventure she doesn't want to repeat. After a shredded tyre on the trailer, a phone with an almost flat battery and a spare phone with almost no credit, thanks to Angela and Graham on the end of the phone, the roadside recovery and the nice man at Red Funnel Carol, car and trailer made it back in the early hours of the morning much to everyone's relief. So, the Mile of Triumphs Carol???

Last Saturday was the Wolverton Manor Garden Fair. Five Triumph cars and a Triumph motorbike conveyed from Carisbrooke to provide a display at the show together with other classic vehicles of all shapes and sizes, the weather was not too bad at all and there was a great turnout overall. On Sunday more cars went along to the Morris Minor Rally at Havenstreet, not so lucky this time, a few rain showers to remind us of the British summer.

Well the show season is dropping off now, but here are the dates for the last 3 **Monday** meetings of **2010** at the Woodman Arms, Wootton: **18th October / 15th November / 20th**

WEST KENT



December – meetings are from 8pm, do come along and say hello it would be lovely to see you.

Regards

Tracy

WEST KENT Tel. 01732 743747
www.freewebs.com/tssc-west-kent/

Attendance at July's meet at the Cock Horse was again well attended, and yet again the small chassis car's triumphed! For once the Spitfires also got to the same numbers as the Vitesses. For the first time this year I was able to get there in my own Spitfire 1500 which helped the numbers, Alan turned up in his Spitfire 1500 complete with new sills that had been very expertly fitted by his local man in Kildown The shut lines are now excellent and makes his car a very near concours one. Also there in his white Spitfire 1500 (there's a trend here!) was Colin Hugh. We just need one or two more to beat those blessed Vitesses! Where are you Ian and David?

As I said earlier there was also a host of Vitesses courtesy of Chris, Colin, Steve and John - if I have missed anyone - I apologise. Del was a busy man during the evening doing some insurance valuations - of particular note was Chris Lilley's Vitessa, now sporting a spanking new spray.

Andy was not there in his Toledo this month, he has been struggling to finish his engine/gearbox overhaul in time for our planned sojourn on the Round Britain Reliability Run in October, as I write this he is now taking out his overdrive box having successfully rebuilt his engine, replaced the gearbox and test run the car only to find the overdrive he fitted was grumbly, he has sourced a good GT6 one and is now fitting that. My Stag is now back, complete with 'new' engine and I am now into the running in period - 500 miles up to 2500 revs followed by an oil change, then another 500 miles up to 3000 revs followed by another oil change - takes you back to the 70's!!

A new 60's style Diner has opened near Polhill and they hold classic car meets on a regular basis, they have two planned in September and I am proposing that our regular monthly meet relocates to the one on Tuesday 28th September. I will confirm this at the August meeting.

The website and location of the diner can be found here: <http://www.7hoteldiner.co.uk/7CarClub.aspx> It's address is: 7 Hotel & Diner, London Road, Polhill, Halstead, Kent, TN14 7AA - Tel 01959 535890 I am told the food there is very good if anyone wants to get there earlier.

Their menu is also on the website.



A small but distinguished gathering at August's meeting following the Bank Holiday Monday, waiting there to greet me was a member new to our area, Peter Watkins, from the Maidstone

TSSC AREA NEWS

area. Peter has been a member of the TSSC for 30 years on and off and had Triumphs for the last 20 years or so. He brought his current car, a very nice red Vitessa 2 Ltr Mk2 which he has had for the last 6 years. Having had a look at it, one of the previous owners seemed to have a chrome fetish since it had some very nice adornments around the headlights and on the bootlid which are not standard, nonetheless they seemed to suit the car very well. (See picture)

We were joined by Colin in his Spitfire and Anne who came with him, followed by David in his Spitfire and Tony in his modern car (but he does have a Spitfire!!) so together with my own Spitfire we outnumbered the Vitesses for the first time in many months.

Tony brought along an article of interest from the Classic Car Weekly paper which was about a picture library where 1000's of historic prints and photos are available for purchase – see www.motorgraphs.com

I brought along an article from the Telegraph motoring section comparing the WWII Supermarine Spitfire MK1 with the Triumph Spitfire MK1, one which is well known in our own Club and is recognised by its nickname 'Sybil' It was a nice article Guy/Suzie if you are reading this.

There was an animated discussion instigated by Colin concerning the introduction of Lead pellets into the fuel tank instead of using the more commonly used additives. The consensus seemed to be that a number of members had used these devices at no detriment to their engines. Personally I use a liquid additive in the Spitfire, although I suspect that a previous owner may have used the lead balls as I have never been able to find the rattle that I get from the fuel tank area during hard cornering!

Ann related her recent (mild) woes with her Hurricane, an exhaust problem in France on her trip to Le Mans and a knocking UJ that Frank resolved just prior to it's MOT.

Colin is doing the MSA run to Rockingham on **October 3rd** this year in his Spitfire – the same day, Andy and I should be finishing our Round Britain Reliability Run – fingers crossed! Tony recalled his journey on the Norwich Union Run (now replaced by the MSA Run) in a Lotus 5.

Talking of our entries to the RBRR both our cars are ready, we just need to do final adjustments and top up the fluid levels. My mate Graham has had his seat fitting and will shortly be driving it for the first time. We are having a meeting to discuss our driving strategy to ensure adequate breaks etc.

After discussion, we agreed that the next meeting on **28th September** will be held at 7 Hotel Diner at Polhill as it is their Classic Car and Bike Meet that evening. I shall be there when it starts at 6pm but members can arrive whenever they like as a 6pm start may be difficult for those unfortunate enough to be still working! The website address is: www.7hoteldiner.co.uk, their postcode is TN14 7AA

Steve

A Stafford report from Del -

Stafford's over! We had a good turnout there - Anne, Colin, John, Chris, and his mate are those I can remember at the moment. Rumour has it that Frank and Irene dropped in briefly en route to elsewhere. No Steve or Andy! Shame! Still got trouble with their engines?? (No - both mine are fixed Del, unfortunately I had to work over the weekend - people will insist on getting married during the Summer! - Steve)

Suffice to say that everybody that I spoke to had a good time. Fancy lawn mower racing? Or Zorbing across a pool of water



WEST KENT Continues

in an overgrown beach ball, just having a chat in the club-house bar, browsing a rather small auto-jumble, or just admiring other peoples' cars. And then there was the pyjama party disco on Saturday night. The band, as last year, was excellent, but some of the disco music not to my taste.

The Concours cars were truly excellent – but one wonders how far some of them are driven each year between shows. If I was in charge, I'd require a minimum mileage per year, identifiable by MoT certificates. But I'm not! I reckon next year that Colin will have an excellent chance in the Concours competition for his unrestored Spitty.

One of the nice things about Stafford is that I get to see and value cars outside the WK area, and can then give a good valuation for 'our' cars. At Stafford, they ranged from a £12k+ TR6 to, rather sadly, a Herald valued rather less than the member had paid for it.

This year Stafford town seemed to have a multitude of large functions going on all at the same weekend, so accommodation for those not camping was rather sparse. I was not flavour of the month when at about 8:30pm Friday night, Wendy and I opted out of our booked accommodation – read about it elsewhere if Bernie thinks it fit to print – and had to set about finding somewhere acceptable initially for that night and then Saturday too. Talk about falling on our feet – what we found was excellent, and will remain a closely guarded secret!

I've just finished a grand tour of the UK – well that's what it seems like, visiting family and friends – after Stafford came Leicester, Bradford, Kent, Cardiff, Kent, Leicester again, and finally Stamford. Perhaps soon, I can get down to some work at home.

Best wishes,

Del

LANCASHIRE Tel. 01772 469354
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Stafford was quite well attended by the Lancashire area, with thirteen of us camping over, and various members visiting for the day, Saturday or Sunday. It was especially nice to bump into Tom Mason who has been quite ill recently, and see him back on his feet, even though he is not quite right yet, he seems on the mend.

We were finally united with our flag at Stafford, after it had been on a world tour around Essex, thank you to Paul from Essex for bringing it to us.

Friday we had a chippy tea and then settled down to a boozy evening putting the world to rights, in our newly donated group tent (thank you Mark and Pam) which was fantastic, whatever the weather outside we were toasty warm inside.

Saturday was a gorgeous sunny day with most of the morning spent wandering around Bigley Hall and the various auto jumble stalls, with the afternoon taken up with a bus ride into Stafford itself for a wander around the town, and a gentle pint. Saturday tea was a barbi and a few drinks before getting ready for the pyjama party later that evening. We all disappeared at the same time ready to reveal what PJ's we had brought with us. A few of us had collaborated with each other and found out that Primark had been doing ladies all in one sleep suits for eight quid. I emerged in a all in one pink suit with a puppy dog

in it, Sid stepped out in an all in one green suit with pink and blue stars, which in my opinion was a little too snug in places especially when he bent over, (brrrrrrrr I still cant sleep with visions of that), and Pam in a all in one with a cow pattern, and to be fair she looked really good in hers. Stuart, Lisa, Clare, Simon, Mark, Dawn, Zoe, Mark and Cat all dressed for the occasion, with only one member BOOOO HISS not getting changed, but I wont mention Kevin Makins name, as in the very near future he may be writing this article, and I don't want to upset him.

The evening as always was the highlight for me with everyone enjoying themselves on and off the dancefloor and it would seem that romance was in the air as I found a certain married couple holding up a tree outside.oooooeeeer.

It was bloomin warm in those sleep suits and to be honest the last time I saw so much of Pams bra, she was carrying a couple of apples in them at the gymkana we had one year. I peeled off a bit, revealing a body that I can only describe as, well, imagine a fire at a candle factory, and your on the right lines

Another sport has been developed from last year, semi drunken dodgems as recommended by Kev Makin, I haven't laughed so much in ages it was brilliant, and definitely to be tried again next year..

Sunday was as always recovery day, with Stuart feeling a little more under the weather, than the rest of us, before setting back for home mid afternoon. It was Lisa and Stuarts first camp out with us and at the end of the weekend, she said that they had enjoyed themselves and we are not "posh" at all, I think there was a compliment in there somewhere.

I enjoyed Stafford as I always do but I did feel it was a little quieter than usual, and there was not as many traders, as previous years.

The end of August meeting was again attended by the regular members, and we had nine Triumphs on the car park, which looked really well and as we had our flag up let people know we were there.

As always we hung around outside, chatting until the light faded, and went inside to do this months quiz, unfortunately the muppet in charge, had forgot to bring the answers and is not bright enough to know them though he expects you to. Yep that was me, last month I brought the answers and forgot the quiz....time to stand down and let somebody with a brain cell take over.

