



LATEST CATALOGUE

Have You Got Yours?



TRIUMPH

PARTS ACCESSORIES & REGALIA



2011

ALL PRICES SHOWN INCLUDE VAT

TRIUMPH SPORTS SIX CLUB LIMITED
THE CLUB SHOP - SUNDERLAND COURT - LUBENHAM
LEICESTERSHIRE - ENGLAND

E-Mail : clubshop@tssc.org.uk and request a copy
Visit the Club Shop and **Save Postage** at TSSC HQ
 Sunderland Court, Main St, Lubenham, Leics. LE16 9TF
 or order all products **Online** 24/7 at

www.tssc.org.uk

Triumph Sports Six Club

The Courier 375

SEPTEMBER 2011



Harcourt SPITFIRE SPECIAL

Build story this Issue

September 2011



LANCASTER INSURANCE

Triumph Insurance



We will
endeavour to
beat any
competitors'
quotes

Ask us about:

- ✓ Car Club Member Discount
- ✓ Agreed Valuation
- ✓ Limited Mileage Discount
- ✓ Multi-Car Policies

Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting acceptance.

Club Supporter



For a great deal on Triumph Insurance call:

0800 0130080

www.lancasterinsurance.co.uk/tssc

Monday - Friday 8am - 7.30pm, Saturday 9am - 4.00pm

Calls may be recorded for monitoring and training purposes.

Lancaster Insurance Services Ltd is authorised and regulated by the Financial Services Authority 306514.



LANCASTER
INSURANCE

ADDITIONAL SERVICES:

CLASSIC CARS - MODERN CARS - KIT CARS - 4X4 - EX-MILITARY VEHICLES - MOTOR HOMES - CAMPER VANS - CLASSIC TRACTORS



THE
TRIUMPH
SPORTS SIX
CLUB

The Club For
ALL
Triumph
Enthusiasts
www.tssc.org.uk
01858 434424



*Do More
with Your
Triumph!*

- ✓ More Local Area Groups
- ✓ National Triumph Events
- ✓ Monthly Club Magazine
- ✓ Club Shop Discounts
- ✓ Staffed by Enthusiasts

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.375 Vol 33. SEPTEMBER 2011

Price £3.50 Free to Club Members.

CLUB HEADQUARTERS

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

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

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

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

Headquarters open 9am - 5pm Mon to Fri

PRESIDENT

Bill Sunderland

CLUB MANAGER

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

GENERAL SECRETARY

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

CHAIRMAN

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

OFFICE MANAGER

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

TSSC MEMBERSHIP

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

CLUB SHOP MANAGER

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

Courier copy / Area News

e-mail: courier@tssc.org.uk

We will only accept TXT files NO Attachments

Courier Copy By 8th of Each Month

Articles/Area News Enquiries

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

COUNCIL MEMBERS 2011

Nigel Clark, Pip Flegel, Chris Gunby,
Claire Hill, Nigel Hill, Derek Holman,
Simon Oliver, Jane Rowley, Gary Russell,
David Smith, Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 82.

Honorary MEMBERS

Dennis Barbet. Martin Cox. John & Pam Griffiths.
John Macartney. Fred Nicklin. Paul Richardson.
Bill & Jo Sunderland. Paul Swanson.
Peter Williams.

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

© Triumph Sports Six Club Limited 2011



MARTIN HARCOURT'S

SPITFIRE SPECIAL

PIC BY

MARTIN HARCOURT

Contents

September 2011

Events Calendar	4
Comment	5
News Review	6
Young Members Co-ordinator	8
New Members	11
Specials Register	12
Spitfire MKIV/1500 Register	20
Spitfire I, II, III Register	26
Herald 948/1200/1250 Register	30
Herald 13/60 Register	32
Vitesse Register	36
Area Showtime	40
Triumph Acclaim Register	44
Big Saloon Register	50
TR 2/3/3a/4/4a/5/6 Register	54
Stag Register	60
Club Shop News	65
Bond Equipe Register	66
Readers Write	69
Triumphs & Trains	70
Spitfire versus Sprite	72
TSSC CLASSIFIEDS	78
TSSC Officers	82
Area News Review/ EVENT Adverts	83

T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2011 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

September 2011

FRI SAT SUN 2/3/4 SEPT 2011
LINCOLNSHIRE CAMPING WEEKEND
JUBILEE PARK WOODHALL SPA
CONTACT GARTH 01529 307302

SUN 4 SEPT 2011
DORSET SOUTH & WESSEX AREAS
**JOINT STAND WESSEX CLASSIC
CAR SHOW** BOVINGTON
CONTACT EITHER TREVOR ON
01425 475376 OR
ROB ON 07920 549474.

FRI SAT SUN 23/24/25 SEPT 2011
MILE OF TRIUMPHS
GREAT YARMOUTH
CONTACT CLAIRE 07971 017012

October 2011

SUN 2 OCTOBER 2011
HERTS & BEDS AREA PRESENTS
18TH ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR MUSEUM
DUXFORD JCT 10 M11
CONTACT PETER 01582 750943

SUN 2 OCTOBER 2011
NOTTINGHAM AREA
TRIUMPH & TRAINS DAY 2011
CHURNETT VALLEY RAILWAY
CONTACT ANDY 01623 554212
KEN (C.V.R.) 01298 24992

SUN 9 OCTOBER 2011

THE DERWENT VALLEY BOWL 2011
SMALLEY COMMON
EX-SERVICEMAN'S CLUB
CONTACT COLIN 01773 531580
OR ROGER 07970 619149

December 2011

SAT 3 DECEMBER 2011
TSSC CHRISTMAS DINNER DANCE
BARCELO HINCKLEY ISLAND HOTEL
PLACES LIMITED BOOK EARLY!
www.tssc.org.uk

OVERSEAS EVENTS (CLUB INVITED)

September 2010

SAT-SUN 3-4 SEPTEMBER 2011
29TH INTERNATIONAL SPITFIRE
WEEKEND - VINKEL (NOORD BRABANT)
NETHERLANDS
Contact Steef & Gerrie Odijk
email: isw@spitfire.nl

CLASSIC CAR SHOWS (CLUB INVITED)

September 2011

SUN 11
5TH LINCOLN IMP RUN
MGOC - TULIP STYLE RALLY
ALL CLASSICS WELCOME
SHIRLEY BAXTER 01205 460375

November 2011

FRI SAT SUN 11/12/13 NOVEMBER 2011
THE FOOTMAN JAMES
CLASSIC MOTOR SHOW
NEC BIRMINGHAM

**PLEASE SEND ALL CALENDAR ENTRIES
INFORMATION TO TRUDI AT CLUB H.Q.**

e-mail: trudiprettyjohns@tssc.org.uk

“Comment

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

Anniversary Party – STAR 90

2013 is going to be a very big year, representing as it does both the 90th anniversary of Triumph cars and the 110th anniversary of Standard cars. The Standard Triumph Forum (ST Forum) is the umbrella organisation representing the majority of Triumph and Standard car clubs; the TSSC is an active member of the ST Forum.

For such a special anniversary, the ST Forum wishes to have a very special celebration, a major opportunity for all enthusiasts and all the clubs for “our cars” to get together. The aim is to create an event over a long weekend, with a number of varied activities that will appeal to as many as possible. Work to develop and organise this “super-event” started in autumn of 2010, and a team has been formed which I’m pleased to report includes members of the TR Register, the Stag Owners Club, the 2000/2500/2.5PI Register, Club Triumph with yours truly representing the TSSC.

Five great clubs working closely really is the best example of how we all need to pull together to provide the best for our members.

The detailed plans are of course still being developed but I can tell you that the event has the working title “STAR 90”, STAR for Standard Triumph Anniversary Rally. STAR 90 will be held on 17th – 19th May 2013, with the activities centred around a hotel in the Midlands, for ease of access. It is too early to publish a detailed schedule but we expect to offer accommodation at the Chesford Grange Hotel, near Kenilworth and camping nearby so as to appeal to as many as possible.

The schedule is likely to include:

- welcome BBQ on the Friday evening
- on track activities on Saturday at the nearby Prodrive Proving Ground (Prodrive are responsible for the development of Subaru and Mini world rally cars and the Aston Martin endurance racing team!)
 - country drive with scenic route
 - visit to Coventry museum of transport and the Standard Triumph monument in Canley
- a gala dinner on Saturday evening at Chesford Grange
- a large rally at British Motor Heritage Centre, Gaydon on the Sunday, with club stands, concours and trade presence.



“STAR 90 team meeting August 2011, from left to right Lesley Phillips (Stag Owners Club), Chris Cunningham (TR Register), Nigel Clark (TSSC) and Merv Parkes (TR Register)”.

There should be plenty to appeal to all, with the option to get involved with as many (or as few) of the different activities as you like. All the centres used (Chesford Grange, Prodrive and Gaydon) are in close proximity, less than 30 minutes drive apart. Visitors to STAR 90 will be able to come for the whole weekend or just for a day, it’s up to you.

Look out for more information in the Courier and on our website in future, but please be patient as we won’t be ready to take firm bookings until next year.

In closing Comment for this month, let me also mention the ST Forum’s Standard Triumph Marque Day for 2012, lest we fast forward straight to 2013! For the 2012 Marque Day, the TR Register, Stag Owners Club and TSSC are jointly organising another event at Prescott Speed Hill Climb, which proved so very popular in 2008 and 2010. More information and booking arrangements will be available towards the end of this year.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Christmas Dinner Dance Room Rates Reduced

Good news! The TSSC has been able to negotiate an even better price for rooms at the Hinckley Island Barcelo Hotel for the night of our Christmas dinner and dance on Saturday 3rd December. The price for a double room has been reduced from the previous offer of £65 to £50 per night, and from £60 to £40 for a single room. We are getting plenty of interest in this event, so please book your place soon using the form in the Courier, and phone the hotel to book your rooms.

If you have already booked a room and paid the higher rate to the hotel, please contact the Club Office (01858 434424 or email info@tssc.org.uk) and we will arrange for the hotel to refund the difference to you.

Jaguar Day

at Silverstone, 18th September

The Coventry Area of the **Jaguar Enthusiasts Club** have kindly invited the TSSC to their Jaguar Day at Silverstone, which is sponsored by David Manners Ltd. Features will include:

- The Classic & Sports Car Race series will be at Silverstone, with Triumphs in track action.
- Jaguar Classic Parts Jaguar Saloon/JEC Jaguar XJS Championship.
- Pirelli Ferrari Formula Classic and Pirelli Ferrari Open racing, with cars from the 1960's to the present day.

For more information and advance tickets please visit the event website:

<http://www.silverstone.co.uk/events/Classic-Sports-Car-Club/?tab=Book-Now>.

Tickets are priced at £10 per person for the jaguar Day or £15 for the weekend.

Nigel Clark
General Manager

Peter du Sautoy

I have just discovered that Peter du Sautoy died on July 10th in South Africa. Most of you will never have heard of him, but he was a leading light in Triumph Sports Car Club in SA. I well remember he and Monica, his wife, collecting Sue and I and taking us to the local meeting for a noggin and natter a few years ago. We were presented with T shirts which we still occasionally wear to this day.

Bill Sunderland and Trudi Prettyjohns will also remember him from their visit to South Africa many years ago, when they were well looked after by Peter and the club.

A sad time for a large number of people, but he will be remembered.

Dave Bayliss.

Classic Owners are Spending Less

Research shows that classic vehicle owners have tightened the purse strings on their hobby in the last 12 months. According to a recent survey by specialist insurance broker **Footman James**, over 50 per cent of customers spent less than £1000 on their hobby in the last 12 months. This compares to the 31 per cent of customers that spent between £1000 and £3000.

Garry Carlin, Footman James' sales director, said: *"With the rising costs of living it is clear that classics owners are also feeling the financial pinch and having to reduce their spending on their hobby."*

"By reviewing your motoring costs, including your insurance, it is possible to reduce your outgoings. For example, you may wish to consider a limited mileage policy, a multi vehicle policy or joining a car club, all of which can potentially lead to savings on the cost of your insurance premium."



www.tssc.org.uk



www.tssc.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

www.tssc.org.uk

HQ OPENING TIMES

SEPTEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the forthcoming show

Duxford ALL Triumph Day

Sunday 2nd October 2011

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

SEPTEMBER 18TH 2011

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

TSSC INSURANCE PANEL

Footman James

0843 357 1790

www.footmanjames.co.uk

Peter James

0121 506 6040

www.peterjamesinsurance.co.uk

Lancaster Insurance

0800 013 0080

www.lancasterinsurance.co.uk/tssc

The Key Benefits on all TSSC Insurance Policies

- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards
- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.

Young Member's Co-ordinator



<http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122>
e-mail. triumph-dan@hotmail.co.uk

Dan Chudleigh



A Respectable Start

So the past few months have been a busy old time down here in Devon. Weekend after weekend of car shows. I'm not complaining, I love nothing more than to sit in a sunny field with good friends, interested strangers, and nice cars of all classes. This brings me to the point

edges it is. Now none of my cars are concours (although my Herald did win 3rd place last year in the concours class of Cruised and Used, not hard when only 3 cars were entered), but on the other hand they're not bad. In my opinion (not biased at all) they're respectable.

The point of this article came to me recently at



Powderham classic car show (one of the biggest we have down here in Devon) where I was showing all three of my cars. Alongside me was sister Jas who has a Mk1 2 litre Vitesse. Her Vitesse is a 1968 tin top, which she has now had for 2 years. When she bought it, it was a bit scabby and in need of a fair bit of TLC. The main reason she bought it was

of this article, now many people have different opinions about what a classic car should look like. Some people think any modification to a classic is sacrilege and everything should remain original. Others feel that as long as a car is still on the road being enjoyed that is all that matters. I tend to fall into the latter category, as long as a car is being enjoyed and loved I can appreciate it, no matter what has been modified or how rough around the

because it was a local registered car, UO being Exeter. The guy that sold it to us had a nice story, if my memory serves me correctly goes something like this. It was his aunt's car and she lived over in Exmouth, she had used it as her everyday car and some years before that she bought it off her mother who had had it from new. It was her name that was on the original receipt for sale. It seemed to have been a ladies car and a local one at that,

Young Members Co-ordinator

always being used and so it would seem loved. After hearing all that Jas felt compelled to buy it as her every day car.

When at Powderham a gentleman came to the club stand and asked who had the Vitesse, He soon told Jas that he used to own it, and it was his wife's car. From what he said to Jas it

years when we bought it, and well it did come with a little MOT but that is the only trip it had taken in that 5 years, to the MOT station and back (if it ever did really make that trip, I have my doubts). It took a good few months to recommission it and get it to a state where it would be reliable for a daily driver.

One of the conditions of Jas having a classic was that she would do most of the work that she could do herself, that is what she has done from changing points to removing the rear spring - she has done it all herself, with me just looking over her shoulder explaining how to do it and how it works.

So as I'm sure you can all appreciate she is

would seem that the guy we bought it off got the car at the auctions and adapted the true story. It was still a local car and had still been owned by ladies. From the money this gentleman and his wife had spent on it, it proved how loved it really was. It was very nice to hear from him and since then he has sent Jas some old pics and receipts of the restoration he had done on the Vitesse in his ownership. (So thank you Keith Anderson and wife for your info)

The Vitesse had been off the road for 5

very fond of her car and very defensive of it. When at Powderham an elderly lady very loudly stood in front of the Vitesse and turned to her husband and said to him " look at the state of that ". I more than clearly heard this so stood up and turned to Jas and said very loudly "Look





at the state of your car, Jas". Jas looked at me in a puzzled way and said "what"? So, I pointed to the lady who initially commented on it and said "people are being rude about your car". The lady's head fell to the ground and she as good as ran away. My reaction to this may have been a little childish but I took a lot of offence at what that lady said, after all the Vitesse is an example of my sisters' abilities and an expression of her character (different and sharp around the edges).

I have always found that the TSSC has been the club that is happy as long as you enjoy your car, no snobbery, or sniggering about the

condition of other peoples cars. Club nights that don't have an agenda, or minutes. Just people who have a similar interest. Some who have a life time of knowledge and people that, what they lack in knowledge, make up with enthusiasm.

So whether you are one of our young members looking for assistance or an older member with a story to tell, why not try and get a bit more connected with other members. One of the best ways to do this is pop to your local club night or run and say "Hi" no matter where you are, you're not very far from a friendly area organiser, so get in touch.

Dan



Wins International Ltd

Tel: 01342-327018 , E-mail winsintltd@sky.com



Triumph spares specialist covering new, reconditioned and used spares, vast stocks, Est since 1987, mail order UK & Worldwide, Fast & Friendly service.

New website www.winsintltd.co.uk

Price promise
Found a better Price?, we will Always try to Beat it if possible

Website covers all New, Recon & Used spares and Also lists cars currently in for dismantling

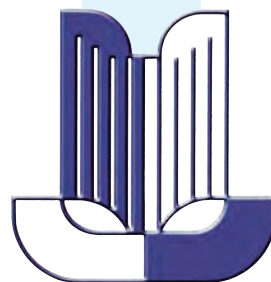
Opening hours : 9.00-4.50pm mon-friday, 9.00-12.00 pm saturdays
All in one large warehouse, with shop counter, feel free to come & browse
Whatever your requirement we will always try and help

Unit 21b, Durkins rd, Charlwoods industrial estate, East Grinstead, West Sussex , RH19 2ER



Welcome to NEW MEMBERS

*Welcome to all these new members,
who joined the Club in July*



THE
TRIUMPH
SPORTS SIX
CLUB

Daniel & Robert Moore
Mark Balkam
Michael Watts
Caroline Gallacher
John Bowen
Susan Crownshaw
M G Hope
Stuart Holliday
Simon Cherry
Dave Carrie
Gerry Mcguigan
Ian Potbury
Nicholas Brakspear
Bruce Minchin
Ryan Payne
Ian Patten
Elizabeth Burton
Mark Heaps
Charlotte Drew
Perryn Bruce
Euan Macpherson
Roy Fairfull
Kevin Wilkinson
Sarah Fishburn
Tom Johnson
Andrew Allan
Martin Snelgrove
Mike Ford
Basil Columbo
Martin Broome
Edwin Melius
Stuart Adams
Sam Weller
Matthew Gilsenan
Neil Redit
Sam Parker
Evelyn Dennis
Darryl Barkwill
John Slingsby
Andrew Morton
Robin Douglas
Mark Santacreu
John Jones
Malcolm Wellington
Peter Eastwood
Jos Okhuijsen
Alexander Harkness
Phil Brook
Thomas Foley

Mid Glamorgan
Berks Returning
Derbys
Beds
South Wales
Glos
Worcs
Warks Returning
East Yorks
Cumbria
Highland
Devon
Wilts
West Sussex
Durham
Hants
Norfolk
Norfolk
Oxon
Scotland
West Sussex
Essex
North Yorks
Northern Ireland
Norfolk
Somerset Returning
Cheshire
Bucks
West Sussex
Surrey returning
Kent
Isle of Wight Returning
Derbys
Surrey Returning
Hants
Essex
Devon
Kent
Oxon
Berks
Herts Returning
West Mids
Scotland
Lincs
Finland
Sweden
Dorset
Kent Returning

Lauren Scrase
Steve Whatmore
John Hallam
Roger Hinds
Michael McInerney
Philip Dalgouttie
Philip Hurren
Stephen Stokes
Wayne Palmer
Ian Hufton
Jonathan Sharp
Lilian Holden
Nigel Marsh
Stephen Doe
Dena Bex
Steve Cox
Christian Maclean
Ian Clayton
Jordan Earnshaw
David Price West
Helen Overington
Graeme Moore
Paul Spencer
James Bunch
Graeme Cotton
Anthony Gribble
Kevin Coughlan
Matt Blackmore
John Rathbone
Ian Penfold
Gwenda & Simon Crozier Meares
Frank Cooper
Kevin Miller
Dean Hulme
David O'Ferrall
Perri D'Cruz
Lee Clarke
Andy McPoland

East Sussex
Surrey
South Yorks
Manchester
Kent
Suffolk Returning
Cornwall
Leics Returning
Derbys
Somerset
Devon Returning
Beds
West Mids Returning
Beds
Devon
Warks
Wilts Returning
London Returning
Devon
West Mids
East Sussex Returning
Durham
Somerset
Hants
Lancs
Wilts
Bristol Returning
New Zealand Returning
Cleveland
Berks
East Sussex
Leics
Berks
West Yorks
Hants Returning
Beds
Lancs
County Durham

*We hope you enjoy your Triumph
and everything the Club has to offer*

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



Trevor Collett

Just a Spitfire Special

Last month I included a single picture of Martin Harcourt's car, a car he called a Spitfire Special. I promised that I would bring you more information; settle down, and prepared to be amazed.

Martin lives in Somerset, he is 60 years old and a recently retired Aeronautical Engineer. Between 2002 and 2010 he spent approximately 2,000 of his spare hours building a car, not just any car, but a very special car, as I think we will all agree.

Martin has responded to my request to write up his story (don't think I've had a totally effort-free month, Martin's sentence building was not in the same league as his car building), so let's just listen, and learn.

Throughout my life I have always been fascinated by the 1930s F1 racing. Apart

from the beautiful factory-built machines that took part, there was always an element of privateers that had designed and built their own cars, which usually did rather well in competition, sometimes beating the factory cars. As the

cost of buying one of these rare machines today was well out of my financial reach, I decided to build a single-seat special of my own, in the Thirties style.

Having made that mental commitment, I started to think about what would be the best donor car to use. Having owned several GT6, I started to look at using the chassis and engine from a MkIII, but soon realised that the 6-cylinder engine was going to be far too heavy, and that the finished car would be very "tail happy" in the dry, let alone the wet! Then fate took a hand, a work colleague happened to mention that he had a Spitfire MkIII in his garage, with



Wired Frame

original engine and overdrive, part dismantled that his wife wanted out of the way. He wanted £200 for it - I bought it on the spot, sight unseen, and I picked up the car in various boxes at the weekend.

The tub was still attached to the chassis, but everything else was removed.

The tub was completely rusted out, as were the doors, but the chassis was perfect and the running gear was good.

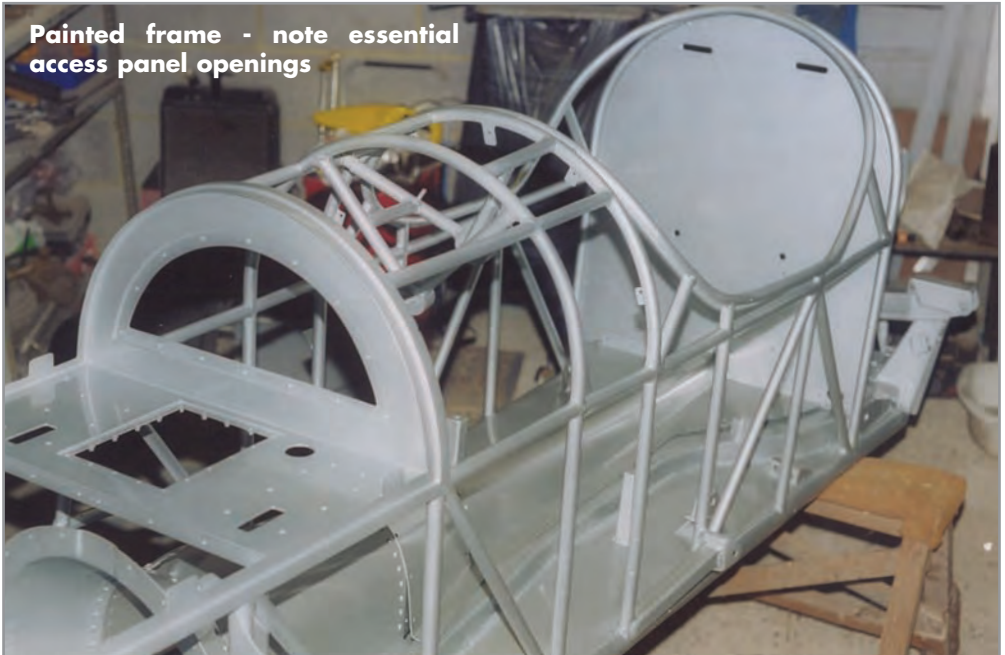
The tub was soon removed, cut up and carted off to the local scrappy, and I was left with a chassis, transmission and running gear.

It was immediately obvious that with the seat on the centre line of the chassis there would be insufficient torsional rigidity in the chassis, and nothing to attach the new body to. To remedy this the middle outriggers were cut off, two 2-inch steel tubes welded to the chassis each side (set parallel, 11 inches from the chassis centre line) and cross tubes coming off these to the main rails. This then gave the required chassis

wanted to keep things as simple as possible. In the event of something going wrong it is far easier to buy "off the shelf" items rather than remanufacture heavily modified ones.

The next task was to try and work out the body's height and length; this is a very difficult and time consuming thing to do. The only way is to start from the known dimension, i.e. the car's width, and "wire up" the body to form the shape (once you have determined the seat position). This is done using quarter-inch mild steel rod and is done on the car as opposed to making a wooden "buck", which is usually done off the car.

When the shape and dimensions felt and looked right, the wire was removed and a three



Painted frame - note essential access panel openings

stiffness and also the build dimension for the width of the body. The front chassis legs were also cut off nine inches from the steering rack attachment points and boxed (initially cut off too short, and then I realised there was nothing to attach the anti-roll bar to!)

The engine, gearbox, propshaft, diff and running gear were all left in their factory positions, as it was a proven setup and I

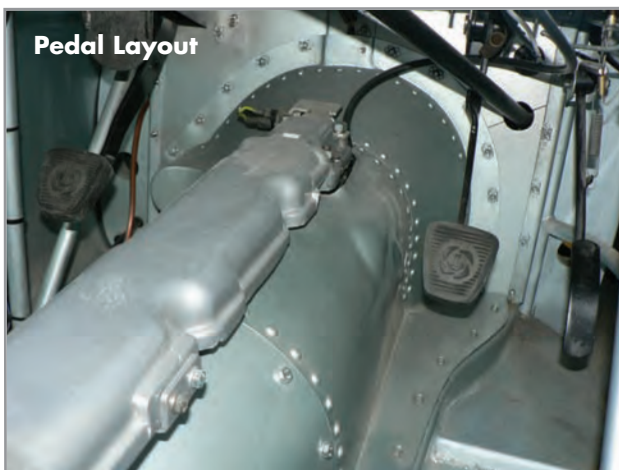
quarter-inch steel tube space frame was added, the two main bulkheads fitted and the positions of the pedals ascertained (accelerator and brake to the right of the gearbox tunnel and the clutch to the left). With the wire replaced I had a 3D car with which I could not only work things out, like fuel tank (Herald 13/60) attachment/position, but, joy of joys, I could actually sit in it and make engine noises!



English Wheel - off to the Museum

Having the car like this was crucial to enable me to configure the steering, which had to go through two directional changes. This was achieved by ordering various splined shafts and steering universal joints from the hot-rodding fraternity in America.

The other problem was that as the body tub was removed there was nowhere for the rear suspension vertical link radius arms to attach to, so new, very much longer ones were manufactured from stainless steel and attached to the body space frame. These new radius arms also incorporated a central turnbuckle to allow the rear axle to be tracked more accurately.



Pedal Layout

With the engine now being in such a confined space, it was time to look at the cooling

system. The Spitfire radiator was completely the wrong shape and not efficient enough, so I bought a GT6 radiator, made the necessary attachment bracketry, fitted it and incorporated a heavy duty electric fan just for good measure.

Now that the mechanical positioning work was done it was time to start on the bodywork. The body is in 18swg aluminium and, because of the complex double curvature, was made in sections and then welded together. The body was wheeled in the traditional way using a 1920 English Wheel, which I rescued from the aviation company that I worked for at the time **(the wheel was, rather appropriately, used during the Second World War to form the skins on the wings of Spitfire aircraft).**

The panels were then shaped to fit the car's wired shape and welded together piece by piece. Very slowly the car's body began to take shape, until it formed two major assemblies, as the nose cone had to be removable. It was then painted internally and stored in my sitting room (no I wasn't married at the time) to await fitment to the chassis.

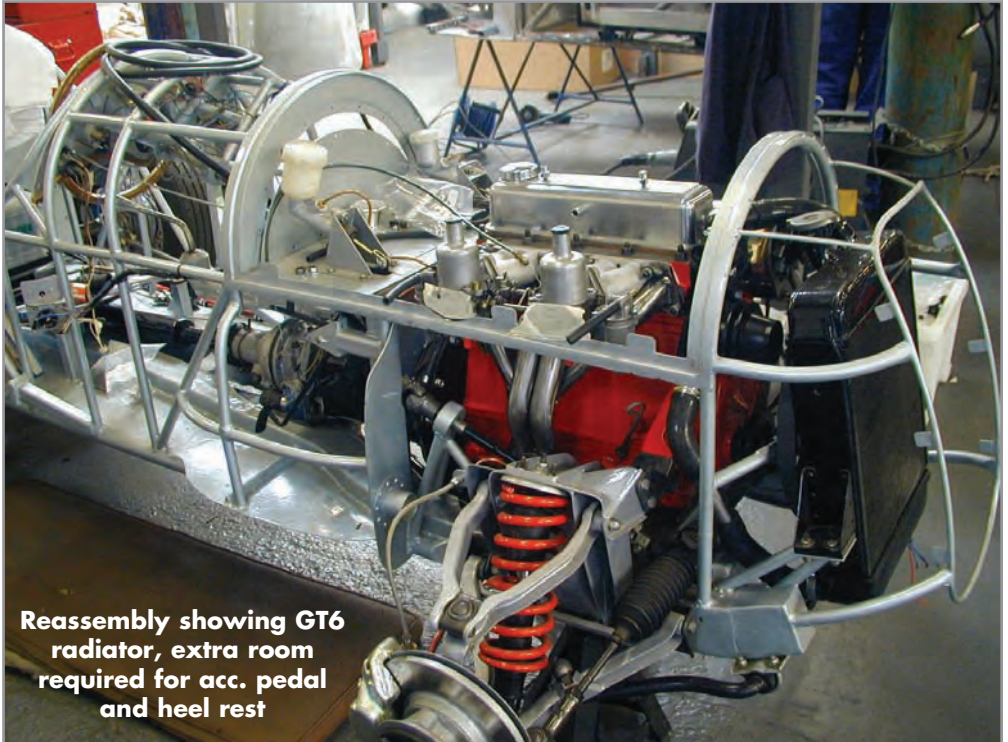
The whole car was then disassembled, and all the major mechanical units sent away for reconditioning. Whilst this was being done all the running gear was bought back to "as new" condition. The chassis was stripped and painted. Then the fun bit began, "The Rebuild". All the reconditioned components were refitted, as was the running gear. A new stainless four-branch header and custom-made exhaust, featuring a "cherry bomb" silencer and bifurcating into two tail pipes, was fitted. A new Spitfire electrical loom was fitted, along with the custom dashboard and new retro gauges. Then the moment of truth... and after some nervous cranking time, she fired up, and after a lot of carburettor adjustment settled down to a wonderful rorty little burble!