After the non quiz we discussed up coming events, such as Hoghton Towers car show and a Sunday run out we are going to have at the beginning of October to a mystery destination, organised by Mark and Pam. There is also a treasure hunt to be held over the winter months organised by Kev Makin, watch this space for further details of that. Another weekend at Pickering as been requested to the same BnB we went to a couple of years ago, which I will try and organise for February, All positive stuff, which I'm sure the regulars will support.

The Christmas do will be again held at the Canberra, but this year its £20 a head, perhaps a little expensive, but we do get good food and entertainment. If anyone wants to go, if you can let me know as soon as so I can organise tickets.

That's all for now.

Kev

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



LEICS & RUTLAND Tel. 07774 276564

The International Family weekend attracted a large number of our area members and families. Eleven members plus family stayed over for the weekend and at least five members visited either on the Saturday or the Sunday. Several arrived early on Thursday and with work going on in the next field erecting stalls for the forthcoming horse show, we moved from our usual area of the camping field to join up with the small contingent from the Nottingham area. Caused some confusion as later arrivals wondered where we were.

A growing trend is the transition from people camping to staying in trailer tents, or caravans and motor homes. The result being, less people arriving in Triumph cars, which was noticeable both in the hall and on the fields outside during the weekend event. However, a great show, lots of traders and all our area enjoyed the weekend.

All our concours entrants came away with an award. Andrew Burford in the Small Saloon class, Neil Spencer with his TR, Wendy Spencer with her Stag, Dan Faulkner with his Bond, and Chris Gunby for Herald, Master Class and Unrestored.. Missed the presentations so not completely sure of all the results, but a great showing from our area.

This year the lawnmower racing was thrown open to members attending and places for a race on Saturday were sold on Friday Night. I bought a place but due to my work at the show, I passed it over to Andy (Stig the second) Muschialli who destroyed the opposition completely, and even upset the organisers by doing winners wheelies instead of handing over his machine. It was so popular that another race was organised for Sunday and Chris Gunby cruised to a comfortable win, so a double for the Leicester & Rutland Area. Rumour has it that Andy has visited Lawnmower Racing websites and has even enquired about second hand lawnmowers. Watch this space. Our own area mower in the race next year or at the very least, a deciding race between the two champions.

The Pyjama Party attracted some daring costumes, with Birthday suits and flashers amongst them. All too much for some of our more senior members who remained in their motor homes and had a great party of their own by all accounts.

The weather cancelled the Earls Barton show but the next weekend saw the area at the Shakerstone Family Festival. Great show, lots to see over the weekend, canal boat trips, train rides on the Battlefield line which travels just far enough to enjoy a pint going out and another pint coming back, and the Red Arrows display team to finish off the show. The display by the RAF Spitfire on Saturday was memorable and the sound of its Rolls Royce Merlin engine reminded me of my own Spitfire 1500. I wish!!

The results of our own Sunshine Rally were given to members at our September meet and with numbers attending about the same as last year, the financial result was excellent once again, and as I write this report on my laptop with the warm waters of the Arabian Sea washing over my feet.....

Forthcoming events being organised are a trip to either Stratford or Cambridge for a spot of education. The Mile of Triumphs and Churnet Valley clash on Sunday 26th September and members are attending both.

An area Sports Day along the lines of last year's very successful one sometime in **October**, once I have sorted out the hostelry for the evening meal etc. A reminder that the area AGM is on the **18th November** at the Red Lion, Huncote followed by supper and table skittles and the area Xmas dinner is booked

TSSC AREA NEWS

for **Friday 12th December** at the same venue.

I should have the menu for the next meeting so will then collect names.

Dave

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

We had a fantastic time at the International Weekend at Stafford this year with plenty of involvement and prize winning. We would like to say a huge thanks to all our members that came to Stafford and volunteered to help from gate duty, to valuations it was very much appreciated.

Congratulations to all our members that won trophy's in the Concours at the International, Ler, Spitfire MK3, Steve, Spitfire 1500, Paul, Triumph 2500 TC Saloon, Steve, Spitfire 1500, Pip, Stag, Gary, TR6, Nic, Dolly Sprint, and Martin, GT6.

Well Done!!! We are all dead proud of you. The pyjama party was brilliant (I seem to have an area full of cross dressers ahem!!!!!!)

By a large majority we have all voted that France will be the destination for the Area holiday **next August**, so we are now taking bookings but places are going fast so please let me know a.s.a.p if you would like to be booked into The Cider Press which is an absolutely fantastic place for a holiday. Check it out on the website <http://www.holidaysincombray.com> Dates are confirmed **13th – 20th August 2011**.

Please don't forget anybody that still hasn't booked for the Xmas Doo and would like to go it is on **December 4th** at the Meadow Croft Hotel Manchester.

We are also looking at maybe doing Goodwood next year we are not sure which is the best event to visit (all information welcome) so Paul Cotty is going to check out the website for **2011** so watch this space.

The Area meeting was well attended with 32 members present. Welcome to 2 new members Nick, with a very nice and unusual colour Green Spitfire (maybe you know what colour it is? let us know) and Herbie with a Red Herald Convertible. We hope you enjoyed the meeting and we will see you at the meeting/Auction in **October**

The October Area Meeting will be a little different from our usual format. We will be holding **"The Louise Mellor Auction"** in aid of a very brave and sick little girl. Louise aged 4 is the very beautiful little granddaughter of Janet and Pete Davies and this summer was diagnosed with Cancer. Louise is going through intense Chemotherapy at the moment and is getting lots of help and support from fantastic hospital staff, family and friends.

Members of Manchester Area would like to hold an auction to raise funds to send Louise on holiday when she gets better and thought this was a good way of doing it. The Auction will be held at the next meeting "Barton Aerodrome" 8PM Sharp. There will be a £5 entrance fee and will be payable at the door. All proceeds collected from this evening will go to the "Louise Mellor Fund" If you have anything you would like to donate to the auction, please can you let me know as soon as possible so I can include it in the programme. So please come to the Auction you never know you might bag your self a bargain as well as bring a smile back to a little girl.

May we take this opportunity to thank members that have contributed to the auction and to Claire Hill and Notts Area for your



MANCHESTER . . . NEWBURY NORFOLK

TSSC AREA NEWS

MANCHESTER Continues

fantastic contribution!

Dates to remember in **October**

Oct 5th Tuesday 8pm Sharp Louise Mellor Auction/Meeting.
Oct 24th Sunday 10am Little Chef car park Poynton, Goyte Valley Rally/Sunday Lunch at Beehive Inn.

Pip & Frank

NEWBURY Tel. 01635 868640
e-mail: dave.rumens@btinternet.com
e-mail: mary.rumens@btinternet.com

Our meeting at end of September was well attended despite being a dreadfully wet evening. Sean came up in his newly acquired Dutton, having sold his Herald.

Apparently it goes like a rocket, often travelling sideways (especially if Colin R is driving it!)

Here is Dave's waffle (report!) about the International:

As normal it all started at Waitrose car park in Thatcham. Dennis in 13/60 Estate was first, closely followed by me in the Vitesse. Ian could not make it this year due to other commitments. Dennis and I set off from Thatcham around 10.25 to leave enough time to meet Nigel in his TR7 at the Harwell slip road. Just as we were approaching the Harwell bridge over the A34 there was Nigel waving. As the traffic was heavy Dennis and I pulled into a lay-by just past the slip road to allow Nigel to catch up. Then we were on our way. Apart from the very heavy traffic all went well that is until we got just past the M6 toll. Dennis had an engine problem with the Herald which meant he had to be recovered home. This was after nearly a three hour wait for the AA! A big disappointment as we were within 20 miles of Stafford. Leaving Dennis to the recovery people Nigel and I carried on. There to meet us on site was Andy who beat us there in his Bond 4S with trailer. As the weather was blowing a gale and rain was in the air the normal bottle opening ceremony had to be left. I bet if Ian was there it would have still happened! To stop the gale blowing us away we set up the cars as a wind brake in front of the area we were going to erect the tents. This was just as well as the tents were trying to turn themselves into large sails and it took all three of us to erect each one! Luckily we managed to get them all erected just before a bout of heavy rain set in. After the rain had blown through it was off to have a walk around the site to look at the Triumphs, gets some food at the hog roast and then on to the bar just to make up for that lack of bottle opening earlier in the day. After that it was back to the tents where we were lulled to sleep by the sound of heavy wind and rain. The following day after breakfast it was off to the show and autjumble where we all bought those bits we thought we needed. In the afternoon I had both a Reg Sec meeting and an AO's meeting. In the evening we set-up the BBQs for our traditional smoky event. Just like last year the black clouds approached bringing with them heavy rain, but being British we weren't daunted. On went Nigel's storm coat, up went both Andy's and my own large umbrellas. We are all old hands at Stafford! Luckily the BBQs kept going and the meat was cooked ok. After that it was off to the bar where we talked of restorations, generally put the world to rights and met old friends. Last year we talked of TR7s and this proved positive as Nigel is now the proud owner of a smart red TR7. Next day dawned nice & sunny. After packing up we

all had a quick look around the show and then it was time for the home run. We all had a very enjoyable time and thanks must go to Clare Hill & team for a well organised event. Thanks.

Dave,

A few of us went to the Oxford Classic car show at Blenheim over the Bank Holiday weekend. It was good to go to a different event and see different cars. Our small group attracted quite a bit of attention as there were very few Triumphs there overall. It was a sunny, dry day and we were also able to explore the grounds and gardens.

We will meet in Waitrose car park NEWBURY ready for an 11a.m. departure for our mystery pub lunch on **Sunday 3rd October**. This is pre-booked only. Please make sure you have enough fuel – the run is about 20 miles from Newbury to the pub. The distance back will depend on where you live!

For the show at Dunstan Green, Thatcham on **Saturday 9th October**, we will leave the Frank Hutchins Hall car park (where we usually meet) at 10 a.m. and drive the 200 yards to the show together. There will be a charity collection on entry is you wish to donate.

Don't forget it's one of Sean's famous quizzes at the meeting on **27th October**. It will be general knowledge-based and definitely no science fiction questions!

Next meetings

13th and 27th October at the Spotted Dog starting about 7.30p.m.

Events

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

Here we are again, another Norfolk Report, doesn't this year seem to be racing by, perhaps its because we are busy? Over the last month some of our group have been out and about to such events as the Rougham Air show, the Lowestoft Classic Charity run, the Bletchley Park Museum and ("I'll zay ziz only wonce") the MG V8 Burlblers joint meet, Lavenham Rare Breeds and (oh sorry I'm saying it again) the MGOC Charity Run.

These sort of events are our bread and butter, but its nice to have a bit of jam with it occasionally, so special thank you to Pete Pierce of the TR Wensum Group for inviting us along to his Bletchley Park Run, where he had organised a personal tour guide for the group. The gentleman, a Mr. Jarvis had actually worked at Bletchley during the war and his role was, - "War Work". That's all he would say about it, however with regard to information about what went on at Bletchley, he was a walking encyclopedia, very knowledgeable and entertaining with an untold number of anecdotes. Thank's Mr. Jarvis and thank you Pete, a great day out.