The bodywork was then fitted to the chassis by riveting the lower tucked under sections to the

chassis tubes, whilst the upper body is held by annealing the body edges around the cockpit and turning and riveting the edges to the cockpit tubes. The rear is held with screws onto the frame. The front nose section was then

the TR2 seat was fitted – this was the moment I had waited five years for – the first drive.

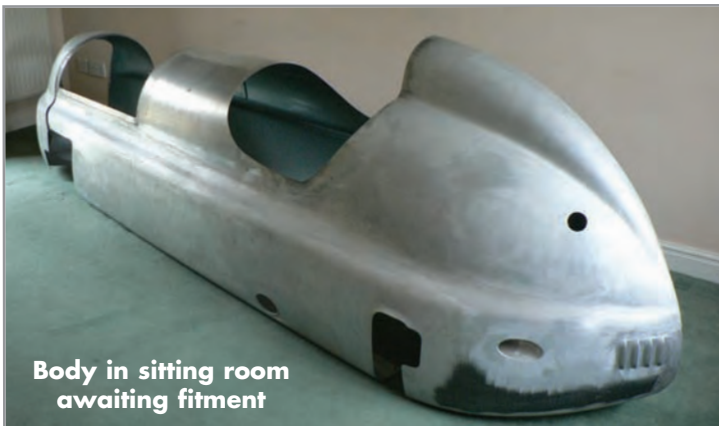
I climbed into the cockpit, mentally checking that all the bolts had nuts on them and were



Reassembly showing GT6 radiator, extra room required for acc. pedal and heel rest

drilled off, fitted and screwed to the front frame. With the body in its raw form, lap straps and

tight! I pressed the button, fired her up and selected first gear – the clutch was surprisingly light and engaged quickly, the car leapt away and swiftly moved up through the gears. It was everything that I hoped it would be plus a little bit more – the noise and handling was, and still is, fantastic, as was the experience of driving a single-seater on the open road.



Body in sitting room awaiting fitment

When I got back I wasn't just smiling, I was laughing with the sheer



The Driving Position

probably get some small hot rod ones, which can be easily fitted/removed and stowed in the cockpit. The car has now a completely polished body, which has taken six months of going through the various grades of "wet and dry" by hand.

It has now done its first 500 miles and is settling in very well. There have been some setbacks along the way, the biggest

excitement and joy of it all.

Since then the car has been checked over and issued with a daytime MOT, so it doesn't have

of which was despite being a supposedly fully reconditioned overdrive unit, it did not work, and so had to be removed and replaced.



Rear view of Finished Car

to have lights fitted – I did however leave provision for them to be fitted later – I will

Apart from that the car has proved to be a very reliable and hugely enjoyable. As for the car's

Finished at Last!



HARCOURT SPITFIRE SPECIAL

future, I will drive it as much as the British weather allows, and for as long as I can get in and out of it! After that, who knows; two museums have shown a lot of interest, so it may be donated – I am also hoping to bring the car to some select car shows, and during 2012 join in the celebration of the 50th anniversary of its progenitor, the Triumph Spitfire.

Thanks Martin. I don't think I need to say

much, do I. Martin's words and pictures surely tell you all you need to know. As I write England has just won the second test against India and the media is buzzing with debate on the proposition that the current England cricket team is the best ever. Tricky one.

Is this the best Triumph Herald/Spitfire derived Special ever built?

Brilliant.

PETER JAMES INSURANCE

Peter James Insurance is a TSSC Insurance Partner.
Telephone: **0121 506 6040** to discuss all your insurance needs.
www.peterjamesinsurance.co.uk



T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES

HERALD/VITESSE

Delaney-Galley heater valve 560612	£48.50
Petrol tank	£123.00
Front lower valance 1200 O.E.	£120.00
Front lower valance 13/60 O.E.	£120.00
Front lower valance Vitesse O.E.	£120.00
Herald 13/60 front lamp panel 812140	£67.50
Herald 1200 front wings	£99.50
Herald 13/60 front wings	£82.00
Vitesse front wings	£95.00
Front wing 'D' plates 703627/8	£10.50
Windscreen drip channel	£13.00 pair
Herald/Vitesse door skins 901338/9	£65.00
Door Skin repair panels	£22.50
Complete door shell 902256/7	£220.00
Sills 803070/1	£22.50
Tread plate repair panel	£8.50
Front Footwell	£62.50
Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£22.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£62.50
Herald 1200/13.60 rear centre valance	£65.00
Rear quarter valences	£35.50
Inner front wheel arch 903075/6	£47.50
Rear outer wheel arch 802845/6	£41.50
Front/Rear wing arch repair panel	£19.50
Rear wing front repair panel	£13.00
All chassis outriggers/side rails/boot extn	£20.50 each
White rubber bumpers (full set)	£115.00
Rear overriders 703708/9	£40.00
Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£37.50
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£6.00
Hoods vinyl inc zip out window	£140.00
Accelerator pedal bracket 147655	£10.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£20.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/16PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 4 Syncro (exchange gearbox)	£265.00
Vitesse (exchange gearbox)	£265.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£150.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£20.50
Herald new alternative distributor (exchange)	£59.00
Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50
13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£4.50

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

Herald O.E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£7.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£285.00
Door skins YKC74/75	£48.50
Body shell FHC with sunroof	£3,015.00
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£305.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£22.50
Door/glass outer weather strip R/H YKC101	£6.00
New hood frame (exchange)	£175.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£175.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£85.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£265.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
Brake servo recon (exchange)	£85.00
Up-rated brake master cyl/servo assy (exchange) £205.00	
Brake pressure valve TKC 3667	£41.00
Recon exchange brake caliper	£46.00
Brake shoes 5 speed GBS813	£15.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£135.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£45.00
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£290.00
Recon exchange J Type overdrive	£290.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£14.00
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£94.50

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunnion 142377/8	£22.50
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£16.00
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£290.00
Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50
Boot spare wheel cover	£65.00

SPITFIRE MK I & II & III

Spitfire Mk III bonnet	£730.00
Nearside/offside front wings	£75.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£45.00
Front inner wheel arch 706548/9	£36.50
Bonnet hinge tubes 811679/811680	£40.00 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£55.00
Door skins	£58.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£75.00
Boot lid 575787	£375.00
Dash top cover 714482	£35.00
Vinyl hood Mk III inc zip window	£140.00
Chrome bonnet catch 607663	£37.50
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£265.00
Rear leaf spring 305894	£99.50
Recon exchange brake caliper type 12	£46.00

Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£15.50 pair
Front wings 909663/4.....	£49.50
Front wheel arch outer 909351/2.....	£45.00
Front wheel arch inner 909977/8.....	£36.50
Headlamp support panel assembly 818871/2.....	£35.50
Front quarter valance 815391/2.....	£72.50
Door skins.....	£58.00
Sills non original. 903097/8.....	£42.50
Sills O.E. 903097/8.....	£62.50
Sill reinforcement panel 806634/5.....	£7.00
Inner sill 806638/9.....	£24.00
Front sill end plate 706422/3.....	£6.75
Half floor (deep pressing).....	£117.50
A' post lower filler panel 706288/9.....	£19.50
Bonnet hinge pivot box RKC362/3.....	£46.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£55.00
Rear wing non O.E.....	£110.00
Rear wing front repair panel.....	£18.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£165.00
Rear valance 908970.....	£75.00
Boot floor.....	£117.50
Boot lid 911327.....	£395.00
Rear inner wheel arch 725563/4.....	£125.00
Rear outer wheel arch 909661/2.....	£79.50
Windscreen aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£39.50
H/ top seal roof/ door glass 716183/4.....	£8.00
Front windscreen chrome insert kit.....	£36.00
Door hinges 607824.....	£20.00
Exterior door handle (black) YKC2837/8.....	£65.00
Window regulator 911271/2.....	£55.00
Window regulator glazing channel.....	£75.00
Front outriggers 209398/9.....	£35.00
S/steel tread plate finishers.....	£27.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£4.50
Heater valve 724021.....	£18.00
Front wheel bearing kit GHK1021.....	£16.50
Front wishbone bushes 119451 (set of 8).....	£10.50
Front shock absorber GSA364.....	£20.00
Front suspension vertical link/trunnion assy.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£20.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£58.00
Gearbox exchange.....	£265.00
Recon exchange D Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D 1500.....	£255.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£65.00
Recon exchange drive shaft assembly.....	£150.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£87.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder -7 dia.....	£12.50
Rear brake lever 123135.....	£6.50
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
Recon starter motor (exchange).....	£32.50
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£35.00
Seat cover set, brown houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
Hoods original I.C.I. material inc zip window.....	£170.00
Hoods vinyl inc zip window.....	£140.00
Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

GT6

Bonnet assembly Mk III 913766.....	£1,015.00
Front wings Mk II 908113/4.....	£97.50
Front wings Mk I 907154/5.....	£75.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk I/II 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk II 820073.....	£135.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
New crankshaft 308034 (exchange).....	£115.00
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£265.00
Recon exchange D Type O/D.....	£255.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£79.50
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£29.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rototex GBS750.....	£15.00
Brake shoe non rototex GBS746.....	£15.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£130.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk I bonnet 903477.....	£125.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£105.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701/711.....	£22.50
Boot carpet 728551.....	£22.50
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£270.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

DOLOMITE RANGE

Toledo Static Seat Belts O.E.....	£35.00 pair
Dolomite Sensor Seat Belts.....	£65.00 pair
Front underdrier XKC 83/84.....	£25.00 pair
Rear lamp assembly 1300 F.W.D. 211874.....	£37.50
Dolomite Rear lamp assembly R/H TKC938.....	£52.50
Head lamp assembly 1300/1500 Dolo (square).....	£62.50
Headlamp bulb 1300/1500 Dolo (Square).....	£23.50
Rear screen rubber 913937.....	£36.00
Boot floor carpet 1300 F.W.D. 617831.....	£17.50
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£58.00
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£4.50
Service exch oil 18.50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£270.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£265.00
Gearbox exchange 18/50 3 rail.....	£265.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£42.50
Rear subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157859.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£52.50
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Sprint brake shoes Original.E. GBS780.....	£22.50 set
Dolo 1500/18-50 brake shoes GBS746.....	£15.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£13.50
Sprint wheel cylinder GWC1121.....	£13.50
Tank sender 1500HL/1850HL/Sprint 215652.....	£25.00

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX
Telephone 01952 619585/620434 Fax 01952 610510

MONDAY-FRIDAY 8 am till 5.30pm. SATURDAY 8 am till 1 pm
PRICES INCLUSIVE OF VAT, Carriage extra.

Overseas orders outside of the EEC are not subject to VAT.
Please quote original part number if available. It will help us to help you.
Complete range of overdrives built by ex-Laycock engineer. POA

TRADE ENQUIRIES WELCOME

Prices correct at time of going to press

At the time of going to press we can supply most gearboxes, steering rack and diffs for every model of Triumph car, saloon or sports, from TR4 through to TR7, Herald through to Stag.
Front struts-Stag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



SPITFIRE MkIV/1500 Register

e-mail spitmk4and1500@tssc.org.uk



Derek Ford & Hugh Glossop



Type 9's are us! -1

I can now sigh with relief and stop going purple as Carolyn has kindly written up the type 9 five speed conversion in all its gory details, which saves me doing it, I will be adding a few bits at the end of the second part so without further cog swapping it's over to Carolyn

Hugh

Hello to one and all, to hold with tradition I'll start off with a short introduction I'm Carolyn, a campsite receptionist and my other half or "him in the shed" is Julian, a builder and farm worker and this is our tale of a Ford type 9 five speed gearbox conversion to a 1972 mk4 Spitfire 1300

To begin at the beginning, 14 years ago we spent every spare waking minute in a rather cramped single garage skinning our knuckles and nursing bruises doing a complete "body off, nut and bolt" restoration on my lovely little Spitty and since getting her back on the road we have enjoyed it thoroughly, that is until...

...Last summer Julian proclaimed " this gearbox is so far past it's best it's just not funny anymore", I couldn't help but agree so we started hunting down prices for a reconditioned 3-rail Triumph box and an overdrive conversion kit. During this time we came across many opinions that a recon box wasn't as good as they used to be due to the lack of new parts available and a similar story for the

overdrive, we found this very easy to believe having just killed a recon box in the space of 6500 miles, not surprising at all considering we have a fairly tuned engine that thumps out a fair bit more power than it would have done originally.

So the research continued and the subject of a Ford type 9 five speed gearbox conversion reared its head.

We looked long and hard at this as an option as it would give us excellent reliability, no need for an overdrive and parts availability is very good owing to the vast number that were built and the large number of "kit cars" that run them. We scoured the internet, trawled through hundreds of pages on many different websites that gave glimpses of the conversion but nowhere seemed to give a full blow by blow account of the process but we eventually decided to take the plunge and just go for it. The decision was made albeit nervously to source all the parts independently rather than simply purchase a "complete kit" as the cost saving is around the 50% mark and that wasn't to be sniffed at !

At this point I have to give a great big heap of thanks to Hugh Glossop for his support and specialised advice on "all things type 9" and a big thanks to several other people on the TSSC website forum who regularly picked us up and dusted us off at some of the more trying moments.

And so it begins.

The car came off the road in October last year and we had most of the parts and bits and bobs on the workbench so it was time to get to work, bonnet up and battery out then the car was raised on stacks of six inch blocks and some blocks of wood to "protect" the chassis, we got her up so that we had about 20 inches between the floorpans and the garage floor, giving enough room to remove exhaust etc and lay underneath to support the bellhousing and gearbox when it went in and out several times for "trial fitting".

With a heap of manuals on the bench we removed the seats, carpets, glovebox, tunnel cover, then from underneath the exhaust and propshaft, during this time we found the manuals were largely useless as we came to remember just how much we deviated from standard when we built her all those years ago, but on we went, the engine was supported under the sump on yet another stack of blocks (good job we haven't built the greenhouse yet) and finally we carefully removed the gearbox and bellhousing assembly and finally the old clutch and the flywheel.

With the car stripped we moved on to preparing the new gearbox assembly.

It's necessary to drill 2 new holes in the bell housing to fit the adapter plate and a bit of grinding work inside the housing was needed to allow clearance for the bolt heads and for a socket to fit on them, after a bit of head scratching we also "built up" 2 small pads of weld around the new holes to achieve a good flat surface for the bolt heads to tighten down onto.

Now the adapter plate could be fully bolted up so this was done, followed by a quick trimming of one of the lugs on said plate to allow fitment of the slave cylinder mounting boss, which also needed a little "thinning" of the "wall" which abuts the plate, it's worth noting at this point that you should try and avoid "doing a Julian" and "slipping" the boss off the bench grinder and "punching" the grinding wheel with bare knuckles, the use of some distinctly "agricultur-

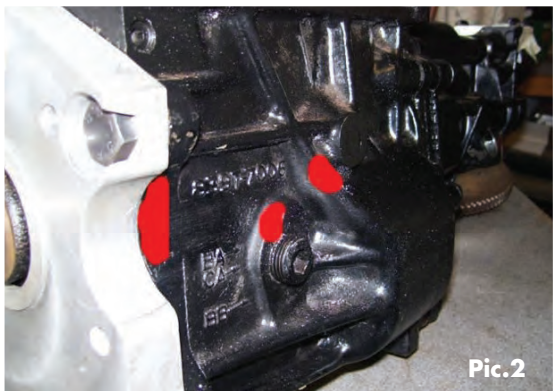
al" language was employed to aid recovery which I have to say I didn't fully understand but as a further aid I completely resisted the temptation to make any kind of jokes about having a "newly ground boss".



Pic.1

At the top of the adaptor plate is a "through" hole which allows the gear selector shaft to move in and out and after a trial fit and much gear selection and a bit more head scratching Julian decided to make a small cover plate to blank this hole so we don't get an oil weep in years to come. **Pic 1**

So now the bellhousing and plate are ready (we think) it's time to move on to the gearbox,



Pic.2

a pattern appears to be forming here as..... out came the grinder again to remove a few bits of casing that were fouling the slave cylinder and it's pipe and bleed nipple. **Pic 2**

With the slave fitted it became apparent that

we wouldn't be able to get the oil filler plug out of the gearbox without first removing the slave

Pic.3



so out with the grinder again which we now refer to as "a weight saving exercise" to remove a tiny amount from the cylinder. **Pic 3**

Needless to say really at this point, the slave set up with the new box is a bit tight, we discovered later that once everything is bolted up

It is also necessary to remove a portion of the input shaft support sleeve with a hacksaw, (yet more weight saving) this avoids the support sleeve fouling the Triumph bell housing centre and release bearing carrier once it's in place. We also found that we needed to enlarge the bellhousing centre to allow for the "thicker" type 9 input shaft to pass through it and this was given to my local engineer to spin up on his lathe. The crankshaft spigot bush also needs its internal bore enlarging slightly so this was given to him with instruction to give it 0.3mm clearance of the input shaft tip. With this done the whole assembly can be bolted up and the

clutch release arm etc can be put back together. **Pic 4**

At this point our instructions said that dependant on the particular gearbox you are using it may be necessary to grind away some of the length of the splines to allow the input shaft tip to pass through the centre of the flywheel but by now we just couldn't face taking the grinder to our lovely new gearbox again so after a heap of very careful measurements we decided on getting a rebate machined in the flywheel instead (leaving behind enough material to retain the crankshaft spigot bush) as it seemed like a much better engineering solution to us.

While on the subject of the flywheel I'll go on to the possible clutch arrange-

ments. For this modification every expert seemed to have a different solution and we were drowning in details such as fitting a 1500 flywheel to our 1300 engine, along with a 1500 clutch and a Ford Pressure plate or buying a custom clutch, with or without a 1500 flywheel and so on . Eventually we decided to listen to the advice offered by a power mad

Pic.4



we couldn't connect the clutch pipe so it was necessary to remove the slave and boss, connect the pipe and then fit the slave and boss as one unit..... We decided at this point to replace the slave boss mounting bolts with socket cap bolts as I'd had just about enough of undoing these bolts one flat at a time with a spanner!!!! Ahhhh, the joy of allen keys.

car modifying lunatic from the Welsh mountains who suggested very succinctly "*skim your flywheel and get it re drilled to fit a complete Ford clutch*".

Thanks Hugh yet again !!

Having seen the state of our outgoing Triumph clutch after only 6500 miles we instantly decided on the "Welsh" option, (again the subject of "low quality" Triumph spares reared it's ugly head) and Jerry got the dubious pleasure of spinning up the flywheel on his lathe a second time.

With all this done the time came to prep the car, firstly a short section of the propshaft tunnel needs to be cut away to allow for the extra length of the type9. With that done we trial fitted the box for the first time and immediately realised that a little trim of the chassis rails was required, (according to various opinions this isn't always needed) this was done on both sides of the chassis and as a few of the spot welds were cut in half the cut edges were seam welded and a few "puddles" of weld were laid in to make it a "belt and braces" job.

It worked out rather well at this point as the original Triumph support plate was simply flipped upside down and bolted up to the underside of the top chassis lip rather than bolted on top of it and a couple of new holes were drilled to align with the Ford Cortina mount. So the box came out again then in again for a final time. With the gearbox fully fitted we connected the slave and bled it through with fresh fluid and checked the clutch operation, all seemed fine so the propshaft went on next which simply slides into the back of the gearbox and then bolts up at the rear as normal.

Next up, the speedo drive and cable and the reverse light switch. The reverse switch needed to have a longer section of loom made up, 2 bits of wire with spades at the engine bay end and bullets at the gearbox end, dead simple and no grinding involved !!!

The speedo drive cog is available with 21, 22 or 23 teeth, which is held in with a "cap" that's a bit like a core plug really, we have a very slightly oversize wheel/tyre package and went

with a 22 tooth cog which gives a speedo reading which is a bit slow, when we are doing a measured 50mph on the road the speedo reads 42mph so we will have to get the speedo recalibrated and I'd much rather drop the clock out than strip the interior to access the speedo drive itself.

We got a speedo cable made to order as it is a Ford type9 at one end and a Triumph/smiths at the

other, Hugh assured me that one could be adapted from a Landrover Series2 cable at half the cost by grinding down the flange at the gearbox end but I had by this time developed a "love hate" relationship with the grinder and



So the box went in and came out and then in again, this time with its mount bolted up and supported on blocks of wood to give an idea of where we would need to position the mount support plate. **Pic 5**

this was a "hate" phase!

There is some debate as to whether an "angle drive" is needed at the gearbox end because of the proximity of the chassis rail and the

height. You could just buy a "quickshift" stick and cut to length but

.... Where's the fun in that???

Time to put the exhaust back on, we have

a "Bells full sports" stainless steel system complete with exhaust manifold which was now sitting a little too high (well the box is lower) to clear the underside of the gearbox so off to Ebay again and a suitable flexi-coupler was found and fitted, all in stainless steel of course.

At this point we realised that if we bolted in the driver seat we could take her for a test run, so filled



Pic.6

potential for the cable to be bent through too tight a radius but we have just fitted the cable, the bend is quite tight but seems to work fine, the speedo reads very smoothly and isn't at all vague or jerky so I'm a bit chuffed we didn't fork out for an angle drive. **Pic 6**

The gearstick we used was a standard Sierra stick, it has a rubber "knuckle" part way up as a vibration damper, this was cut, ground (yes ground) and heaved apart to separate the top section and leave a very short stick, which was bent straight in a vice then a short section of tube welded back on to raise it to a suitable

with the same weird sense of apprehension and joy that we had felt 14 years ago on the first test run after the rebuild we reversed out of the drive and off we went.....

WOOOHOOOO!!!!!!! Admittedly we did get blasted by all the hot air from the engine bay as we didn't have the tunnel cover fitted and it was a bit disconcerting to have the propshaft UJ whizzing around by our knees but still...**WOOOHOOOO!!!!!!**

So back into the garage and back to reality and time to refit the interior.....

PART 2 NEXT ISSUE



JIGSAW

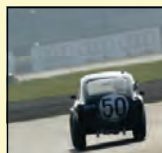
TRIUMPH SPECIALISTS

... for Spares, Servicing & MOT's, Repairs and Restorations
covering Standard, Fast Road, Performance & Race Cars

Unit G Harlow Ho, Shelton Road, Willowbrook Ind Est, Corby NN17 5XH

Tel: 01536 400300

Website: www.jigsawracingservices.co.uk



BEST OF BRITISH

Est. 1975

Parts & Accessories for Classic British Cars



Image © BMHT, 01925 645073 e: photo@bmht.com



(Lucas 45D4)

PERTRONIX

Electronic ignition

222-435 £110.95



13x5.5" Revolution

GAC8260X £89.95 (each)

(Spitfire Mk1-1500)



Haynes manual

MGL6214X £27.55

moSS



Order online www.moss-europe.co.uk

Free parts & accessories catalogues



Either complete & return the form, call 0800 281 182, email catalogues@mosseurope.co.uk or visit www.moss-europe.co.uk

☒ for catalogue, send coupon to: Customer Services, Moss Europe Ltd, Unit 16, Hampton Business Park, Bolney Way, Feltham TW13 6DB

Courier September

☐ Spitfire ☐ TR2-4A ☐ TR5-6 ☐ Restoration Tools

MG, Morris Minor & Mini catalogues also available

Name _____ Email _____

Tel no. _____ Address _____

Postcode _____

Moss Europe will not share your information with any other party. Moss may use it to send you product and special offer information. If you would prefer not to receive this please tick here ☐
Product prices include UK VAT and are correct at time of going to print. For the latest prices please visit our website. Moss Europe Ltd. E&O.E. 2011

London

020 8867 2020
sales@mosseurope.co.uk

Bradford

01274 539 999
bradford@mosseurope.co.uk

Bristol

0117 923 2523
bristol@mosseurope.co.uk

Manchester

0161 480 6402
manchester@mosseurope.co.uk

*Catalogue P&P per item: Mainland UK Free, EU £5.83 (plus applicable VAT) Non Mainland UK & ROW £7.00

SPITFIRE I - II - III Register



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



Suzie Singleton

Spitfire/Sprite Background

You may have read the first part of the Sprite/Spitfire article in last month's Courier, if not please do go back and read it then complete the story with the second part in this month's issue. Actually, the story started back at the beginning of this year, if you dig out your March issue you will see that at that time I had been asked if I could put Jamie Brown, the author of the article, in touch with someone who had a Mk3 Spitfire. Apart from the note in the article I had also contacted a few people in the South of England who I knew had good cars and who might be interested in doing this. I was pleased to get a response from long-time Southern Area member, Paul Kneen and put him and Jamie in touch.

In fact, as is noted in Jamie's article, they completed the photo-shoot at the beginning of March at Amberley Museum & Heritage Centre in West Sussex.

Jamie then set to and produced the words, nicely complemented by Christine Brown's photos and sent me a copy which I duly forwarded on to Bernie. I was very pleased when reading it to see that Jamie had been equally polite about both marques, (though quite happy to read that he considered the Spitfire perhaps the more "comfortable" car!)

Unfortunately, the photos which I'd forwarded to HQ by Royal Snail must have gone via Timbuctoo so by the time Bernie received the replacement CD he was unable to squeeze the article in sooner and still do it justice.

Which finally brings us publication of the full article in two parts. I understand that it is also due to be published in "Enjoying MG", the magazine of the MG Owners Club, hopefully this month, and with luck it will be well received in both publications.

Part of the reason I was pleased that it was Paul and 'Spiffy' in particular who were involved in this was that Paul was one of the first people I met when I started going to the Southern Area meets in the autumn of 1995.



Paul on a trip to France with other Southern Area members in 1999

This was just after my Mk3, 'Baby Blue', had been rebuilt and re-sprayed - I hadn't been brave enough to go along before that, worried that all those lovely shiny cars would put my little Mk3 to shame. I needn't have worried as there were Triumphs of various conditions in Wickham Square outside Greens where the meetings were held and I was made very welcome from the beginning.

Glad to find at least one other Mk3 in the group, and a lovely car at that, I was still pleased that 'Baby Blue' with her new coat of paint and metal where filler used to be hidden under her previous quick re-spray could stand

up well in such company.

That, as I said, was almost 16 years ago and although a lot of the metal in the car was replaced or repaired back then the floors and

considering the matter beforehand, trying to decide whether to get a full re-spray again, or just to tidy up those areas which needed work as generally her 16 year old paint was still in very good condition. With the floors needing to be replaced we had assumed that, although the sills were



boot lid had both been sound enough to leave as they were with just a coat of new paint. Fast-forward to last year and Guy had noticed that her floors were getting rather thin and the bottom edge of the boot-lid had already started to bubble a few years back. We decided to give the car one last trip away,



taking her to Le Mans Classic in July 2010 then, when the MoT became due in September she came off the road for some tlc.

A few months ago we took her over to 'Uncle Larry' near Brecon who has a winning way with a welder. There being no particular rush to get the work done Larry finished the work in July and we brought the car home. We'd been

still completely sound, there was bound to be damage where Larry would have fitted the floor. However, we very surprised and very pleased to find that the Maestro had managed to cut out the old floors and fit the replacements without causing any damage to the sills. This left us in a bit of a quandary as there was less cause to need the full re-spray but, after talking to our local paint sprayer (who did a very nice job on 'Sybil', our Spitfire4) and who has given us a satisfactory quote for doing the full job, the car - plus replacement boot-lid - will be heading off for a new coat in the next few weeks.

As ever I'll update you in future articles on the work.

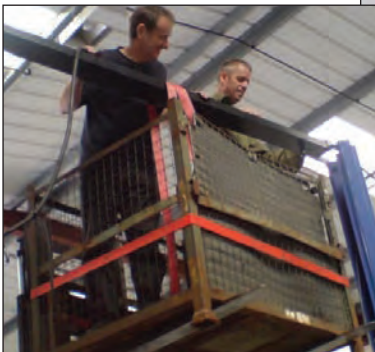
And Now over to **David Embery** with the latest update on the Shropshire Spitfire Project.

Shropshire Spitfire Update

Following up from the last update where Steve reported the discovery of major corrosion in various locations Martyn Baker of MBR based in Eccleshall, nr Stafford joined us to offer advice on the body restoration, Martyn saw the Shropshire Spitfire at Weston Park and offered us free advice on body preparation and a free re-spray. Martyn went through his portfolio of restorations that included vintage and modern classics e.g. AC Cobra, Jaguar E-Types, Triumph marques etc.

Very impressive and Martyn is a most welcome addition to the team!

Following on from our meeting with Martyn we had an improved vision of the way forward. The Spitfire has now been re-homed at Tim Ward's factory premises in Stourport-on-Severn. The car had its last trailer ride from Steve's house; will Steve recognise his house without the Spitfire as a land mark? Will Steve's neighbours recognise their houses without the Spitfire as a land mark? Thanks for allowing us the



use of your drive and garage over the past few months Steve! You can now use your Herald without the Spitfire encumbrance!!

On the day of the move we assisted Tim to install a two post lift, which thanks to the skills of the group with John on electrics, Steve and 28



Simon operating in an extremely elevated position, (See Picture 1&2) was successfully commissioned at the end of that day.. We can now start the real hard work! (See Picture 3)

And, to finish, a couple of vehicles we've seen recently, the first spotted at the Spring Beaulieu autojumble - very tempted as this is probably the only early TR I'd be able to afford - but still



a bit out of my price range - and the other, unfortunately not for sale but a very interesting mode of transport we spotted when doing a



tour of the Morgan Factory as part of the Standard Club Rally in June.