The Norfolk Burlblers of MG V8 variety, invited us Triumph owners to their inaugural meet at the Bird In Hand on the 27th and some 30 cars turned up, of which 10 were Triumphs. Admittedly mainly TR's, the Bird being their monthly meeting place, but some of us TSSC lot were there too, including Adrian with his 6, Yellow John with his Spitfire, Andy and Linda with the 4A and me with my wife's Smart Car!! Yes I know its not my TR, that as already stated last month has been misbehaving (failed MOT) and now I await its delivery (+ bill), just what I need before going on holiday with the family!! But enough of the self pity, the Burlblers thought it a great turn out an were very welcom-

NORTH EAST . . . NORTHANTS



TSSC AREA NEWS

ing, thanks for inviting us Stuart, and yes we will be back.

Next month we have yet more interesting events on the agenda, so please check the web site.

This month we also had a new member join us, namely Ian Fox, with his Vermillion Spitfire, apparently that's a sort of orangey red(!), plus an old face, Jim, so welcome to you both.

I reported on last months events plus what's to come, but please don't forget the invite to the Quidenham Hospice Open Day (EACH), on Monday 13th September 1 - 3 pm and our resurrected MOT on the 24th - 26th.

During the course of our meeting Adrlan ran his DVD of our trip to Magny Cours, but unfortunately the Hotel had failed to supply equipment that would play the sound as well(!!), so although it is a very good DVD, it was spoilt somewhat by the lack of sound. However everyone enjoyed it, well that and our ad hoc verbal intercessions.

Adrian also had some bad news to share with us, as Linda has been in touch with him about Andy. Andy is in Addenbrooks, where he is recovering from a stroke. Linda is aware how many will feel, but has asked that contact be limited for the present, or until she has further news. Adrian or myself will keep you informed, but in the mean time our very best thoughts are with you both for a speedy recovery.

We did manage to finish this months meeting with a raffle and one of John's infamous quizzes, so thanks to Laurie and John.

That's all for this month hope to see you at one of the events.

Mark

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Hi all. Nice turnout again and a good few cars outside, very reasonable weather as well for a change. Good to see some new faces in amongst the regulars. First off, welcome to John and Margaret Keenan from Acklam, they have owned Spitfires since 1970 and currently have a collection of 5 in various states, with one of every version, plus an extra MkIII. Two are road-worthy and the plan is to complete the rest eventually. Our other new faces were Anthony and Sharon Hart from Stakeford, owners of a '71 MkIV Spit (good choice!) that is currently being restored. At the moment new floors and sills are being done, repaint in Tahiti Blue and the car ready for early next year.

Got to mention our International Prize winner. Parking in the hall to be with the few similar cars our hero inadvertently entered the concours. Considering the car hadn't been washed since its return from the Le Mans Classic, 3rd place wasn't bad. Someone did suggest that 3rd of 6 meant just above average. Still Chris Fish was a very happy camper (assuming he did camp!).

We all have to wish Gavin and Claire Brown congratulations for the addition of a son to their family. James was born 6th September at 7lb 12oz, all doing well.

Another with a new addition is Joe Grundy, this time though, it's a Spit 1500, nice looking car with what sounded a very smooth engine. Just a couple more bits and pieces to do to it. Joe is still hankering after another Vitesse though, keep your eyes peeled. Also looking to change cars is Andy Boyes, his Toledo will be up for sale soon as he starts looking for another sports car, presumably a Spitfire or GT6 or maybe even a hybrid version.

Bad news for Philip, his MkIII Spit needs a bit more work than originally thought, hopefully it will be done properly and the car will live strong for a lot more years.

A few people are planning to go to the pub on the A68 to support the Round Britain Run Drivers who'll be passing there on their way up north, somewhere near Tow Law but the pub name escapes me at the moment.

On **Sunday 10th October**, the Ken Falcus tour is running again, starting from the village hall in Byrness on the A68 at 10am, there'll be a drive round Otterburn for an hour or two followed by a Sunday lunch at a local hostelry. This was a very popular event last year, please let us know at the **October** meeting if you wish to go.

Looks like we'll have a meal in the Travellers on **Sunday 5th December** this year, probable cost will again be under £20 per head for 3 courses.

I must apologise for the shortness of this report, put off writing it till I heard from Gavin and nearly forgot completely. All the best to everyone, See you in **October**.....

Cheers

Mark

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I would like to start this month with an apology for the lack of area news last month. Time ran away with me and before I knew it the dead line had been and gone. On the up side there's plenty to tell you about this month, so let's get started.

A group of us met for the fireworks at Stanford Hall. We met up just of the A14 and convoyed into the park. I thought it would be ok if I gave my Triumph the night off and arrived in the BMW. How wrong was I! I was the only one not in my Triumph and I did notice the odd raised eyebrow. We enjoyed our picnics as darkness fell. Although it was deemed too windy to set the Chinese lanterns off the fireworks more than exceeded our expectations with a spectacular display set to music. It was a very enjoyable night. Our thanks to Glynys and Fern for arranging the tickets. The next morning we were up early for the Sunshine Rally. This time I was most definitely in my Triumph. We had a great run up on some wonderful B roads. We parked up and had a very relaxing day around the cars and sat together for a picnic lunch. Dave came away with Best GT6 and my Herald won best Herald, so a very successful outing for Northants Area. Congratulations and a big thank you to Leicester and Rutland Area.

The International is the event of the year and Northants are always there in force. Due to time pressures I was only able to attend on the Saturday but I had a very enjoyable day helping to value members cars for their insurance. Jonathan, Pat and John were again looking after the inflatables. I hear Angie is now looking at a new career as a lawnmower racing champion and judging by the grin on Nigel's face he enjoyed it to. The fancy dress party is always a highlight and Jonathan's costumes are now legendary. This year as it was a pyjama party Jonathan decided to go in his Birthday suit as that's what he wears to bed. Yes, he was quite literally in his Birthday suit! All the Northants members looked fantastic in their costumes. Well done to you all. Dave's entry into the Concours won him, Yes, you've guessed it, Best GT6. A well deserved win, Congratulations. I would like to say a special thanks to Mike Clark for taking the time to take so many great photos and forwarding me a copy for the web site. Also welcome along to the



TSSC AREA NEWS

Northants Continues

Smith-Magee clan as it was their first International weekend. I hope you enjoyed yourselves and that Northants were good camping fellows. I cannot let the opportunity pass with out thanking Claire and Nigel Hill for working so hard on the International weekend and every body who puts so much effort into the Show. Thank you one and all.

One of my personal favourite weekends is the Lincolnshire Camping weekend. It's the perfect opportunity to relax, enjoy good company and enjoy our cars. It seems the secret is out as it was busier then ever. Karen and I arrived to find Pat, John, Nigel, Tracy Norman & Gaye all set up. We had just pitched our tent as Dave and Angie arrived and was soon followed by Graham, Trudi, Fern, Glynys, Jonathan and family. Saturday morning we all set off in convoy. The route took us around some very scenic villages to arrive at Cleethorpes for a ride on the Coastal Light Railway. We parked the Cars in a prominent position outside the shops and headed to the railway. Simon had organised free return tickets for us all. The train took us past our cars. They gleamed in the sun and had by then attracted quite a crowd. After lunch in a bistro (That's a posh word for a cafe) we made our way back to the camp site. We decided to go for a swim in the site pool but by the time we had a cup of tea and got ready it was closed. Maybe next year! We spent the evening around the BBQ and then played some silly games late into the night. The Triumph Tarts came second. Sunday morning we had an informal Concours and the raffle. Nigel and Tracy won the weekends quiz and Norman & Gaye was runner up to Bob & Bob with there TR7. Our thanks to all at TSSC Lincoln for a great weekend. Oh, and the fresh fruit and flowers was very nice too.

Don't forget to send me your favourite photos to tssc.northants@aol.co.uk as I will be putting together our area calendar for 2011 as before please send your photos at their maximum size.

Next Up: 10th October. An Autumn Scenic Drive. Please call 01933 229992 for more information and the starting point.

Friday 10th December TSSC Northants Christmas meal at the Elwes Arms

For more information on TSSC Northants log on to www.tssc.northants.org.

Our next area meeting will be at Elwes Arms, Great Billing on Wednesday 13th October. Old and new members are always welcome. I hope to see you there.

Adam

NORTHERN IRELAND

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This report has turned out to be a hard one to compose as I wrote too much last month - again. This was due to the number of events that we attended in July and the fact that the Sperrins run was before the submission date for the Courier and so included. A number of us attended the Titanic Vintage Day on 14th August at the Titanic Dock and Pump-House within the Northern Ireland Science Park. On arrival we were sent to the wrong parking area but after speaking with the organiser, Michael Beeney from the Autoregister, we soon had matters sorted. Stan was there with his TR4A, Derek in his immac-



ulate GT6, Ernie with the Herald, John (G) in the Spitfire, Phil and family in the Vitesse and myself with the Spitfire 1500. Michael had come along as part of the Morris Minor day and so was allocated a different spot within the complex but we soon met up. Four other members had intended to come but, for various reasons, were unable to attend.



"Is that a "young" John Gill"?"

Whilst we had an initial parking problem the registration went well as we were all given our lunch tickets, parking voucher, free tour tickets and complementary tea/coffee voucher. The fact that we were then charged £3.50 for two tray bakes brought us all back down to earth again - must be the adopted Ballymena man in me. After a quick look round the classic cars on show, that included the Morris Minor and Land Rover clubs, it was time for lunch for all those who had booked and it was well worth the money. John Gill got a free ticket so he was pleased - thanks Alan. It was at this point that the Morris Minor club, and Michael, left and this caused a large dent in the Vintage Car display.



"How much Guinness does it hold?"

The rest of the afternoon was taken up by a guided tour (free) of the site that included the Pump-House - all very interesting - especially the details about filling the Dock and the enormous size of the Titanic herself when compared with some of the old photographs available. The ladies were catered for by a well supported Vintage Fair although when I was in the room part of the ceiling fell down - thankfully not a lot of china was broken - but some. All in all a good day despite the minor prob-



TSSC AREA NEWS

lems that we encountered. To be fair to Michael (B) he rang me two days after the event asking for honest feedback. As most of you are thinking it I may as well say it, yes, I gave him honest feedback, which he appreciated.

I will admit though that he was already aware of the points raised and has stated that they themselves will look after the complementary coffee/tea and so provide the tray bakes at a reasonable price to all next year. He also took on board the fact that a large number of cars left early and that the parking could/should have been better organised. He did appear to have been let down by some of his helpers.