Suzie

JY Classics Ltd
Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks. HP16 0DR.
Specialists in Sale, Service & Restoration of Triumph Sports Cars
Offering a Comprehensive Range of Services

- Restoring Triumph Spitfires, GT6s & TRs
- Repairs and MoTs
- Pre-purchase inspections nationwide, so you can buy with confidence

Voted 1st place Triumph Sports Six Club Traders Poll

We buy Spitfires enquire today!

Please visit our website for more information
www.jyclassics.co.uk
01494 866087 - sales@jyclassics.co.uk

PRESTIGE AUTOTRIM PRODUCTS

Guaranteed Precise Fit

CAR HOODS
Massive Selection of Original Quality Car Hoods

Take care when purchasing a new car hood. Standards in quality, originality and most importantly standard of fit can vary enormously between different suppliers. As market leaders you can be assured that Prestige Hoods are the finest available offering a vast choice of colours and materials.

Superior Quality

Our range of materials, options and special offer prices is too vast to print here. Phone for free samples, brochure and full price list or see our web site for full details.

www.PrestigeAutotrim.com

CARPET SETS - SEAT COVERS - TRIM PANELS

UNBEATABLE DEALS!

Prestige Carpet Sets
Available in original quality de-luxe tufted pile or Superior Quality 100% Wool Pile plus under carpet sound deadening kits.

Replacement Seat Covers
Available in vinyl or leather plus interior trim panel sets.

Ask for our full price list and samples or visit our web site for full details. We guarantee you'll be amazed at the vast choice and the exceptional price savings that come with buying direct from Prestige.

Full Carpet Sets from £64.95

Pair seat covers from £88.95

Interior Trim Packages
From only £334.56

EVERYTHING YOU NEED IN ONE UNBEATABLE PACKAGE!
Carpet Set, Sound Deadening, Seat Covers & Trim Panels in a wide range of colours to create the interior of your choice. Call for price list or see web site for full details

www.PrestigeAutotrim.com

Prestige Autotrim Products Ltd.
Oak Tree Place, Expressway Business Park, Rock Ferry, Birkenhead, Wirral, CH42 1NS, England.
Tel: 0151-643 9555 Fax: 0151-643 9634



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

Colin Lindsay



Time for a joint?

I'm currently (at the time of writing) finalising the booking for Stafford; ferry, accommodation and other assorted details, and boy is it getting expensive. A short time ago I bought a new distributor for the Herald 1200 and thought it was pricey

in a future article having scoured the field for interesting photos and Register topics, so if you see a tall guy lurking about with a camera don't hide behind the wife, it's only me. And no: it's not a competition, so identifying me won't win you £15. All those Heralds...mmmm!

Back at home I'm currently refurbishing a set of rear axles for the 1200 convertible and have decided to use the greasable type of universal joint rather than the later 'sealed for life' versions; from experience there are different ideas of what exactly constitutes 'life' and so I reckon that a regular application of fresh grease may prolong things beyond a mere 12 months.

I've been told that Landrover Freelander joints are an uprated fit for Heralds; this is something I'll check out and report on in the



until the next day when I put twice that amount of diesel into the Discovery.

It certainly gives some idea of perspective!

I've been salving the conscience with a lot of overtime at work so that when I attend the show, I can spend with gay abandon (Am I still allowed to say that these days?) and my talking alarm clock now wakes me up at 5am with 'Remember Stafford! Remember Stafford!' as if that makes it any easier to get up. I'll report on the show



future. You should remember from my trunnion article a while back that I have an aversion to grease nipples - a bit like forcing a camel through the eye of a needle (which can be done, but only if you liquify the camel first) – so rather than fill the joint after the event, I now do so before fitting.

Using a good lithium high-melting-point grease completely fill each cup of the joint making sure to keep the needle rollers in



place around the sides; then, as you tighten each cup onto the respective arm, the grease is forced inside the joint, finally emerging like a tapeworm from a cat through the grease nipple aperture.

Simply replace the nipple and the joint is now full.

Remember: with these greasable nipples,



there is one definite direction of fitting: fit it the wrong way – as shown - and the nipple will strike the axle yoke as it rotates.

Note: as shown. DOH.

The instructions say: fit towards centre of axle. This, I now know, means: fit towards diff, as in the entire axle, not each individual side. Ah well, it'll come out again easily enough due to all that fresh grease... although I could cheat by using the small blanking plug I found in an

Greasable Nipple & Blanking Plug



old joint. These aren't supplied with many new replacements, so keep any you have. It may save time (and vibrations!) later!

I wonder why they stopped supplying them in the packs?



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



Derek Giles

Trunnionless Steering

With all the will in the world and "good maintenance" (oiling every 3,000 miles), wear is still going to take its toll on a suspension system designed some 50 years ago! This applies especially to the front trunnions. Here we rely on a screw thread and a phosphor-bronze casting, using HYPOY OIL as a lubricant, to help point the car in the right direction and suspend the hub/wheel etc. This can be a failure point with sometimes nasty consequences!

have never had this happen, all well and good and I hope you never do. With dissimilar metals working against each other the trunnions will also eventually wear and become an MOT failure. So they may well need changing perhaps 2 or 3 times during the life of the car. This may even be accelerated if, as with many of our spares, they are not as good as they seem. You only get what you pay for and some are of poor quality to say the least. The good ones seem to be from £15 (per side) and when you add the cost of a set of bushes/bolts there's not much change from £20. To replace a broken upright we are talking in the region of £90 per side and if

one has broken then surely BOTH should be replaced just in case. So at £180 + trunnions and bushes and we need over £200 for, if nothing else, peace of mind. So perhaps if we are talking this sort of outlay, we may want to think of an alternative.

This is where the LOTUS 7 type setup incorporating a ball joint instead of the trunnion, comes to mind. Well it did to me anyway, and as I was looking at replacing a dodgy o/s upright I felt the extra outlay was worth a punt.

The difference can be seen in (photo 1)

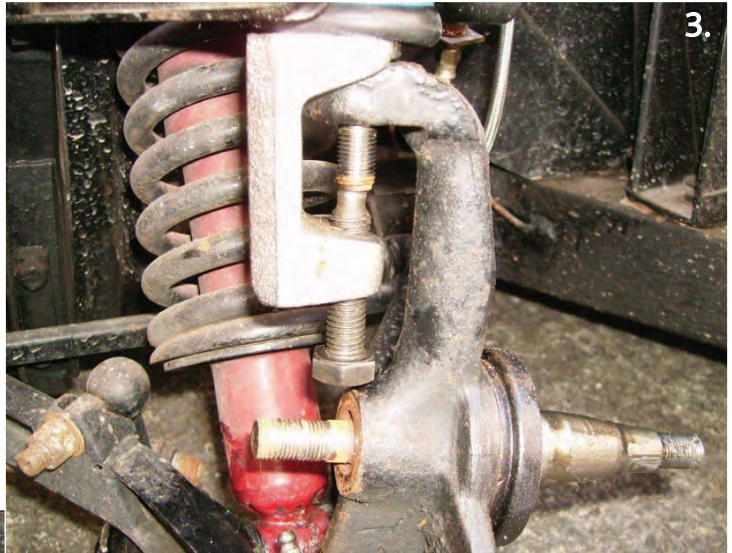


Anyone who has suffered this will be able to relate what happens when the thread (the most likely point) shears or gets bent. If you

Swapping the upright is fairly straightforward as you can use the existing hub and stub axle, or at extra cost use the upgraded

hub and larger bearings. My hubs etc were Ok | so it was just a matter of a few nuts / bolts to remove.

Jack up the front and put it on stands (under the chassis), remove the wheel, then the caliper (2 bolts) and support this out of harm's way. Next tap out the grease cap, take out the split-pin and remove the hub complete with bearings/disc and felt seal. Now undo the bolt and nut that attach the steering arm to the upright, (there is no need



3.



2.

stub axle is a taper fit to the upright so will need some form of hollow drift to get it out.

Luckily I had an old tubular jack handle with just the right diameter and a sharp blow with a suitably heavy hammer did the trick. To put it all back together just reverse the procedure. Use new nuts, washers and split-pin as you re-build it and re-pack the hub

to touch the track-rod end), and move to one side (photo 2).

Undo and remove the trunnion bolt and slacken the bottom shock absorber bolt. Using a ball joint splitter (photo 3) break the taper fit top joint (photo 4) it should now be possible to pull the upright complete with stub axle away from the suspension arms. The



4.

6.

5.



with grease. Make sure the felt seal at the back of the hub is in the right place against the upright (photo 5* shows sequence for felt/hub,

should look like (photo 6).

All costs stated are approximate and may well vary, depending on who your supplier is. As

6.



bearings etc) from left to right this is as follows: dirt shield, felt seal, retainer, inner bearing, hub, outer bearing, D washer, nut and split-pin.

Finally re-adjust the bearing end float as laid out in the manual, remove from stands and it

with all my articles if you don't understand anything please contact me and I will talk you through it.

Cheers for now,

Derek



LOG ONTO OUR WEBSITE
FOR A BOOKING FORM

t: 01484 667776

e: info@classicshows.org

w: www.classicshows.org

Find us on twitter & facebook!
www.facebook.com/classicshows
www.twitter.com/classicshows

THE AUTUMN NATIONAL TRIUMPH SHOW

Plus free entry to
adjacent MG show



SUNDAY 16TH OCTOBER 2011

Exhibition Hall, Donington Park, Derbs, DE74 2RP

CLUB STANDS • CONCOURS • AUTOJUMBLE • TRADE STANDS • & MORE!

PETER JAMES INSURANCE

Peter James Insurance are our Insurance Partners.
Telephone 0121 506 6040 or contact at
www.peterjamesinsurance.co.uk to discuss all your Insurance needs



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



Dave Rumens

Roving Reporter

Hello everybody, hope you all had a good International last month. I guess we now have a couple of months left of outdoor events before

the shut down for the coming winter months. Thankfully you can get some really nice warm days this time of year, so I am looking forward to at least three local events coming up in the next two months.

Whilst we are on the subject, during the past year Nigel Thorley has been to quite a few car events and he has sent in a few photographs of the Triumph Vitesse he has seen. So over to you Nigel:-

After getting back into Triumph Vitesse quite late on, I now want to see them everywhere but have been surprised at how few appear at many of the classic car shows around. For example I was at the prestigious Classica Essen show in Germany in May and what an incredible show that is but not a single Vitesse to be seen around anywhere!

I did visit the Paris Retro Car Show earlier on and was pleasantly surprised to find The Triumph Club

of France had a display with a solitary car, a 2 litre Vitesse convertible (see picture 1). A French registered left hand drive model, it was in quite good condition, looking smart in dark blue with the white flash and, wire wheels. (see picture 2) Internally it was mostly original



Picture 1.

except for the centre console to house a modern sound system. (see picture 3)



Picture 2.



Picture 3.

In Tatton Park in Cheshire for their annual classic car show which is large and well worth a visit if the weather is kind to you, a lot of Triumphs were to be found including this regular visitor with the Coventry registered 2 litre Mark 2 convertible, a really nice example. (see picture 4) At the same



Picture 4.



Picture 5.

show I also came across this Mark 2 in Valencia blue (see picture 5) and this very straight 2 litre in White (see picture 6, over). The Rotary Club of Chesterfield hold an annual evening classic car event at Renishaw Hall between Chesterfield and Sheffield in June. Always well attended and a great atmosphere because it starts in the late afternoon and

goes on till about 9pm. Just one Vitesse there this year, and it appeared to be recently restored, a Mark 2 convertible. (see picture 7, over)

Next it was the Trentham Gardens Transport Festival in Stoke on Trent and excellent weather brought out a lot of classics but alas only two Vitesse's, this very nice 2 litre



Picture 6.

recall I fitted the club Silicone Hoses to my Vitesse two seasons ago and can report I have had no problems with cracking or deterioration in anyway. Before this, when the original hoses became unavailable, I had been fitting the reproduction version, these often required changing after one season of use due to cracking. The club hoses may

Mark 2 convertible (see picture 8) and a very respectable 2 litre convertible (see picture 9). If you are wondering where my Vitesse was, I do have other classics and unfortunately on



Picture 8.



Picture 7.

look more expensive than the non Silicone types but in the long run should out last the cheaper types and cut down on the amount of work you have to do on you cars.

That's it for this month.

Safe Driving and keep them running on all six

David.

this occasion they were in use and not the Vitesse. However, the Vitesse has been on the road extensively this year - more on that another time.

Thanks Nigel for an interesting view of some of the events over this past year and though the number of Vitesse were low, it was still good to see it was represented. Yes folks, the Vitesse is quite a unique car.

Moving away from events and on to a bit of feedback from me concerning Silicone Hoses. Some of you may



Picture 9.

ABINGDON
PARTS 4 MG & TRIUMPH
 BRITISH MOTOR HERITAGE APPROVED

991, Wolverhampton Road,
 Olbury,
 West Midlands B69 4RJ

Prices have been calculated based on a
 VAT rate of 20% to reflect the VAT
 increase from the
 4th JAN 2017
 All transactions will now be charged at the new
 rate and on the TRANSACTION date.
 Prices correct @ 1/4/2017. Prices subject to change.

Parts 4 GT6 & Spitfire Cars

enquiries@mg-tr-parts.co.uk

0121 544 4444

TR2-7
 Dolomite
 Herald
 Vitesse
 Spitfire
 GT6

DAVID MANNERS LTD

**PARTS 4
 CARS GROUP**



Jaguar &
 Daimler
 0121
 544 4040



Mazda
 MX5
 0121
 544 5555



Classic
 Mini
 0121
 544 0011



Morris
 Minor
 0121
 544 5522

**Spitfire Mk IV
 Slave Cylinder**
£22.50 110762Z
**Spitfire up to '77
 Aluminium Slave Cyl**
£38.50 144716Z

**14" Silver
 Minilite Wheels**
£96 each
 GAC8227X

**Most Models
 Lucas Wiper Blade
 11" Stainless Steel**
£5.45
 GWB223LUGAS

Transmission
**Spitfire 1500
 Clutch Kit**
£84.00 GGR180
**Spitfire Mk II - IV
 Clutch Kit**
£69.60 GDC23AF
**Spitfire Mk I - IV
 Clutch Tool**
£4.85 GAC503A

Suspension
Rear Shock Absorber
£18.00 each
 GSA185
Front Shock Absorber
£19.35 each
 GSA267

Tudor Bottle & Top
Tudor Bottle & Top
£7.95 GWW918X
Bottle Bracket
£7.00 131423Z

Ignition
**Spitfire 1500
 Distributor 41449**
£48.00 HVC304H
**Spitfire 1500
 Distributor Cap**
£1.50 GDC13AZ
**Spitfire 1500
 Ignition Lead Set**
£15.60 GHT133LUGAS

In Stock NOW
**Spitfire
 MKIV - 1500
 Rr Road Springs**
159640Z
£76.80 each

Cooling
**Spitfire Mk IV-15
 Water Pump**
£17.45 GWP912B
**Spitfire (USA)
 Water Pump**
£67.35 GWP905
**Spitfire Mk I-III
 Water Pump**
£37.25 GWP920
**Spitfire
 Thermostat Housing**
£24.00 156333

Starters/Alternators
**Fan & Pulley included!
 Alternator 18ACR**
£48.00 GDC2306
**GT6 Mk III
 Starter Solenoid**
£7.20 1318753LUGAS
**Spitfire
 Starter Motor (NEW)**
£48.50 GDC4912B

Gearbox Tunnels
**Spitfire Mk I - 1500
 Gear Box Tunnel**
£72.00 101C16735AP
**GT6
 Gear Box Tunnel**
£102.00 101B625AP

Brake Kits
**Spitfire/Herald
 Vitesse
 Front**
£55.00 GBD134RJT
**Spitfire
 MKI-1500
 Rear**
£96.00 201248AJT



www.mg-tr-parts.co.uk

Don't forget to visit our website
 with online ordering available!!
 A comprehensive part listing along
 with fully functional

SEARCH option to find the exact part
 your looking for.
 A Secure and Safe way to order your parts.
 NOW WITH TRADE FACILITIES.