Whilst at the show I got talking to Phil (B) and in just a casual sort of way I asked him how did he, and his stepson Chris, get on in his run to Le Mans this year in his, as he so amply describes it, two tone Valencia Blue and Red Oxide Vitesse. Here is how he described the run if I can remember it all correctly and it goes like this.



"Push Chris, Push"

Before leaving - alternator burnt out and was fixed locally, U/Js on prop shaft developed some play, overdrive and speedo not working and gear linkage sloppy. A scheduled visit was planned on the way down to Mike Papworth in Coventry to get everything fixed. When leaving (Mon 5th) the starter motor burnt out and so a replacement was ordered for collection the next day from James Paddock in Chester. Bump started all the way to Portsmouth via stops in Larne, Cairnryan, Lockerbie, Carlisle, Chester and Coventry! Arrival in Coventry (Tues) on the way to Le Mans - only time to fix gear linkage, replace U/Js and fit starter. It still didn't work on the switch due to an inoperative solenoid, but at least we discovered that we could start by shorting across the solenoid with a large screwdriver. There was then a mad dash to Portsmouth to catch the ferry to France and a well earned break. The rest of the journey was a relatively serene and trouble-free run through France, compared with the journey south. The rat-look paintwork (two tone Valencia Blue and Red Oxide) on the Vitesse was much admired everywhere we went, much to the discomfort of Chris, I think! On arrival in Coventry (Mon 12th) on the way back from Le Mans - replaced solenoid, replaced overdrive wiring and angle-drive to get speedo working and then a trouble free run back to Donegal. Clearly there was a big, big thank you to Mike Papworth for his time, effort and good work at short notice. As Phil said "All long trips in a 40 year old car are a bit of an adventure, but this one was a bit more adventurous than most...."

Well done to both Phil and Chris on their effort and thanks for the insight.

We had our monthly meeting on 1st Sept and details were provided for Alan's run on **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 visit to Mount Stewart if all goes according to plan. There will be a day of celebration and events all linked to discovering more about this 'sustainable estate' at Mount Stewart as part of the Food

Glorious Food event. This year they are supporting our independent Northern Ireland producers. To broaden our horizons this year they are creating a multi-culturally diverse event with invites to local restaurants to showcase their style of cooking from Indian to South African, Japanese to Eastern European. There will be an opportunity to take a tour of the new nursery facilities to look at water harvesting, find out how peat free plants are grown successfully for plant sales, and see the new biomass boiler in action and the sewage filtration bed area. As they say about the event that day - "Taste, talk and buy home produced traditional and different ranges of food and drink direct from the producer." So while we are at Mount Stewart as part of the run take the opportunity to see the Food Fayre and sample the fine food and of course leaving sufficient room for the BBQ afterwards at Alan's home at nearby Donaghadee. Those of you who are members of the National Trust - Bring your card.

The Film Nite has been arranged by Richard for **Wed 10th Nov** at the usual location, Roy Spence's private cinema, 'Excelsior', outside Comber. Hopefully there will be a better turn out from last year after all the effort put into it by Richard and Roy.

Hope to see you all at some of the events mentioned in this report as it does encourage those that take the trouble and effort to arrange them.

Douglas,

PETERBOROUGH
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After the festivities of our August anniversary meeting it was business as usual this month with a decent turnout and one or two tales of woe following the party. Claire and Nigel Hill had a long journey home but when they drove through a large puddle of standing water it was to become a lot longer. The engine was well and truly drenched and died on them twice - not what you want late at night on unfamiliar roads. They eventually made it home at around 2:00am after a marathon journey.

Bernard from HQ had a series of mishaps as well. Having sat on his glasses on the way to The Bertie Arms he was forced to dig out his spares and guess what? Yes, he somehow managed to sit on the spare pair on the way home! He should have gone to Specsavers! He will be now! To add insult to injury Bernie also came along armed with his camera complete with a full set of flat batteries - not a good night!

I am really sorry I missed the party but it sounds like it went really well and thanks again to all our guests for helping to make it such a success.

Back to our September meeting and we were pleased to welcome Peter and his rather smart Vitesse MkII Convertible. It was a little too dark to get a really good look but from what I saw it looks to be a lovely car. Welcome Peter to our little group and we hope that you will join us again in the near future.

Bizarre conversation of the evening was the 3-way debate between Andrew, Andy and Doug as to the pros and cons of Burger Kings over MacDonalds. Doug ended it with the quote of the night - said with a perfectly straight face; 'Makes you wonder why we rot away when we die - particularly when everything we eat these days is so full of preservatives!' One to ponder me thinks

A friend of one of our group has a very nice 'P' reg (1975/76)



TSSC AREA NEWS

Peterborough Continues

MkIV Spitfire for sale. The photos look good and the car has some interesting provenance. It once appeared on Top Gear and the seller will throw in a DVD of the particular programme. If anyone would like more information please get in touch with Doug or I and we will put you in touch.

With just the Duxford All Triumph Day and The Mile of Triumphs to come this year the season is almost at a close. We hope you all managed to get out and about in your Triumphs this summer. If you did, and you took a camera with you then I would like to see any decent snaps of you and your car for consideration for our 2011 calendar – yes it is that time again when I will badger you all at every meeting for some pics. Brian has already given me a disk of photos from Le Mans Classic so I am underway. You have been warned!

That's about it for another month – not sure where the summer actually went. June /July was warm, August was wet and then it was over! Regardless we will continue to meet throughout the autumn and winter. Our next meeting is on **Monday 11th October**. The venue as always is The Bertie Arms, Uffington near Stamford (Postcode PE9 4SZ). We meet from around 8pm with sarnies at around 9pm. Please do join us for a natter and a noggin – everyone is most welcome.

Cheers,

Paul

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Jeux Sans Frontières! - It was great to see Gerd Shaefer from Regensburg in Southern Germany who came to visit us in his 1967 Vitesse while on his way up to the International at Stafford and thanks to everyone for turning out on our August meeting to make him feel so welcome. We had a good run out but it was a shame we lost the light in the evening once we had arrived at Zig-Zag hill, but I know Gerd was very grateful for the effort and hospitality that was shown.

I later caught up with Gerd in Stafford for the International and when we were there I suggested that he enter his car in the concours and, what d'ya know, he won 3rd prize in best Vitesse category and received a lovely glass trophy from TSSC President Bill Sunderland. This helped to make what was a great weekend for Gerd because, in addition, when we there he had solenoid problems with the car and with so many Triumph experts around he was in the best place possible to get it fixed - and so he did, in true British spirit there was plenty of free advice on hand and he soon got it all sorted.

This was important because from Stafford Gerd journeyed down to Exeter on Sunday evening with a view to touring Cornwall before he returned to his ferry port. However, he was stumped again as his wiper motor packed up in Exeter and he lost a day or so waiting for a new part to come from Rimmers. However, this didn't detract too much and I think he thoroughly enjoyed the rest of his trip (2,600 Km door to door). One thing is for sure, he fell in love with England and the British people and he genuinely would like to live here full-time, if he was a bit younger so he tells me.

If you are reading this, best wishes Gerd from all at TSSC Salisbury Area, it's been a pleasure!

International Weekend - Many thanks to Claire Hill and her

hard working family for organising another great weekend. My father and I had a great time up there, the weather was good and we found a great pub just outside the showground and had a superb meal on the Saturday evening (couldn't be bothered to cook at the tent this time!). If you haven't been before do try an make it next year as it's a superb weekend and attractive venue. We used the M6 toll road on the way back home and avoided a lot of traffic around Birmingham and then made our way back through the centre of the country using as many A roads as possible – turned out to be a lovely drive back home through some lovely sounding place names like Henley-in-Arden, Stratford Upon Avon, Moreton-in-Marsh, Burford and back via Swindon. I'll definitely be avoiding the M5 / M6 west of Birmingham interchange in the future.

Chelsea Auto-Legends - Just come back from showing the car at the inaugural Chelsea Auto-Legends day, which was held in the grounds of the Chelsea Royal Hospital on Sunday 5th Sept. I was one of only 3 or 4 Triumphs at the whole event, but there plenty of Ferraris, Astons etc to pour over. The 'theme' was the Le Mans 24 hours and forty years since the Steve McQueen film of the same name and there was a stunning line of past cars from the 1920's up to present day and we listened to some live chat from people like Stirling Moss, Derek Bell, David Piper and Richard Atwood etc which was great – many of whom were 'extras' in the making of the film from 1970.

Salisbury Area / £25 worth of Vouchers - Our area was picked out of the hat in July and I have in my hot little hands TSSC club-shop vouchers to the tune of £25. We can either buy something useful now or use them as Christmas prizes, let me know what you want to do.

See you soon,

Adam

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The September meeting turned out to be the Spitfire and bike meeting as no other marquees were out. We had 6 altogether including Chris in his Mk2, its first meeting. Strange to see another Mk2 but once you sit in it you just want one, different character to the later ones. Dave brought some of his car plus alien parts. Read on.

Right now, Stafford weekend - wow - a good un, luvlie jobbie. 5 cars plus one trailer met up eventually at Abington on the Friday morning. We had 3 Spitfires, 1 Vitesse and 1 Herald and, as we soon discovered 1 fuel gauge between the lot of us. Once filled properly mine started to work again. Off we went into the pouring rain 280 miles or so down the M74 and M6 stopping for fuel, food and a rest stop. Nearer Stafford the sky cleared and we set up camp in the quietish campsite. We had 4 tents plus the new gazebo, which turned out to be really good. This gave us a good focal point and the bat kite and saltire were duly flown with the appropriate gestures to all around (must salute the flag) P.S. any members got bagpipes??? Led lights completed the flagpole and could be seen from the main pavilion and, after a few ales allowed us to get back for a quick BBQ (thanks Karen). We even remembered to feed the dog ?. Wait we don't have a dog. If your dog had the Gary Glitters sorry, it stole the sausages.

Saturday dawned and David had his Vitesse inside (concours) and Ian has his Spitfire in the modified display (it is limited to 200bhp at present). A proud Area then, good jobby all round.



TSSC AREA NEWS

Then a people carrier arrived with half an Opel Kadette inside for David. Thanks to the marshals for letting him in to unload. Now my tent was full of Opel parts I couldn't buy anything. Have you tried selling Opel parts at a Triumph show??? I did get some autojumble and then I had to attend the AO meeting and meet all the other AO's. Quite a turn out lots to go through. Our area seems to be settled and does not share the same problems as those in the south. Meeting over and, a bit of a look in the hall and then food. Thanks again to Karen who was foodtastic all weekend but did go to bed with her dummy later. Once fed and watered we spied Dodgems! Hmm? beer, dodgems (right who hit me so hard that my glasses were very nearly gone forever??? Own up)... (The things AO's have to put up with), beer, cross dressers in PJ's, backwards dodgems!, beer, dodgems before they close, entertainment in all shapes and forms(Saturday night is not Saturday night without entertainment) The band were good to. Back to the camp, follow the lights. A quick drink and sleep.

Sunday and the Tannoy was quieter today. Breakfast and then Showtime again, lack of early Spitfires, but some very cheap bits and some free. The awards were over and all those who polish were happy, there were some beautiful cars present, congratulations to all.

Remember the Opel bits, well, apart from cursing the bumper I stood on in the night whilst navigating my way to the toilet block, some of them were to go in Chic Doigs transporter bound for Scotland. Deal was we help pack up stall and bits go up too. A record 45 mins later and jobbie done. Hope it is not a yearly contract, David. Time for food again. David had an additional BBQ which he set fire to. Bearing in mind we were in a gazebo, the smoke was a little dense outside but ok inside. How many people came to see if we were burning down on the last night?? 6 different sets, including the ones from last years last night who said 'it's just the Scots!. Having assured everyone that we were not burning and pillaging, it was time to turn in due to the drive home.

Monday and all was packed up just before the rain came on. Fuelled up we all headed for the M6 north and it started to dry up. The next bit was not good, Dave and Karen pulled onto the hard shoulder, followed by 4 cars (I know) distributor completely detached, body, weights, metal discs, everything. The little traffic camera whizzed round on the nearest gantry, 5 mins top, flashing lights and 2 very good Highwaymen. A bad situation, but we all had spares, but nothing could fix the dizzy. We were given 5 mins and then we had to go or the flashing lights would be blue next time, quite rightly so. We had to leave Dave, Karen and trailer marooned and joined the traffic flow correctly, unlike the person who stopped further back. Recovery got the striken Spitfire (Footman James) and Dave saved his petrol money. We continued on up the road after an expensive meal at the services. We all took our turnoffs and arrived home respectively. John had a red hot dynamo but couldn't hear it scream due to the i-pod. Similarly, he had his hood up (clothes) inside his car and did not see us turning off at the services. As an AO this is frowned upon, but is hilarious. If you put them all together! i-pod, burning dynamo, hoodie up, txt-ing, suzie wide load? you get the general picture of the area on tour, great fun though, officer.

On to the next weekend and Kirkintilloch. A Sunday Car show. Suffice to say a very good turn out; you all did the Area and me proud. I was honoured to be your AO as I am no longer in the organising team (Dept) an extremely fitting end to it all. We had 8 cars in total along with Stirling & District who had 17 and 12 Subaru. I can honestly say that our cars were

the most well received. We allowed people to sit in them (supervised) and had new membership enquiries too. A covered stall was provided so we sold a few things to pay for the gazebo. A free lunch of soup and sandwiches was provided for all exhibitors which went down well. The day flew past with the Main Street filling with people looking at the cars. Next year we move to the other side of the street as the sun moves round.

There was no sign of Elvis but some dancing girls turned up. It was a good family day out with lots to get round. A very big thank you to all who turned out, helped set up the stall, flags and bunting and then put it all away again. I have heard that the cars were a major crowd pleaser and the fact that we allowed people to get up to the cars and take photos was noted as some others eventually followed suit. Next time bigger and better we have an invite.

So two weekends of fun with the Area, lots of ideas for next year and once again the club was well received at events, a credit to you all. I may not be AO after this report. If those at the Stafford 2010 camp have been reading this.

More shenanigans next month.

Remember **Wednesday 6th October** next meeting, at Lochinch, Pollok Country Park. As ever.

Gregor G

SOMERSET

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First things first, an apology if any of you have missed my usual poor offering of drivel and dross that is loosely termed as the Somersert area news. This has been due to work, illness, holidays, lack of time and any other excuse I can think of. I felt compelled to write something this month because someone actually commented that they had missed my offerings of grammatically incorrect, poorly punctuated, and badly spelt writing, so, with thanks to Mandy, here we go.

Several events have been covered to date usually with a good smattering of Triumphs. Mark Moor was a first for the Somersert area, and although a little cramped due to shortage of space and a whole lotta cars, it seemed to be enjoyed by those going. Norton Fitzwarren was well attended and North Devon joined us along with the gent that Dave sold his Herald too - yes we were all scared when he first approached and said, Hi, I am the guy who bought your Herald Dave. Luckily this followed with a smile on his face and the fact he loves the car - a sigh of relief all round. Also Martin from Dunster area joined us - A new member who also has a Stag, but was present in a very nice looking 2000/2.5 which I liked a lot, but he wasn't selling!! Anyway, welcome and poss see you again soon.

Those of us who camped were able to make use of the free steam train run laid on on the Friday night and a few beers were enjoyed that night.

Baytree rec at Weston went ahead and Martin found us first time, and was very well attended and the weather was excellent which meant lots raised for charity. Thornfalcon was also held today on the new site, but I did not make it so do not know how it went.

The other event that needs recognition and thanks, was the drive it to Kilve, followed by a BBQ hosted by Ash and Dave. Again, I did not go, due to being away, but those going said it was good fun and Ash and Dave were excellent hosts, so our thanks to you for all your efforts.



SOMERSET SOUTHERN . . . SUFFOLK

TSSC AREA NEWS

Somerset Continues

I also know for 2 Triumph Stags for sale, one is £3500, the other, £7000. I also know of a 1500 Spitfire. Anyone want details, give me a shout.

No major breakdowns, although the Stag was getting hot, but now fixed, and Pete's Dolomite decided to leak water everywhere when the pump gave up. Other than that, Carl has been working on his latest buy, a 2.5Pi, Derek has fitted upgraded vertical links, Martin is going all out for one of each model with the purchase of a nice MkII Spitfire and eyeing up a Stag at Baytree - Mandy said it was fine, but he would be trading valuable parts of his anatomy to science much sooner than he thought if he went ahead with the purchase!!

That's it this month, other than to say, Come along to a meeting if you have not for a while or are new - We don't bite and we aren't all anoraks - you may even have a laugh.

Phil

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi All, summer seems to be running out fast. There have been a few shows recently including one at Capel, so I will let Neil F tell you about that.

Capel Classic Car & Bike Show – Saturday August 21st 2010

Capel is 5 miles south of Dorchester, and just to the east of the A24. The show organised in favour of the village St John the Baptist church, consists of a traditional village fete together with a car show. Set around the village cricket green there are horticultural displays and stands, with a marquee showing off prize winning produce, a hog roast and a beer tent. Last year there were over 500 cars on show, and this year at least matched that. The weather held off for most of the afternoon, and Mike G in his Stag together with Barbara, who was trying to catch up having been penned in since her operation, Mark G and Vanessa in the 2000Pi, Mike in his Triumph Healey 3000, and Neil and Maxeen in the GT6, enjoyed the relaxed atmosphere. The auto jumble however, was particularly expensive for Neil.

All the cars were photographed on entry and can be seen on www.capelcarshow.com Next years show is on August 20th, and well worth making a note in your diary.

Many thanks Neil

Our roving meet on the 19th seemed like a good idea at the time. We would meet at the George and Falcon pub at Warnford and travel in convoy to Sams' Place pub at Shedfield. George and Marion were running a little late so decided to go straight to Sams Place only to find they had a petanque match on and there was no parking available. An alternative venue of the Kings Head in Wickham Square was voted in. We had a very pleasant evening in the Kings although parking in the square was tight. We also found out that the pub has a skittle alley you can hire for the evening so this could be an event in the winter we could use. In attendance were Peter (TR4a) Mike and Mark G (Stag) Beccy (Herald) Dave M (GT6) Neil F and Maxeen GT6 Mk1 Paul and Carol (TR5) George and Marion (Spit Mk4) Myself (Vitesse) also Maerk D and Brian (TR6).

Our signature show at Romsey, The Hampshire Pageant of Motoring held on the August Bank Holiday Monday was can-

celled this year and we found ourselves at a loss for a show to attend. The Wisborough Green Fete was suggested as an alternative which turned out to be a very pleasant day out. Meeting at Alan and Wendy's for coffee, cake and biccys (many thanks for that guys) we had a bit of a photo call in their back garden and left for Wisborough about 12.15.



On our arrival half hour later we set up our stand of eight cars and a Harley Trike. There were a few other classic cars there (about a dozen) but our gleaming Triumphs and Harley took centre stage and attracted a lot of attention. On the day we were Mike and Barbara (Stag) Neil F and Maxeen (GT6 Mk1) Alan and Wendy (Vitesse 2Ltr) George and Marion (Spit Mk4) Peter (TR4a) Mark, Vanessa, Adam and Louisa (2.5Pi and 2.5s, they had rushed back the night before from a classic caravan rally, well done you) Lynne and Steve (Harley trike and Triumph 900s) Jackie and myself (Vitesse Mk2)

There has been other shows that have been attended but I am sorry to say I have been confined to barracks, well the kitchen actually as I am replacing it with a new one and not allowed out to play. So, if you have been to any show and want to tell us about them, please email me a report to include in the news.

Up and coming events

October

- 3rd Goodwood Breakfast Club souped up Sunday
- 3rd Southern Classics Autumn Show Chichester College 5 GBP entry
- 5th regular meet Seven Stars, Stroud GU32 3PG
- 17th Sunday lunch At the Seven Stars (unless told otherwise) 12 o'clock
- 28th Runout Griggs Green

Take care

Mark

SUFFOLK

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Autumn is here and it was dark by 8pm when various Triumphs were pulling into the Sorrel Horse. A few stayed outside but before long joined the rest of us in the bar.

Chris's Stag is progressing well. He has renovated the hood with Renovo and he turned it from a faded greyish colour to a nice shade of blue. Unfortunately the wrong blue, it clashed with the blue of the new paintwork. Another lot of Renovo and now he has a black hood, and he is very pleased with it. The interior is now being re-fitted and possibly he will take it for an MOT next month!

Stags are obviously in the ascendancy as Russell has recently bought a dark blue Stag fitted with a Rover V8 engine with



TSSC AREA NEWS

Holley carbs (that makes 3 Stags among the regulars). It needs some work and currently it's having the sills done (not a cheap job). It has had new wings fitted at some time and the inner wings etc., are all in good condition, as are the doors. Russell now has four cars but has some way to go to compete with Colin.

Justin has got to have the gearbox out of his Spitfire as he has a suspected leak from the crankshaft oil seal and needs to have a look see before he considers getting the engine out to replace it. As it's all coming apart he is going to fit a new clutch.

When he has done that he then only needs to fix the seized cooling fan.

Mike went to Stafford in his Dolomite and despite averaging about 60 mph on the journey he managed to get about 32mpg. He reckoned that was pretty good.