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



The New Forest Run

by Trevor Carlyle - TSSC Wessex

Sunday 17th April 2011 was the date set for this year's New Forest Run. The month's of planning and preparation put in by our area with the assistance of the Southern Area of the TR Drivers Club was about to be put to the test.

Fortunately, we again had good weather and all the preparation paid off. This year's Wessex and New Forest Triumph Run was generally considered to be another resounding success.

Those of you who have been on the event before will recall that one of the motivations for this event is to support the FBHVC's "Drive it Day" which encourages people to get their Classic vehicles out on the roads in support of "the cause".

Ok, the good weather undoubtedly helped but we had another "fantastic" turn out of Triumph cars with examples ranging from the TR's, Heralds & Vitesses, Spitfires & GT6's, Stags, Dolomites, 2000/2500, a Bond Equipe plus some other "Honorary Triumph's for the day. This latter category including a Rover P6, a

Mercedes 300SL and an MX5. In all we had our best turnout yet with 115 cars turning up at Avon Heath Country Park out of a total of 128 entries.

This year's run got underway from Avon Heath around 10.30am with the marshalls having previously departed to their allotted positions. The Route took in the scenery around Poulner,



Moyles Court, Linwood, Lyndhurst, Beaulieu with the halfway halt at Boldre. We procured the Boldre War Memorial Hall and adjacent field again this year for the Halfway Stop which proved to be a popular choice with its pleasant outlook. After time to relax and take advantage of complementary teas and coffees we got underway again for the second half which took us out via Sway, Bransgore, Winkton, Hurn, up Matchams Lane through Alderholt and Cranborne, finally ending up at

Area Showtime

The Compasses Inn at Damerham around lunchtime. The Route in total was some 68 miles in length.



Despite all the planning that goes into the event, there is always the possibility of the unforeseen. This year, as in past years we had to contend with a cycle event being held over some of the same route as our event. This year it was the "New Forest Wiggle"! Thankfully though we managed to avoid incident – although I believe there were a few exchanges of "choice words" in places! The main area of unforeseen incident is always the

chance of a breakdown. Fortunately, we only had 2 of these – one being a marshall at the first roundabout. Unfortunately he was not able to get re-started and had to get a tow home.

All in all, I think everyone who came along had a good day and enjoyed the Run, the scenery and of course the wonderful weather. This is certainly the impression I have received through the various e-mails I have since received in appreciation. Our only problem now seems to be that we have set a very high standard for the event which we hope we can maintain – planning for next year has already begun!

For those of you interested in the Statistics. Breakdown of cars entered and taking part on the day:



Cars	Entered	Actual
TR3	4	4
TR4	7	6
TR5	2	2
TR250	1	1
TR6	18	16
TR7	20	19
TR8	5	5
Vitesse	5	4
Herald	7	5
Spitfire	12	12
GT6	7	6
Dolomite	4	2
2000/2500	3	3
Stag	28	25
Bond Equipe	1	1
Others	4	4

Totals 128 115

Due to the fantastic number of entries this year we were able to offer prizes not only for the Best Car but also the Runner Up in each of 8 categories in the self judging concours. The results of which are as follows:

Model	Winner	Runner Up
TR 2, 3 & 4	N. Barber TR 3A	D. Eaton TR 3A
TR 5 & 6	T. Alderton TR 6	I. Tubbs TR 6
TR 7 & 8	C. Walker TR 7 V8	J. Davies TR 7 V8
Herald / Vitesse	G. Barnett - Smith Vitesse Mk2	L. O'Kelly Herald 1200
Spitfire / GT6	N. Fletcher GT6	A. Taylor Jones Spitfire 1500
Stag	C. Lloyd	M. Goulding
Saloons	V. Ralph 2500S	F. Smith Dolomite Sprint
Others	S. Cassar Mercedes 300SL	D. Williamson Mazda MX5

It is interesting to note that more than one of the above are previous winners of their categories which is a testament to the cars themselves and how their owners look after them.

In addition to the above there was also a separate prize for what was deemed to be the "Car of The Show". This was chosen for us independently by Richard Owen who very kindly donated the trophy. His choice of "Car of the Run"

was the **Dolomite Sprint of D. Batchellor.**

This year our resident video man managed to complete the run effortlessly and as a result we have the customary video of the day which is available to view via the link to U-Tube via our website:

www.triumphnewforestrun.co.uk

We also have, courtesy of "That Bloke with the Camera", a good photographic record of the day. **Allan** has put these on Flickr for all to enjoy.

Again these can be viewed via the link via our website. I believe Allan managed to photograph most of the cars at various points on the Run – hopefully you can see yourself.

Also I have received various articles from participants who have kindly given permission to publish their recollections of the day for others to enjoy on our website. From these you can see just how much fun everyone had on the day.

As you will appreciate there is a lot of work that goes into the planning of this event, designing the route and obtaining the various permits and insurance required. Most of which goes on behind the scenes before the day. In addition there is the organising of the booking in at the start, the band of volunteer marshalls around the route, the halfway refreshments and the arrangements at the end of the Run. I would like to pass on the many thanks received from numerous participants to everyone involved in making the day the success it has been.

I would also like say a big thank you from us to everyone who came along with their Triumph

on the day. Also I feel a special mention should



go out to all the Area Organisers and Group Leaders who have supported our event. Without this support we would simply not be able to hold the event and it would not be the success it has been. I won't mention any names but you know who you are – they involve areas of the TR Register, TR Drivers,



TSSC, Stag Owners, Triumph 2000/2500 Register, Dolomite Register etc. Last but not least a special thank you must go to Bethany Williamson for awarding the prizes at the end of the day!



Acclaim Register



www.tssc.org.uk/acclaim

e-mail. benbroadbent@btinternet.com



Ben Broadbent

Acclaim Buyers Guide

H

ELLO AGAIN. Thanks to those who have emailed me giving their support for the promotion of the Acclaim. Next month

being the 30th Anniversary of the launch of the Acclaim, I will use some of your articles concerning the many positives of the cars. Some months ago I was surfing the web looking for Acclaim sites and came across Acclaim Guru, Andy Ellis's 'Highly Acclaimed' website that was dedicated to the promotion of the Acclaim. Over the past month I have had discussions with Andy to take over the maintenance of this website and utilise the information to be found on its pages. The site can be found at the following Website www.triumphacclaim.org.uk. Andy Ellis has given the TSSC his permission to use the content of the site for the ongoing promotion of the Acclaim. So here is what Andy had to say about his experiences and extensive knowledge when buying a Triumph Acclaim.

The Acclaim is a generally very dependable vehicle and low values mean that few are bodged up for sale. Main problem areas relate to bodywork (especially the sills) and overdue servicing (cam belt especially).

BODYWORK – TOPSIDE Acclaim bodywork is a contradiction. Some parts would rust during lunchtime in the Sahara Desert, others would not corrode if submerged in the Solent for a month.

Points to watch:

44



1.

• Check front valance – (pic 1) this is invariably corroded but not to the point of perforation. You can do little except patch up and paint over. I've only encountered one new valance over the years - and it's firmly affixed to the front of my CD.

• Front wings rust around the arches. New replacements are available and good second hand ones turn up.

• Rear wheel arches rust as well but nobody



2.

• makes repair panels. (pic 2) A competent body

man can affect a fix.

- Boot lids rust through condensation, especially at the offside just by the trim strip. (pic 3)



3.

Amazingly new lids are still available from Rover parts.

- Bonnets corrode at the leading edge just behind the trim strip.
- Chrome on CD bumpers inevitably suffers from rust spots. Most bumpers have a dent,



4.

usually at the rear offside. (pic 4) Straight replacements can be hard to find. Live with it: if you fix it then somebody will back into it within a fortnight!

BODYWORK – UNDERSIDE

The main sub frame is generally rot proof. Main problem areas are the sills and around the rear



5.

suspension.

Points to watch:

- Check the sills. Usual problem point is on the offside just in front of the rear wheel. (pic 5 showing a repair as suggested)
- Rear suspension mounts are another problem area and very hard to fix.
- Inner rear wings are also prone. These fail because of proximity to the suspension mounts.

ENGINE The Acclaim has a 1335cc twin carburettor overhead camshaft engine known as type Fireball. (pic 6) Peak BHP is



6.

about 75 bhp. Engines are very dependable and long lasting with mileages in excess of 180,000 not unheard of though noticeable oil consumption sets in around the 140,000 miles mark.

Points to watch:

- When starting, oil light should go out right away, even if engine has not run for say a fortnight or so.
- With the engine ticking over, listen for a mild whisper/ticking from the right-hand (alternator) side. This indicates that the water pump is on its way out.
- Ask for evidence of a recent cam belt change (due every 3 years).

If change is due or overdue then budget for it accordingly.

- Ask if car burns any oil - you may not get an honest answer but an oil burner means a valve seal or, if high mileage, piston ring failure.
- Erratic tick over on a warm engine may be dirty or maladjusted carbs, dicky ignition module or wrong valve clearances

GEARBOX – manual Not the slickest change in the world but the gate is well defined. Although in general I prefer auto boxes, I find the Acclaim manual box good fun to use. Boxes are bullet-proof. Indeed their lifespan is unknown as the rest of car usually gives out first! The only problem I've encountered is tired synchromesh on 1st or 2nd from around 60,000. This just means getting used to slightly slower more sympathetic gear changes. On low mileage car, gearshift can see a bit notchy.

Don't worry - it's probably still running in and use will correct it.

Points to watch:

- See Test Drive below.

GEARBOX - Triomatic The wacky but wonderful Hondamatic box fitted to millions of different cars worldwide in the 80s. They are generally very dependable. If you do get problems then most ordinary auto box repair workshops should be able to cope.

Points to watch:

- Ensure all gears engage correctly.
- Test driving off from rest in R, L and *.
- Also see Test Drive below

CLUTCH Usually vice free and long lasting.

Even release bearings don't seem to wear too much in use.

Points to watch:

- Check for engagement at excessively low or high pedal position - usually just a matter of adjustment
- Check for judder on take off. This can occur with vehicles left standing for several months, and does sometimes clear itself after several hundred miles. Judder may also indicate worn engine bushes.

STEERING, DRIVESHAFTS AND HUBS Steering is unassisted but quite light, and also fairly precise.

Points to watch:

- Drive car slowly at full lock (left and right) and listen for clicking denoting worn CV joints.
- Also see Test Drive below

SUSPENSION Acclaim suspension needs minimal maintenance and gives very few problems I think.

Points to watch:

- Do the usual shock absorber tests
- Some cars do creak a little especially if they have been standing for a while. Lubrication of the suspension will normally rectify this.

BRAKES Discs at front, drums at rear, all self-adjusting. Again Brakes give no particular problems in use.

Points to watch:

- See Test Drive below

WHEELS AND TYRES Wheels are pressed steel, nothing special and difficult to keep pristine. Tyres are inexpensive ordinary 155 x 13. (pic 7, with new tyres)



Points to watch:

- Check tyre model. If they are Michelin XZX or Goodyear Grand Prix S then they are the original tyres. They may have plenty of tread but will be very stiff and prone to distortion. This means reduced road holding and much greater chance of a puncture. They will need replacing ASAP.
- CD models have a different wheel with a flat centre disk; other models have a raised centre cap. They are interchangeable but keep this in mind if originality is important.
- Also see Test Drive below

ELECTRICAL Mostly very dependable, but problems arise with wiper motors, electric window mechanism and heated rear screen.

Points to watch:

- Operate indicators, then apply the brakes. If indicators slow down or speed up then there is

an earthing problem at the rear.

- On CD and Avon models, check operation of all electric windows. Where fitted, check electric mirror operation.
- Operate cigar lighter a time or two and see if it has come loose. Not disastrous but fiddly to fix.
- Check that rotary clock is adjustable - adjuster wheel should turn easily.
- During any test drive, put the heated rear window on. At end of run check rear window for warmth.

INTERIOR Cloth seating on most models, with velour (very comfy) in the CD and leather for the Avon. Interior is generally very durable though front carpets do soil and wear over the years.

Points to watch:

- Check foot well carpets for damp – (pic 8)



indicates leaky windscreen seal.

- Worn carpets will need custom replacement
- not available new and probably not so good in donor vehicles.



- Damaged seat covers and door trims can usually be replaced with good items from scrap vehicles, but this depends on the colour. Beige/Brown part of the spectrum is easy. (pic 9) Other colours, such as blue can be trickier. Seat covers detach quite easily so no need to get a whole new seat.
- Ensure glove box opens / closes / locks OK
- Check for wonky interior mirror. (pic 10, mirror fell off on first drive)



- Where fitted, check operation of boot hatch in rear nearside seat.
- Check boot floor hardboard panels for damage. They are a bit flimsy and can get damaged from use and also if spare wheel put away with centre cap in place. (pic 11, missing



floor panels)

THE TEST DRIVE

Of the Acclaims I've bought, I only managed to test drive one. The others were variously untaxed, uninsured or had expired MOT certifi-

cates. If you are able to do a test drive then refer to the list below.

- Check and rectify tyre pressures before the drive to help check steering properly.
- Manual gearbox: Ensure proper engagement of all gears. Watch for tired synchromesh on 1st or 2nd - though you can live with this.
- Triomatic gearbox: Make sure car will take off from rest in R, L and *. Find a 40 mph limit and see that OD engages.
- Once engine is warm, drive at a steady 30 mph in 4th. Check that car does not judder slightly (usually muck in carburettor).
- Check for excessive gear stick movement too and fro or unpleasant judder on the overrun - indicates worn engine steady bushes.
- Accelerating hard from take off may cause the car to pull to one side. This is torque steer and is normal. It is also partly why the Acclaim engine was detuned before installation in the Rover 213! Steering should be reasonably light, otherwise bad tracking is indicated. If steering pulls to one side, this may be tracking

but can be caused by old tyres (original Goodyears etc). Note that rear wheel track is also adjustable so fault could lie there.