Russell is planning to do the Round Britain run in his 2000 estate. However that's going to Cornwall first so if problems arise he will use his TR6. By the time this Courier is received the decision will have been made.

Those who went to Le Mans Classic were still talking about it so it must really have been good. Also discussed was engine oil. Most seem to use Millers or Duckhams in their Triumphs (I am in the Duckhams camp, nothing like the green stuff). One or two had used cheap oils and found it affected the oil pressure - probably more expensive in the long run. The only person who does and should use the cheapest oil they can find is Russell in his Ford Poplar - here it's a toss-up whether it use more petrol, or more oil, per mile.

That's all for now.

The next meeting is **5th October** followed by the **2nd November** and **7th December**. So, see you at the Sorrel Horse, Barham on **5th October** at 8pm.

Peter

SUSSEX

Tel. 01273 566593

I managed to get to the meeting this month a little late. Again. However, I have another valid excuse. Martyn arrived for dinner, a little unexpected, but he was in the UK from the Isle on Man so slotted a club meeting into his agenda (and dinner at my house!) All that meant a slightly late arrival, but not too bad. And when I did get there, I was greeted by another excellent turnout. Henry was munching a sizable plate of food, Pete, Vic, Ian and Doug were scoffing chips, (Vic and Doug also indulged in a rather nice looking dessert each, but neither were prepared to share). Simon and Gloria were enjoying a candlelit dinner, next to the rest of us, and a few others were merely drinking.

A discussion on holidays ensued, Pete and Doug reporting Stafford was a success, if a little windy at times. And as Stafford has been and gone, the discussion turned to the Christmas Meal. As this was going on, and Ian suggesting we held it at the pub, Simon went to buy drinks and was asked if we were thinking about Christmas meal by the cheff-ette. Coincidence?? Fate?? Anyway we agreed the Anchor would be fine, and also the Sunday (late) lunch format works well. So, we will be there on **Sunday 19th December** for roast turkey. Probably £10-12 for lunch and dessert, so a bargain methinks.

Back top cars, there was talk about the Club Triumph Round Britain Run. There are 2 teams from Sussex TSSC entering, and many of the members kindly sponsored us. Hopefully this time I will make it round the 2000 miles and finish without writing my car off. Doug has no such worries, being rather more experienced on such matters. I just need to prep the Toledo carefully, and as you read this we will be on the run, leaving

from North London on Friday 1st October and returning 2000miles and 48 hours later. May need a kip!

This time of year gets a little "dead" in terms of shows/events, but an important one is the Stoneleigh spares day. The running of which has changed recently, so I am waiting to hear from the new organisers. However, there is every chance little will change and the normal bunch of fools will be attending. If I think of anything else I will mention it on **Tuesday 5th Oct** at the meeting. May be a little tired still, so don't expect too much!

Clive

THAMES

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Hello All. It's still a very busy time for us with lots of shows to attend. The weather although still pleasant has now got a chill in the air. Our meeting at the Fox & Castle will now be at the start of each report and the shows that we go to will follow after. Hope you still enjoy reading them.

Social meeting at the Fox & Castle 12th August. It's a damp evening but Julie and I are in the Vitesse. To keep us company this evening we have Dave L, John C, Mike H, Mark M, Rob W, George B, David H and visiting from Southern Area Mike (AO) and Ted. Triumphs in the car park were: - Dave's rat Mk2 2.5Pi saloon. Rob's Mk1 2000 saloon. & our Mk2 Vitesse convertible. Work and problems with our Triumph's are my driver's door won't stay shut and its getting very annoying. Mike's Herald has clutch problems even though it has recently been replaced. Marks Vitesse failed its MoT on minor welding, bearings and trunnions, but he has managed to fit new side lights/indicators to the front.

Dave's rat Pi now has electronic ignition.

26th August - Another wet night in the Vitesse. Julie is not well this evening so I am on my lonesome. But to cheer me up I have George B, Chris C, John C, Tony H, Mike H, Rob W, Dave L and a warm welcome to Bob on his first visit to us. Bob is getting his Spitfire Mk4 back on the road after being laid up in '89. He has a little welding to get on with and general recommissioning work, we wish him well. Other news on our Triumphs are :- Chris has had his Spitfire's engine oil pressure tested and all is well, as well as using the club forum to gen up on what brake pads to use and Mintex was the answer (he's very pleased with them). Mike's Herald problem clutch turned out to be the flywheel studs sheering off the crankshaft (sound painful), so he will be Triumphless for a while. My door is now shutting properly on the Vitesse after removing cleaning and refitting with the correct amount of screws. Triumph's in the car park were Rob's Mk1 200 saloon & My Vitesse

Show Reports - 8th August. White Doves Classic Vehicle Show, Julie and I made our way to the showground in our Vitesse Mk2 convertible and were met by Southern Area who had saved us some spaces to park in. We had two rows of Triumph's in a field full of Classic Cars, Bikes, Military vehicles & Commercial. There was also some auto jumble and traders as well as the tombolas and raffle stalls, ice cream, music, burgers & beer. From Thames we had George and Chris in his Vitesse Mk1 convertible, Martin & Cynthia in their Spitfire 1500, Mike H in his Herald 13/60 convertible, David H in his Spitfire Mk4. Southern Area there was Mike & Barbara in their Stag.



TSSC AREA NEWS

Thames Continues

Mark, Vanessa and tribe in their Mk2 2.5 Pi & Mk2 2.5's saloons. Mark in his Vitesse Mk2 convertible plus lots of others (I've lost my notes so I am sorry I've missed you out). It was a great day out and the show is becoming more and more popular

15th August. Cranleigh Lions Classic Car Show. Julie and I are in the Vitesse as we make our way to the showground where we are flagged down by Con and shown to the TSSC stand organised by the Gatwick Area. We are made welcome and joined by other members from Thames, Surrey, Southern and Gatwick (no doubt other areas too). Gatwick area gazebo is adorned by their petrol pump and garage display with TSSC banners and Flags. From Thames we had George & Chris in his Mk1 Vitesse convertible, David H in his Spitfire Mk4, Our Vitesse Mk2 convertible. From Gatwick there was Stu B in his Mk1 Vitesse, Colin R in his Spitfire 1500, David & Lyn in their Herald 13/60, Clint & Steph in their Spitfire 1500, Phil & Babs in their Vitesse Mk2, Mr Stubbs in his Stag, David G in his Standard 14, John B in his Standard 10. From Surrey there was Adam & Karen in their Mk1 2.5Pi saloon & Mk1 2000 estate, Henry & Crispin in his TR6, Liz & Con in their Herald 1200 convertible. Southern area was represented by Neil F in his GT6 Mk1. There was also a Standard 9, Spitfire Mk4 and a Stag who I did not get to meet. There were over 100 Triumphs on show with the TR register and Stag OC present amongst the 1100 cars on show. To keep us occupied there were craft and trade stands, Auto jumble, Antique stall, a Jazz band, Refreshments and a beer tent. We had a great day with lots to do and see.

20th/22nd August. TSSC International at Stafford. With our new folding caravan hitched up behind the Vitesse, Julie and I drove up to Stafford showground after work on Thursday evening. The trip up went well but boy was it raining when we got there. So our first time putting up the caravan in the rain was lots of fun (I don't think). Once up and water tight, we settled in before joining Claire, Nigel and gang for a meal at a carvery. From there we did some food and drink shopping at Asda and headed back to the site. We slept quite well that night but needed to sort out the air bed for more comfort the next morning and put up the awning so we could spread out and relax more. The rest of Friday we help set up the showground for the weekend. That evening we brought some chips and fried up a couple of gammon steaks with pineapple and washed it down with bottled ale, delicious!! In the members pavilion there was the usual get together and ever popular race night.

The next Morning after a bowl of cornflakes and coffee, we started off our day with a stint on the gate welcoming Triumph enthusiast and showing new comers where to park or set up camp. We met up with Dave Nikki and Laura as well as Mark S from E.berks and John & Anthea from Thames as well as lots of old friends from all over. We got a good look around the show and even parted with a little cash, buying odds and ends. The weather was mainly kind to us with only a couple of heavy showers through out the day.

That night dressed up in our nightwear we headed up to the party along with lots of other pyjama party goers. The music was good and the beer was better and it got the better of me too. I think we had a great time.

Sunday Morning as always comes too early and after pouring the cornflakes over the caravan floor; we managed to res-

cue most of them. Eating a bowl full and gulping down my coffee and we are back on gate duty. The sunshine slowly awakens me as the morning gets busier. We help out throughout the day getting time to enjoy the show in between jobs. As the show nears the end and the concours results and prize giving is going on. We are busy outside collecting up the signs and banners, slowly packing up the show ground. When the show is over we help out inside clearing away the club stand then it's over and time to hit the showers and enjoy another meal at the carvery with our tired but happy friends. Back at the campsite we sit down outside and relax supping on cold drinks and chatting. Before long we are off to sleep.

Monday we enjoy a lie in before finishing off the cornflakes. Then we start to pack the caravan away, load up the Vitesse and bidding our farewells, before heading home...what a smashing weekend!

To follow next month reports on: - Egham royal Show and Woking Summer Festival

Our next meetings at the FOX & CASTLE are from 8 pm in **October** on the **7th & 21st** and in **November** on the **4th & 18th**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events:-

October Sunday lunch (TBC)

November Bowling (TBC)

Mickey & Julie

NORTH WALES Tel. 01492 516479

We certainly did our bit in support of Stafford – with twenty members of the North Wales Connection present on the Saturday alone. And everyone seemed to walk away with bargain goodies.

Mick bought a set of nicely polished alloys for his Stag and Brian spent some of his birthday booty on a half price stainless steel back box from the Club stand for the new magenta GT6 which he bought as part of his celebrations. Yes, that's another one, He's in danger of catching up with me! It's a nice car, just needing a little TLC – and there's better news about his original GT6 that he had been threatening to paint black. Thank goodness, there's been second thoughts and it's now going to be Mimosas.

His new 1.75 inch SUs are now fitted to a modified manifold and it's just a question of whether he'll be able to close the bonnet. Wisecrack advice from Wirral's Andy Todd was "Just tell him to cut a couple of holes and let the dashpots stick through..."

Talking of the birthday boy, I managed to get signatures of most North Wales members, plus the MG crowd – and he was chuffed to get greetings from club HQ. He is our senior member, after all. Thanks to Angie for her help on that one. As it was my birthday a couple of days later we had a joint celebration lunch during our reeve of the route for Derrick's BBQ.

Stafford brought another once-a-year event, meeting up with Brian Jones from Pwllheli, which is just too far to expect him to get to monthly meetings. Brian's heroic restoration of a Mk2 GT6 he's known since he was at school has featured a couple of times in Colin Lindsay's notes. But it seems to have been put on hold, his attentions having been distracted by a classic Matchless motorbike. Come on, Brian, get back to the serious business!

For once we didn't collect any silver at Stafford, but it was good to see our Wirral friend Paul Griffies take the Masterclass with his lovely green TR6. Every time I see that car I get a feel-



TSSC AREA NEWS

ing that I just know is going to cost me money, I've got to have one...

Concours judges' requirements lead to all sorts of confusion. It's been suggested they are looking for cars that are presented as they left the factory. Does that mean they have to be covered with grubby fingerprints and have stale bacon butties in the glovebox. Door gaps will have to be varied and we'll have to deal with any electrical circuits that actually work. Polishing 'em, like Derrick Binning, will get you downgraded. Only joking. Honest.

At the time of writing we should have enjoyed a Snowdon valleys run, Degs BBQ and another flying event with our friend Sam Jerrett, who flies light aircraft with the Shropshire Aero Club at Sleep.

Then our show season will be wrapping up with the second event at Erddig on **October 24th**. As the last one was won by a caravan, some of us are working on a rather different exhibit. We're planning to mount a mobile toilet on a loader and hope to persuade Roger to tow it behind his Stag, which is already fitted with a towing hitch.

It should go down well with that judge. We'll make sure it's green in every respect. It's function will be of use to everyone at any time of day. And there'll be no engine. Any motion required can be achieved with a slight heave. Now, that's what I call a real practical classic. It's just gotta be a winner!

Bob

SOUTH WALES Tel. 02920 868203

Hi. Winter approaches at an alarming rate and Xmas will soon be here, so it's time I had the balance of our Xmas meal at the Parc, as they would like full payment ASAP.

It is also possible to book a few extra places if anyone else wishes to attend, but you need to let me know ASAP as the booking is not open ended.

On September 5th The TSSC Riders (Tim, Gwyn, Neil and me) completed the Taff Trail Challenge charity ride for the Ty Hafan Children's Hospice. We completed our cycle ride in a personal record time. This however was not due to our enhanced levels of fitness, but to the fact that we decided not to stop at the pubs along the way! However we did partake of some liquid refreshment at the end and I think it safe to say we all had an enjoyable day. Many thanks again to the 'crew' for supporting this good cause and if anyone would like to make a donation to our sponsorship it would be greatly appreciated. [HYPERLINK "http://cpw.mail.aol.com/32644-111/talktalk-5/engb/mail/get-attachment.aspx?uid=1226002969.945&fold=Inbox&partId=5" it " blank"](http://cpw.mail.aol.com/32644-111/talktalk-5/engb/mail/get-attachment.aspx?uid=1226002969.945&fold=Inbox&partId=5)

The following reports have been provided by Gwyn and again I am most grateful:

On the 5th of August I had the opportunity to watch the "Braces" bread Historic Rally at the Walters arena near Glyn Neath and as a regular fan and visitor to the WRC Wales rally I was used to seeing a high standard of rally driving so with some reservations on how hard these old rally cars would be driven I arrived early and had an excellent view point. To my surprise the drivers of these 40 to 50 year old cars, Mini's, Mk1 and 2 Escorts, Sunbeam Tigers, Opel Manta. Etc. gave an impressive display of classic cars in action for 2 stages lasting nearly 3 hours of excellent entertainment. The drivers did not hold back because they were driving old cars, it was pedal to the metal all the way without the "whistles and Bangs" of the modern rally cars! To cap an excellent day out there was a

Triumph TR4 mixing it with the best of them!

Stafford - After 11 am on the Saturday we decided to ignore the "Monsoon" weather and the "Doom and gloom" weather forecast and drive to the International meet at Stafford. After 20 minutes drive when we reached the east of Abergavenny the weather cleared up and we had a fine sunny day to finish our journey and to arrive at the show ground about 3 pm. After setting up the S.Wales area regalia we had a barbeque and made ready for our evening out where we met up with Rob & Gaynor and Pete & Avril and we all had an excellent evening with great entertainment! On Sunday nursing a delicate head we entered our Dolomite 1300 in the concours and browsed the Auto jumble on a warm and sunny day meeting up with Hugh Glossop and sons and Mike (GT6) A very enjoyable social day out with the added bonus of the Dolomite winning 3rd in the Small Saloon class,. Congratulations for a fine effort by the organisers.

Thanks to Gwyn for the updates and it is good to see the South Wales Area receiving recognition due to Tim and Gwyns effort in presenting the Dolomite at the show.

Don't forget **last Wednesday** of the month for the area meeting at the Parc.

Howard

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Firstly I must apologise for the confusion over meeting times caused by last month's report. The monthly meeting date is the 3rd Thursday of the month as stated in the area directory and NOT the last Thursday as stated incorrectly in my report.

I have just returned from a good day out at The Wessex Classic Car Show at Bovington which was something of a milestone – not only for the fact it was the first proper outing for the TR7 after the recent saga of the fuel tank which led onto a re-build of the rear suspension and braking system, but also it was our first joint venture with our relatively new neighbours in the Dorset South Area.

Between the two areas we managed to put on a decent display of club cars including 3 examples of the different variants of the Spitfire, 3 examples of the different variants of the GT6, a TR7 and a TR7 V8. The day started with Neil, Martin and Pauline and myself meeting at the Fox & Hounds with a drive through the rain showers to Bovington where we met up with our colleagues in Dorset South Area. Alan joined us later in the morning bringing the total contingent to 8 Club Cars. Jerry being the fair weather creature he is joined us in the afternoon but only after making sure the sun was shining - well he did at least make the effort!

Throughout the day we did have the added entertainment supplied courtesy of the weather which continued with light showers mixed in with periods of sunshine. This mix producing the ritual drying off of shiny paintwork and the putting up and down of convertible roofs throughout the showfield.

Overall the show was well attended with a good varied selection of classics of all shapes and sizes. Although there was a bias towards Jaguars which was not unexpected seeing that the show was organised by the local area of the Jaguar Enthusiasts Club.

The next show on the agenda is the Swanage Railway Steam gala over the weekend of the 10th to 12th September.

This coincides with the annual Beaulieu Autojumble so the



WESSEX . . . WEST MIDLANDS WIRRAL . . . WORCESTER

TSSC AREA NEWS

Wessex Continues

weather is guaranteed to once more play a part in the week-ends activities.

We are hoping to arrange further events in conjunction with our friends in the Dorset South Area – details will be announced once available.

That's it for now – hope to see you at the monthly meet which to confirm is the **THIRD Thursday** of the month at the St Leonards Hotel.

Trevor

WEST MIDLANDS Tel. 07969 024999

Lets start off first with comments about the biggest event that the TSSC is involved in year long, the International at Stafford 20th - 22nd August this year. First and foremost the West Midlands Area send their heartiest congratulations to Claire and Nigel Hill and all the others involved in the organising of the event for another wonderful job done. It was just a pity that the weather was not kind to us and I am sure that is the major factor affecting the attendance's this year. The number of spectators seemed to be down and it was obvious in the main hall that there was not as many dealers as there were last year, all I am sure down to the poor weather on Friday and Saturday morning putting people off. Never mind I can assure you that the West Midlands team had a great time, the majority camping over the full weekend. Trish was in charge of catering and what a magnificent job she made of that. The curry on Friday night was delicious, the pork rolls on Saturday and the barbecue in the evening all a credit to her skill and devotion. On behalf of all the West Midlands Team who sampled her goods I would like to say, "Thanks a bunch Trish, your a delight to be with". My thanks to everyone who attended and they all played their own little bit. The tents and marque wouldn't have gone up without help, the cooking facilities needed power, and more importantly, the comradeship experienced amongst everyone is the reason why the West Midlands area is going from strength to strength. Personally I am already looking forward to next years event, so bring it on.

At our September meeting held on Tuesday 7th September 2010 we had a very good attendance surprising really because I expected quite a number of people to still be on holiday. Trish and Liz did a marvellous job of extracting money out of people for the monthly raffle, and my thanks go to everyone for your contributions. Our finances are in a very healthy state, and suggestions on how we should use the money, which of course is the property of everyone who is a member of the West Midlands area, would be appreciated. If you have an idea which needs financing then let us know and we can discuss the merits of supporting it.

On the 21st we will be attending our third Tuesday of the month meeting at the Police Training Centre, and at the end of the month West Midlands members will be attending either the Mile of Triumphs or the Worcester Area Show at Eversham.

Just to finish, my personal thanks go to everyone for their good wishes over the last couple of weeks after my unfortunate accident, and if you haven't heard about it, send me a stamped addressed envelope and I will forward a full report as I am embarrassed to mention it on these pages.

Sufficient to say that my family have increased my life insur-

ance, with double indemnity if I get run over by a motor car. Any motor car.

See you next month at the Drakes Drum, until then, best wishes,

Roger

WIRRAL

Tel. 0151 339 4150

Hi de Hi folks, as Andy said in the September report, where does the time go? It was June 30th when I sent in my August report, nearly ten weeks ago and now the nights are drawing in and our out and about season coming to a close.

Here goes with my October report, what have we done, a fair bit, and also Wirral Area has notched up a couple of success stories.

Friday evening 6th August saw a good turnout for a run to the Pont yr Ochain pub near Wrexham. I think in all fifteen bodies in ten cars turned up and we were joined by Derrick and Bob from the North Wales Area.. I imagine Bob must have clocked up about 120 miles that evening in his GT6, from his home in Colwyn Bay to the Wirral, then to Wrexham, then home to Colwyn Bay, well done that man. I enjoyed his letter in the "Readers Write" section of the September Courier. Yes, I confirm that the North Wales Area booked us into the genuine "Pub with no Beer". I didn't realise that it was so near, just across the border from Wirral. And there's me thinking it was in Ossieland down under.

Ten of us enjoyed the Stafford weekend, it was a touch breezy so we did not put up the gazebo but we all managed to cram into our caravan awning for the evening wine taking and a good time was had by all including the newly acquired Black Labrador of Carole and Peter Dunne whose name is Jade it should be green, not black. Our man Paul Griffies who won the best T R last year with his TR6 cleaned up again up again this year by winning the Masters Class. On top of that, two weeks later on Sunday 5th September he won "Car of the Show" at the "Cholmondeley Castle Classic Car Show". Congratulations Paul, is there no end to the talents of this man.

What else is pending, yes we will have had Dave's 70th birthday party by the time you read this, no doubt Andy will report on that event in November, I'm sure it will be what is colloquially known as a "Good Do".

Some of us will also have attended the "Birkenhead Festival of Transport" in Birkenhead Park on Sunday 19th September. This is quite an interesting show with Classic Cars, Commercials, Steam Vehicles, Engines Etc and Power Boats on the lake. I will report on this in due course.