- Drive slowly on full lock in both directions and listen for clicking CV joints.
- Coast the car (manual box) or let it overrun in oD (tromatic) at around 40 mph and listen for bearing wear. This might, however, be masked by tyre noise.
- See if door mirrors vibrate at speed, especially driver's side. Good second-hand replacements cost around £20 - or just learn to live with it (I do!).
- During gentle braking at low speeds listen for rubbing noise from rear. Could be sticky shoes especially if car was parked up for a while with the handbrake on.
- At end of run, leave engine running to ensure that radiator fan comes on.

Well, that certainly was a comprehensive account of Andy's extensive knowledge of the Acclaim. **Thanks Andy.**

The descriptions above are of Andy's comprehensive experiences and expert knowledge, but are not intended as an official TSSC guide to buying of an Acclaim. The TSSC and Andy Ellis cannot take any responsibility for adhering to the above mentioned experiences. Please consult a local Triumph or Honda specialist for advice and guidance. Technical questions can be sent to our own Technical Wizard Hugh Glossop (as per email address in the Courier)

Triumph Acclaim 30th Birthday Bash.

A meeting of Acclaims is being arranged by Phil Trenchard, for **Sunday 9th October at Cowley, Oxford**, where the last Triumph was made, followed by a run to the Heritage Motor Museum where the very last Acclaim is kept for posterity. There probably won't be a gathering like this in the future as numbers decline. Get your Acclaim out and support this meeting! More details in October's Courier.

However, contact me direct by email for further details now!

Take care and JUST DRIVE IT, without any worries!

Ben

YORKSHIRE TRIUMPHS

specialists in all Triumph models

**Body Work
Restorations**

Mechanical & Electrical work

MOT Welding

Rover & Stag V8 Specialist

Hood & Trim Fitting

Servicing

Used Parts

Car Transportation Service

Cars Bought & Sold

All Classic and Modern Cars

Welcome

Proprietors:
Peter Johnson
Paula Johnson

Tel. 01405 839420
or 07980 010741

18 Bell Lane
Rawcliffe
Nr. Goole
East Yorkshire
DN14 8RP



Email: info@yorkshiretriumphs.co.uk
Web: www.yorkshiretriumphs.co.uk

IN THE NEXT ISSUE OF

BUYING | RESTORING | REPAIRING

CLASSICS

MONTHLY

GROUP TEST

THRIFTY 50s

Three great classics
that blend charm
with economy



SEE OUR
**RESHELL
OR DIE**
proposal and
petition online at
www.classicsmonthly.com

ON SALE NOW

Available in all good newsagents or call 0844 848 2852



BIG SALOON Register



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



Mark Blease

A Boot full of Spares

Last month I documented our 2000 saloon's rather appalling reliability record. To cut a long story short, Horatio's progress was no longer counted in miles-per-gallon, but in miles-per-spark-plug, as he was overheating them and caused several sets to fail in quick succession. All evidence pointed to a weak mixture, but the cause could not be found.

Since a swap from the original Stromberg carburettors to SU HS4s had started the whole sorry saga, it seemed sensible to take a step back and reinstate the Stromberg Carbs.

Easier said than done when the original carbs had been sold to someone in Belgium.

Luckily a fellow Manchester TSSC member, Les, stepped in and kindly offered to lend me a set complete with manifold and linkages from his Vitesse. Time was running out - we had less than a week to go before driving Horatio to France for a holiday!



The task of swapping inlet manifolds on the straight six engines isn't too difficult, the only issues being draining the cooling system, and the hidden nuts and clamps which can be a bit fiddly. I didn't really want to risk reusing the gasket, which is shared with the exhaust manifold (Photo 1), so I removed both manifolds, cleaned up all the mating faces and fitted a new gasket.

With the Strombergs in place and fuel pipes, breathers, control cables and linkages all connected (Photo 2), it was time to start the engine. After spinning over a few times to fill the float bowls with fuel, it fired up and ran. With the mixture checked, the carbs balanced and the air filter box fitted it was time for a test drive, and a 115-mile round trip to the Woodvale Rally in Southport was tackled without a problem. Back in the garage I removed a couple of spark plugs to see what the mixture had been doing, which revealed a light coating just on the "sooty" side of normal. Success!

With new found confidence it was time to get Horatio ready for the trip to France, and making sure that my spare parts box in the boot was suitably stocked.

During one of my recent "roadside repair" sessions another TSSC member had expressed dismay at my spare parts collection - apparently all he needed was his mobile phone and the number of a breakdown service! Most of our classic car insurance policies now include a recovery service, but the inconvenience and embarrassment of a long journey home with your car on the back of a truck isn't one I relish. *"That's right driver, keep those orange lights flashing just in case there are one or two of our neighbours who are unaware of our*

arrival home.....!"

I prefer to carry some spares with me to enable quick roadside repairs, but weight and space means you have to draw the line somewhere. A spare alternator or radiator might be useful, but maybe just a little bit too heavy and bulky? It does make sense to carry a few spares to get you out of trouble, so I tend to carry everything in the [Table Below](#).

Carefully packed, all these items fit into one medium sized plastic storage container. Not that boot space is usually an issue in our cars!

Malcolm's Mk1 and Mk2

This month I have received some photographs from Malcolm Hadley, of his two Triumph big saloons. First is his beautiful 1967 Mk1 2000

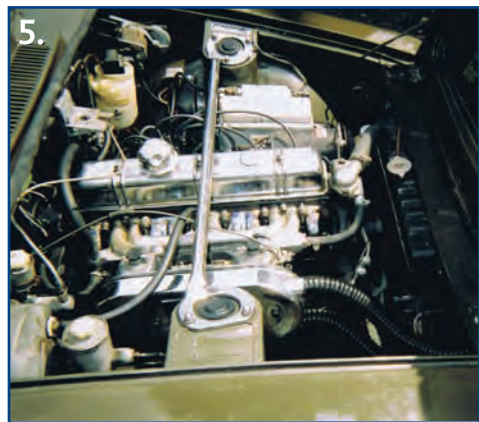


Fluids	Oil, coolant, brake/clutch fluid, ATF (for autos or PAS equipped models)
Service parts	Spark plugs, HT leads (coil lead and one long plug lead will suffice), rotor arm, distributor cap, ignition coil, points and condensor (or spare electronic module), fan belt (and PAS belt if fitted), carb diaphragms (for Strombergs)
Electrical	Fuses, bulbs, cable, a selection of connectors
"Just in case"	Hose clips, radiator cap, Radseal (or similar), gasket sealant, fuel pipe & clips, duct tape, cable ties, WD40 (or similar)
Other bits	A selection of bolts, screws, nuts, washers, fibre washers, clips, disposable gloves & overalls

(Photos 3 & 4) finished in olive green with a cactus green interior. The car has only covered



66,000 miles from new, which equates to a tiny mileage of only 1500 miles per year,



which is borne out by the lovely condition of the engine bay (Photo 5).

Malcolm bought his Mk1 four years ago, and paid £800 for it, since when Malcolm has fitted the car with alloy wheels rather than the standard Mk1 trims.

Malcolm also owns a very nice 1978 2000TC automatic (Photos 6 & 7), finished in honey-suckle with chestnut leather interior.

It has been fitted with a six-branch all stainless steel

manifold and alloy wheels. The car was given to Malcolm ten years ago, although if he hadn't rescued the car, it was destined for the scrap man. Over the years Malcolm has spent in excess of £10,000 on this "free" car, which has now covered 300,000 miles and is still going strong. Many thanks to Malcolm for the photographs and information.

Stafford Concours

A quick thank you to the "big-six" owners who entered the concours at the Stafford International Weekend. Full results and photographs will appear in October's Courier.

Until next month!

Mark



IN THE NEXT ISSUE OF

practical CLASSICS

BRITAIN'S
BEST-SELLING
CLASSIC CAR
MAGAZINE

BUYING, RESTORING AND ENJOYING OLDER CARS

CAPRI KILLERS!

Ford's icon takes on Manta, Starion and its final nemesis – Golf GTI



FIAT 500 GUIDE

Bag a pukka project
for under £1k

DATSUN 240Z

World's best rallying Samurai

38 PAGES OF WORKSHOP WIZARDRY

- ✓ TUNE YOUR CARBS
TO PERFECTION
- ✓ ULTIMATE CARB
FAULT FINDER
- ✓ CABLE WINDOW
WINDERS SORTED
- ✓ PAINT YOUR CAR
WITH AEROSOLS
- ✓ SET YOUR VALVE
CLEARANCES

ON SALE
SEPT
7th

BATTERY DRILLS

Eight cordless
compacts tested



ESCORT BUYER?

How to pick up
a perfect Mk II



**TO SUBSCRIBE CALL 0845 6012672
OR VISIT WWW.GREATMAGAZINES.CO.UK**



www.tssc.org.uk/chassis.tr
e-mail: chassis.tr@tssc.org.uk

Nigel Clark



Synchronise your Watches/Throttles

After the shorter than usual TR2 - 6 Register column last month, it's normal service again. This month we are looking at synchronising the throttles on Lucas fuel injected TR5 and the TR6 models.

Does your fuel injected TR run as smoothly as you would like at low revs and low throttle openings? Does it purr or splutter and surge at tickover? Although Lucas PI-equipped cars (especially the earlier CP series) never had the smoothest tickover, all these engines should be able to tickover reliably on all 6 cylinders at about 750rpm. If you cannot get a decent tickover and your car stutters or judders at low revs and low throttle openings, it's worth checking that the throttles are properly synchronised and the butterflies are opening in unison.

My TR6 CBJ was running roughly at low throttle openings, when it really should be able to purr along at 30mph in top gear with just a hint of throttle. Changing down a gear and flooring the pedal would produce the usual smile-inducing acceleration, but driving slowly in town traffic was becoming a chore. It felt as if at small throttle openings it was

only running on 4 cylinders, gently spluttering down the road, and in truth that is exactly what was happening. The butterflies in two of the three throttle bodies were opening ahead of the third so with small

**The last thing
on Niki Lauda's mind
as he was speeding
to his second
world championship
was Lucas petrol injection**



Another Formula One World Championship success for Lucas petrol injection bringing the total to 15 out of the last 16 championship winning cars.



**Did you know how successful
Lucas PI was in F1?**



All throttles need to open simultaneously

throttle openings, all the small amount of power required was being produced by only four cylinders.

Before looking at re-synchronising the throttle bodies, it's best to check ignition and injection systems just to make sure that there is a healthy spark at each plug and an even pulsed spray of fuel from each injector nozzle (see the TR2-6 Register columns in the February and March 2009 issues of the Courier for more details). So with ignition and fuel delivery checked, we can turn to the task of synchronisation.

linkages are different on later CR series cars but the principles are just the same.

Start off by removing the air plenum and rubber link pipes from the injector bodies



Fast idle cam and adjusting screw

then warm up the engine to full operating temperature. Before starting to adjust synchronisation slacken the accelerator cable adjuster and turn back the fast idle screw, so that neither can interfere with the process of synchronisation.

Normally at tickover, there should be virtually no air



Close-up of throttle body and butterflies

passing the butterflies, with all the air needed to sustain tickover coming via the air bleed valve. The aim of the synchronisation process is to:

1. Get a measurable airflow through the throttles by opening the butterflies slightly.
2. Set the operating linkage so all 6 throttles are showing identical airflow.
3. Return to the normal tickover setting of butterflies closed and air bleed set to give at steady 800rpm tickover.

Step 1 – Establish Measurable Airflow through Throttles

The next step is to tighten the throttle stop screw to raise the tickover to around 1,500rpm. This means that we now have air flowing through the 6 venturis at a rate we can measure. Now the big question is “How to measure the airflow?” We have all probably tried balancing twin carburettors by listening to the hiss through a length of plastic tube. This really is not accurate enough to set

that is what I chose (see photo).

Step 2: Synchronising Airflow



Using the Synchrocheck (or similar) check the airflow through Number 6 intake, where



Carbalancer can also be used to check airflow

hopefully you find a useable reading in the range of 3 – 5 on the scale. The reading is not critical but if it is much higher or lower, adjust the throttle stop until you get a suitable reading.

Now check the airflow readings from intakes 3 and 1.

If the readings are the same, no adjustment is needed. Turn off the engine and put on the kettle while you skip the next stage of the process. It's more likely you will find variations in airflow and will need to adjust the threaded rods connecting the throttle linkage cross-rod to each butterfly shaft trunnion (photo at top opposite page).

Slacken the locknut on the lower end of the connecting rod that you wish to adjust and



Krypton Synchrocheck – recommended by Triumph

the throttles properly. There are various instruments available to measure airflow when balancing carbs e.g. Gunson Carbalancer or Krypton Synchrocheck. The Synchrocheck is recommended in the original Triumph workshop manual of the 1960's and they are readily available on eBay, so



Adjustable throttle rod and trunnion

use a screw driver in the slot on the top of the threaded connecting rod to turn it. Measure the airflow again and when satis-

fied that you have matching airflow readings, re-tighten the locknut. Check the airflow again to make certain the airflow setting wasn't disturbed by tightening the locknut. Repeat this process until all three throttle bodies are giving similar airflow.

Step 3: Reset Fast and Slow Idle

The final step of the process is to reset the slow and fast idle adjustments.

To set the fast idle, pull the cold start cable out of its adjuster to rotate the cam, and adjust to get an idle speed of 1,500 – 1,800 rpm while hot (this should give an idle speed of about 1,200rpm with the engine cold and full choke).

Set the tickover by slackening the throttle stop screw and simultaneously opening the air bleed valve to get a tickover of 750 – 800rpm. When the throttle stop screw is set correctly, at tickover the butterflies are just closed (but not digging into the throttle bodies), and the airflow to sustain tickover is



TEL: 01487 842168

FAX: 01487 740274

Email trgb ltd@btconnect.com

Unit 1 Sycamore Ind Est
Long Drove Somersham
Huntingdon Cambs
PE28 3HJ



SUMMERTIME SPECIALS



FRONT
SHOCK SPIT/
HER/VIT/GT6
£13.95



SPITFIRE
STAINLESS
BOOT RACK
£119.95



HI FLOW 12
INCH RAD
FAN
£47.95



TR OR SPITFIRE
ROLL HOOPS
SILVER OR
BLACK £199 PR



ALLOY
ROCKER
COVERS FROM
£48.95



HI TORQUE
STARTERS
£179



VALVE GUARD
/OCTANE BOOST
3 BOTTLES FOR
£14.34



GARY SAYS: GO TO
WWW.TRGB.CO.UK FOR
MANY MORE SPECIALS
AND OUR BARGAIN
BASEMENT



STEERING
WHEEL WITH
POLISHED BOSS
£115

ALL PRICES NOW INCLUDE VAT WANTED WANTED
WANTED YOUR TRIUMPH. WE URGENTLY NEED STOCK!
WE COLLECT AND PAY TOP PRICES FOR TR2/3/4/5/6
VITESSE GT6 STAGS ETC CALL GARY ON 07801 631632

coming via the air bleed valve. Test this by placing your thumb over the air bleed inlet, when the engine should alter and stall. Finally adjust the accelerator cable and refit the air plenum to complete the job.

I found that the low speed running and tick-over of CBJ were noticeably smoother after adjustment. But I am still convinced it could run more smoothly, and over the first few miles of use it feels as if the old symptoms are returning. So rather than giving you a glowing account of success this month, I must admit to being somewhat disappointed by the results, although the method I have used follows the official workshop manual closely. This set me thinking.