Our final event of the year apart from our regular meetings and the annual Christmas Dinner will take place on **Sunday 10th October**. A run out and lunch at a suitable hostelry is planned for the day. Depart as usual from the "Tudor Rose" at 11.00am.

That's all for now folks, until my next report in December let me wish you Amiable Autumnal Automobiling Cheers

Ray

WORCESTER

Tel. 01384 279686

www.tssc.org.uk/worcester

On the night of the September meeting the weather confirmed that we aren't having an 'Indian Summer'. However, considering the heavy rain there was a good turnout of members as

WYEDEAN NORTH YORKS . . . SOUTH YORKS



TSSC AREA NEWS



The Berkeley Arms. Apologies were received from Tim.

Several members attended The Pershore Plum Festival on Bank Holiday Monday and agreed that it was a successful event. It was suggested that we consider attending as a group from the Area next year. Some Gloucester members went along to the event at Bredon Cricket Club and commented on the large number of cars displayed.

Sylv and I went to the Hanbury Steam Rally behind The Vernon Arms, where we met Brian, Phil and Tim L-Jones whom we hadn't seen for quite some time. The fine weather helped to make this an enjoyable day and it was good to see the rally at the Hanbury site once more. We enquired with the organisers about their feelings on group attendance and we were reassured that we, as a club, would be most welcome at future events. With this in mind it was suggested that we may attend the Hanbury/Stoke Prior events as an area next year.

The list for final numbers for the Malvern Show on **10th October** was passed around for any names to be added. Hopefully I will receive the tickets in time to distribute them at the **October** meeting.

Vicky and Jane gave members information regarding the Laon Historique event in **May 2011**. Anyone interested in attending this event should contact Vicky as soon as possible for further details.

With our WAC event drawing near final arrangements were discussed and the time of reading this we will have had a successful day and thanks to those who helped and/or participated in the event.

Dates for your Diary:
Events attended by Worcester Area *
26 Sept - WAC AT Evesham C Park *
4 Oct - Monthly meeting *
10 Oct - Malvern Autumn Show *

Stef

WYEDEAN

Tel: 01531 650035

Dear all, when you read this, the WyeDean area should have a new Area Organiser. We are moving outside the area and will be very near the Gloucester Area's meeting place. As a result I feel that it is only fair to relinquish the role and give someone else the chance. The Area needs an organiser for it to be registered with the club in order for events to be covered by the TSSC's insurance. I will be more than happy to chat to anyone who fancies giving it a punt and will give them all the support I can. It is not that daunting, let's face it, if I can do it then anyone can. I will be finding difficult to attend meetings so **PLEASE PLEASE** someone step forward!

Almost certainly my last event as AO was to run a trip across Wales to the coast and back on the 11th Sept. We had a great



day, the sun shone, the mountains were kind, the beach sunny and no-one broke down. A good time was had by all and it was a great way to end my stint as WyeDean AO.. Special thanks to Andrew for allowing Karina and I to share his beautiful Stag for the trip.

So to friends old and new, thank you and goodnight.

Clive

NORTH YORKS

Tel. 07766 35449

Hi everyone! Yet another busy month! I am really looking forward to the end of the season to catch up on my sleep!

It was nice to see a few faces from North Yorks at Stafford. Unfortunately with it being smack in the middle of holiday season I know a lot of you couldn't make it. I guess that and the weather meant people missed the event as it seemed a bit quieter than the last few years! Certainly there were more day visitors in classics at the Stag National.

Back to local news! By the time you read this we will have had the last camping weekend of the year - The West Yorks end of year bash. Alan promises good weather but he let us down for the first time in years at Dent!

I hope to organise a run to Elvington for a meal on a **Sunday** now the kids are back at school. Hopefully the date for this will have been finalised at the September meeting so if you are interested contact me on 07766 354449. Christmas meal ideas also welcome although I am guessing a certain White Bear in Stillington may well get a vote!

Last but no means least I would like to discuss with everyone at the meeting resurrecting the North Yorks camping weekend. I will have raised it at the meeting but if anyone else would like to have a word on the subject let me know!

Next few meetings are on **2nd Monday** at the White Swan at Deighton on the A19 south of York. Around about 8pm start.

11th October. 8th November. 13th December.

That's all for this month.

Richard

SOUTH YORKS

Tel. 07980 010741

www.southyorkshire-tssc.org.uk

Hi everyone. August's meeting was a sight to behold, and an affirmation that all the effort is worth it! There was 21 of us with an impressive line up of 9 Triumphs (5 Spitfires, Vitesse convertible, Bond Equipe, MkII, 2.5 PI, saloon and a MK 1 2000, 3.5litre V8) complementing our exclusive car park.

Every one seemed suitably impressed with the Crown Inn and we decided it would indeed make a very fine venue for us, with



South Yorks Continues

its function room leading out to the patio area and onto a second car park. There are smaller alcoves when numbers are down and a very friendly Landlady who's happy to lay on complimentary butties for us.

Thanks to everyone who supported the raffle with prizes donated by Alice and Maggie to prevent a reoccurrence of my oh so embarrassing loss of 80p last time. I'm pleased to report we made a profit on the raffle this time with £20 going into club funds. Thanks guys! Congratulations also goes to Alice who won the Triumph themed quiz to scoop the choccie biscuits, and Connor for winning the Kids Triumph Challenge.

It's really true what they say Guys - Stafford IS the place to be!

In total the SY Area boasted 20 of us, spread between the three camping areas and day visiting. It was my first venture into the AO's meeting and I was made to feel very welcome. Stafford certainly caters for all the family, and we will definitely be returning next year - and have already sussed out reasonable accommodation in the vicinity for those not enamoured with camping. Why don't you give it a whirl next year - you won't be disappointed!

Many thanks go to Al and Corinne for their superb hospitality in hosting the Club BBQ and to everyone who joined in and helped out. It was great to SY TSSC's younger fraternity with Patrick, Jango, Matt and Sally. The free prize draw, saw Charlotte winning the Triumph T-shirt, Tilly winning the toiletries and Richard the Gin, Happy Days!

Once again we enjoyed a fabulous chilled out Sunday 29th August enjoying the classics, set against the backdrop of Brodsworth Hall. It was great to see Janet, Mick, Victor, Vivien, Victoria, Dave and Richard and many of the SY TSSC Crowd, with 31 of us in 10 Triumphs! The communal picnic was a great way of using up the BBQ leftovers, Maggie's chocolate cake and Julie's Eton Mess were divine and the vodka jellies for the non drivers, slipped down nicely!

An impromptu evening run on Sat 4th Sept saw 18 of us in 4 Triumphs and 3 moderns call in at the Dog and Gun's "All Things Triumph" meet in North Lincs before heading off to Cleethorpes on the coast for Fish N Chip supper.

I got to put my foot down | (very respectfully I thought!) in my very own Spitfire for the day and thanks to Al for seeing her home in the dark!

By the time you read this we will have had an informal weekend in Pickering, a run out to the Ulley Country Fayre and Alice n Ian's Bash at the Skellow Grange.

In the future we'll also be heading out to Mablethorpe to watch the Sand Racing on **Sun 10th Oct**, having a bonfire Party on **Sat 6th Nov** and the **PROVISIONAL** date for the Christmas Bash is **Sat 11th Dec**. We're also thrashing out ideas to break up the winter. Please get in touch if you are interested in joining the fun.

As you can see, there's always something to do in the South Yorkshire Area. If you've not been to the meetings for a while or it would be your first time, why not come along to our new venue, **The Crown Inn, Barnburgh, Doncaster DN5 7JQ**, Tel 01709 893450, **first and third Tuesdays** each month from 8pm - I promise we don't eat ALL the newcomers!

Until next time

Paula x

Hi all, the August meeting was well attended by 20 members with 8 triumphs in the car park, this is normal over the holiday season. We had our usual quiz but this time it was all about classic cars to find the answers you had to decipher the question first, but the men let us down we had 2 ladies as the winners, Brenda Waddington and Vivien Thompson very well done. The charity for this year is the RNLI and so far we have raised just over £800, lets see if we can make this £1000! By the time you are reading this we will have had our **BACK END BASH** so this could help on our way to reach the target.

One of the car clubs that I go to are running a trip to the NEC Classic car event, this club is the Craven Old Wheels and the price is around £20. If you would like to go on this trip you can book through me 01274 781814 or 07944 909823. The seats are limited so ring me if you are thinking of going so I can give you more info.

If you are thinking of buying a Triumph, there is one in the back of the Courier, a green 13/60 saloon with 76.300 miles on the clock. You do not see many of these about and I will have more info and photos for you at the **October** meeting.

I have been asked if I can arrange a trip out to see the largest working steam engine in the world at Ellenroad at Milnrow off the M62 junction 21. This could be a very interesting day out but this only opens on the **1st Sunday** of each month this includes the closed season of the car shows. What do you think ??? This can be discussed along with the arrangements for the Christmas do etc at the meeting

Events still to come

Wetherby racecourse classic car show **3rd Oct**
One not to miss north Yorks 40s week end **15/16/17 Oct** this is a great week end

Yorkshire Air Museum Thunder Day at Elvington **17th Oct**
End of season gathering at the National coal Mining museum Wakefield **31st Oct**

I have to keep this short as I am running out of ink, this will please Bernard.

Keep your Triumph wheels turning

Alan

NOTE to ALL:
If I don't reply to your email
I Haven't received It!!
Bernard Ed.
E-mail news to:
courier@tssc.org.uk
News in By 8th of
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Derwent Valley TSSC

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The Derwent Valley Bowl 2010

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We challenge you **ALL** to take on the mighty Derwent Valley.

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the Hole", plus new for 2010 "Tin Can Alley"

Doors open at 2:30pm and the fun starts from 3:00pm.

Finger buffet available at 4:30pm for only £4 per head.

Event finishes at around 6:00pm or until we get kicked out !!

For more information phone:

**Colin on 01773 531580 or
Roger on 07970 619149.**

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HQ Christmas Open DAY

Come & Join in the Christmas Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies, and some liquid refreshments which will, of course, include Mulled Wine for those of you who are not driving.

This Christmas open day is going to be one to remember.

There will be fun and games for all the family, including a **FREE** raffle. There will also be a prize for the best Triumph on the day. You will also be able to meet some of the Directors & Staff of The TSSC and Bernie will also be manning his infamous "Bizarre Bargains" Stall for Charity.

The Club Shop will be Offering **10% Discount** over the Counter and for Phone orders on this day plus Free Postage (UK Only) Offer **NOT** applicable to Website orders or on Items already discounted in the Winter Season Selection Catalogue

Sunday 12th December 10.30 am, to 3.30 pm

Don't miss it this year!

Tel 01858 434424 www.tssc.org.uk