It's clear that on CBJ, the fairly complicated throttle linkage is worn, with free play in some of the joints.

No doubt this is making accurate adjust-

ment much harder to set and to hold.

A brand new under-slung throttle linkage looks great and would certainly solve this problem, but with a price of over £200 including VAT that will have to wait!

I am about to test an idea to change the synchronisation procedure in an attempt to compensate for the wear and still get accurate adjustment, as there must be plenty of us who want our cars to run as well as possible but have to contend with worn throttle linkages. I will let you know how I get on next month.

To finish this month, welcome to two new TR-owning members who dropped in to the Club and joined a few weeks ago. Richard Bartlett has a very presentable TR4A in signal red, and Paul Atherton who is the proud owner of the smart TR4 pictured here.

Nigel



Paul Atherton's TR4, relaxing at a local hostelry

RIMMER BROS

The Classic Parts Service



All the parts and accessories
you will ever need

Stag
Spitfire
GT6
Dolomite
2000/2500
TR2-8
Herald
Vitesse

Free Catalogues

visit our new website
For prices and availability:
www.rimmerbros.co.uk

tel: +44(0)1522 568000

fax: +44(0)1522 567600

email: sales@rimmerbros.co.uk

Triumph House, Sleaford Road, Bracebridge Heath,
Lincoln. LN4 2NA. England

for this great marque

TRIUMPH

Parts service for LandRover
and MG Rover also available



Authorised Parts Distributor



www.tssc.org.uk/stag

e-mail. benbroadbent@btinternet.com



Ben Broadbent

Ultimate Stag Restoration - 1.

H

ello again, I hope you enjoyed the International at Stafford the other week. This month I would like to introduce you to the 'Ultimate Stag Restoration' undertaken by specialists **E.J Ward** for member **Andy Simmons**.

I came across Andy's website www.stagbytriumph.co.uk when I was looking for information sources about the Stag. Check out this comprehensive coverage of all things Stag, it is certainly worth a visit. I approached Andy and asked if we could publish his restoration article in the Courier, he agreed and gave his permission, so here is the first part of the article. So over to Andy!

day. That desire outlasted the marriage but finances didn't allow fulfilment of the Stag owning dream until my 50th birthday in 2004.



I bought the car privately: the bodywork seemed sound but with issues in the expected places, the original engine and gearbox were sound and overall it was a little tired but looked like a good starting point for a light, not too

The Bodywork.

Why a Stag? Back in the long hot summer of 1976, when temperatures were so high that roads were melting and railway tracks were buckling, I'd just left college and was getting married at the end of July so needed to earn some money quickly: I ended up with a day job and working evenings in the Wimpy in Bridlington. The owner was kind enough to give me a lift home in his Stag and I promised myself I'd have one, one





expensive, restoration. I'm disabled and can't stand up for more than a couple of minutes at a time, using a wheelchair to get around, so had to accept that I would need to pay someone else to do the work. Having been impressed with the quality of work I'd seen done by EJ Ward I wanted them to do the work on my car: an informal estimate suggested that the cost was likely to be in the region of £15,000. However, as work progressed and it became clear what was going to be required to restore the car in the way I wanted (as it could have been when first delivered but not concours - I want to drive it not show it though I have the greatest respect for those who participate) the cost kept escalating: in the end the total cost was in the region of £44,000. As an example of the things found along the way, at some stage, presumably when the floor was replaced, someone had managed to cut through the main wiring loom which had then been repaired. I could have reused the original, bought a second hand one or a new one: I opted for a new one, made up by Autospars. As an aside, the new wiring loom

didn't repeat BL's penny pinching and allowed sufficient wire at both ends of each cable to be able to make the connections relatively easily. The car came off the road in January 2006 with work starting in January 2007: the pictures below give an idea of what the car was like before work started. (see Pics 1, 2, 3 and 4)

After stripping the car down to a bare bodyshell it went off to Surface Processing Ltd to be dipped: this is a ruthlessly revealing multi-stage process which strips paint and dissolves rust, underseal and filler, leaving sound bare steel. When the car came back it became clear that both rear wings had been replaced at some time but appeared to have been fitted by Father Ted Crilly judging by the line of hammer marks all the way from top to bottom of both wings just in front of the wheel arches. Both sills needed replacing, one having been "repaired" with a not very well fitted cover sill. The boot floor was perforated almost all the way round making me wonder what had been holding it in the car. In fact just about every external panel would need replacing while the interior just needed some repairs, the floor having been replaced at some time. I had anticipated that the doors would at least need the bottoms repairing but both turned out to be sound, with



just a little surface rust having made them look worse than they actually were. The picture below shows the bodyshell mounted on the jig after it had been dipped but the full extent of the rot isn't obvious. (see Pic 5)

Work now started in earnest with more and more seeming to have been cut out every time I visited: on 31 March 2007 new sills and wheel

arches had been fitted, the front and rear wings had been removed and new front wings were about to be fitted. The front panels had not yet been removed so the first picture below gives some idea of the rot the dipping had revealed. (see Pics 6, 7, 8, 9, and 10)



For the next visit, on 28 April 2007, the rear valence panel had been fitted, a new boot floor was in place, various repairs had been made and the rear offside wing was about to be fitted. The rear wings are genuine original Triumph items, courtesy of Peter Pearse to whom I am extremely grateful. As I understand it he bought these from a bankrupt dealer and had kept them safely stored ever since. I also believe that they were used as patterns for the new SOCTFL rear wings which, according to EJ Ward's April Workshop Diary, are now available: please contact them for more details or to place an order. (see Pics 11, 12, 13, 14, 15 and 16)





In between visits, work on my car was filmed for use in the Classic Car Restoration Techniques: Bodywork DVD produced by Core Productions and available from EJ Ward. The picture shows Wayne working away whilst being filmed. (see Pic 17)



The visit on 16 June 2007 revealed significant progress on the car's front end with both wings, top panel, headlight panel and lower valence fitted and the rear end almost complete with both wings, top deck, a reclaimed light panel and lower valence fitted. The welding in of new metal is going well with the end almost in sight. (see Pictures 18, 19)



The car now went back to Surface Processing Ltd to be dipped again but this time only to remove paint and any surface rust which had formed while the bodyshell was being



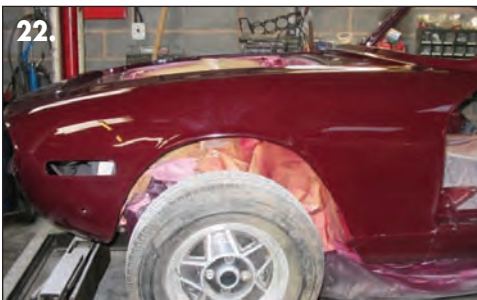
20.

repaired. It was then dipped in electrophoretic primer which flows into seams and box sections to provide modern car standards of corrosion protection. This has been supplemented with cavity wax to try and keep corrosion at bay for as long as possible. (see Pic 20)

My choice of colour now presented problems as Damson was not listed on the paint suppliers' databases. The first batch was too brown - it made the underside look like a chocolate biscuit: definitely not what I had been trying to achieve. Fortunately the problem was recognised very quickly, before too much had been painted. The first picture below is of Jason applying primer to the underside of the car before it was finally painted body colour. As originally



21.



22.

supplied the car had been painted Russet Brown but had mostly been resprayed in white on at least two occasions but missing the underside of the tonneau cover which remained Russet Brown. A personal and very subjective opinion is that dark colours suit the Stag better than light ones. In making my choice I had considered reds, blues and greens before eventually deciding on Damson.



23.

A visit on 5 January 2008 saw the car resplendent in its new colour and looking every bit as good as I'd hoped for but visiting again on 9 February 2008 when the car was outside made the colour look different. (see Pics 21, 22, 23.)

Well, thanks Andy for a very comprehensive account of the bodywork restoration. Next month Andy will continue with his account of the completion of the restoration.

The Club Shop. On a recent visit to Sunderland Court, I also visited the Club Shop, with the intention of asking Garth what was available for the Stag, as I am planning a rolling restoration when I acquired the appropriate car. Well, I was please to find that many high quality components were available at competitive prices. The quality of the components is of vital importance, as I have found to my cost by using cheap reproductions, then had to do the repair a second time due to their failure, but the second time using quality parts.

The Club Shop can provide those quality components for the Stag and obviously every other Triumph!

Take care. Keep those V8's purring.

Ben



CLUB SHOP NEWS

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

by Garth Jupp

Please note with immediate effect the price of the spin on filter adaptor for the 6 cylinder engines (including a filter), page 6 of the current catalogue, has increased to £54.60 inc VAT

This is due to Think Automotive passing on a 37% price rise since the last delivery!

Errata

There was a mistake in last months new item news, the prices of the wheel bearings were swapped round, the correct prices should have been £23.45 for Herald and Spitfire and £13.73 for the GT6 and Vitesse applications.

Special Offer

Free carriage on all orders over £75 inc VAT for September 2011. There are some exclusions as noted below.

Exclusions

This offer does not apply to alloy wheels, engines, carpet sets, door cards and other bulky trim orders.

This offer is only open for orders placed via telephone, postal and across the counter.

This offer does not apply to the areas listed as offshore islands and remote postcodes as listed inside the back cover of the current Parts & Accessories catalogue.

This offer only applies to the UK.

This offer can not be combined with any other offer.



Clutch alignment tools

Take the stress out of a clutch change on your Triumph with these high quality clutch alignment tools. Made of high quality, tough polypropylene injected plastic, they exactly replicate the shaft and splines of the vehicle's gearbox input shaft to insure perfect alignment of the clutch plate for any Triumph clutch replacement job.

We can offer one to suit all your Triumph applications (except the Acclaim).

They are competitively priced at **£4 each** with P&P at 0.1kg

TLS-33-7 All Heralds
and all Spitfires except 1500

TLS-33-18 TR7 & TR8

TLS-33-19 Stag/TR2/3/3a
4/4a/5/TR250/6/Dolomite Sprint

TLS-33-29 Spitfire 1500/ Dolomite 1300
& 1500 and single rail 1850

TLS-33-43 GT6/Vitesse/2000/2500
& 3 rail 1850 Dolomites

BOND EQUIPE Register

www.tssc.org.uk/bondequipe
e-mail: bond.equipe@virgin.net



Guy Singleton

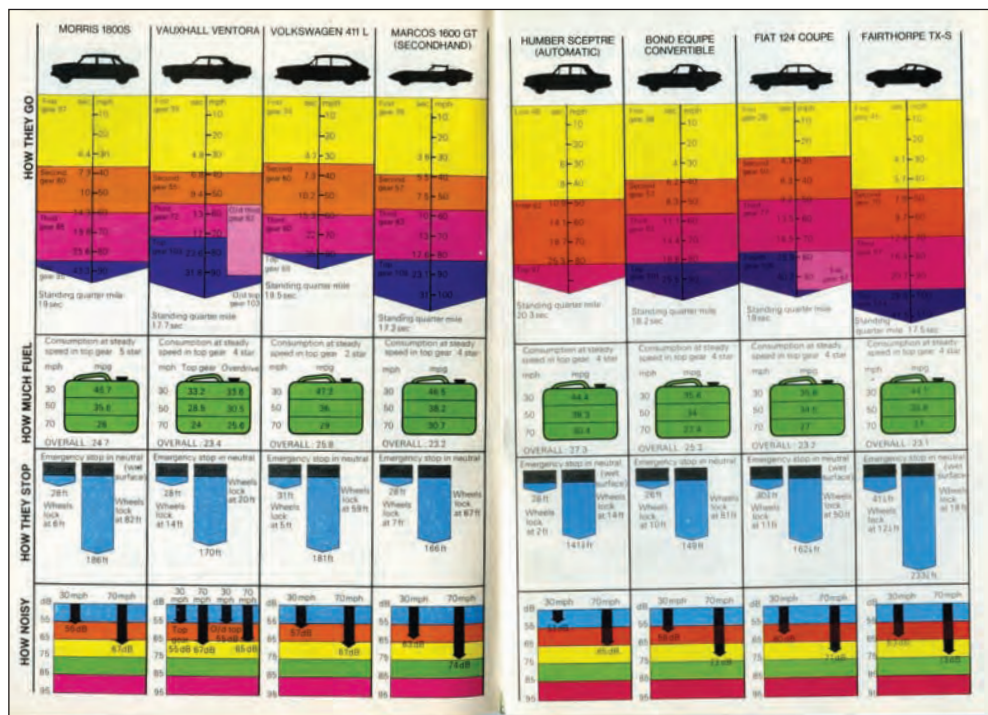
Bond Comparisons

Something slightly different this month, Robin Bye has sent me a copy of the AA Drive magazine from Spring 1969 with an article on a 2 litre Equipe, comparing it with various other cars of the period. Interesting to read the comments of a person buying the car new.

Now for a reminder about the Wings and Wheel meeting on **Sunday 18th September** at Turweston airfield, near Brackley, **NN13**

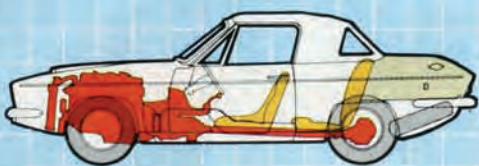
5YD. Come along and join the gathering of Bonds showing there.

Finally, an update on something I bought at Turweston last year, you may recall from the December 2012 article that I bought an old petrol pump. I have finally got round to getting it set up – shame no petrol come out of it!



Bond Equipe convertible

exterior width 67 in
interior width 56 in



1ft

AA Not so many years ago all the big manufacturers except Vauxhall offered production-line convertible versions of their most popular family saloons: today the convertible Hillman Minx, Ford Zephyrs and Austin A90s have vanished and only Triumph's Herald and Vitesse and the Morris Minor 1000 remain.

This situation persuaded Bond to take the lid off its 2 litre Equipe GT at the last Motor Show.

The Equipe uses so many Vitesse parts, including the chassis, suspension, engine and transmission, that only its shape and an extra £285 distinguish it from the Vitesse.

Performance is almost identical. Maximum speed of the Equipe is just over 100mph (Vitesse: 103mph) and 70 mph is reached in 14.4 seconds (Vitesse: 14.5 seconds). Low overall gearing gives excellent overtaking acceleration in top gear and also lets the car be driven happily at 17mph in top. At the same time, the gears keep the engine busy at motorway speeds. Driven hard, the Equipe's fuel consumption rises to 25mpg instead of the 30mpg that can be achieved with restraint.

Due partly to a sticky accelerator, the test car moved in a series of hops in

heavy traffic. It was frequently hard to get into first gear.

The car can be cornered really quickly, but if the accelerator is eased off in the middle of a fast bend, the tail whips round.

The front seats are too narrow and their comprehensive range of adjustments rather fiddly. The cramped, rectangular back seat is suitable only for children except for the shortest trips. Seats, doors and fascia are trimmed in black pvc.

Drivers have to accustom themselves to considerably offset pedals, a dismally small screen area swept by the wipers, heavy pressure to work the powerful brakes and an over-the-shoulder blind spot caused by the hood.

On the test car the hood was easy to handle, but fitted badly round the doors, causing draughts and a deafening wind roar at speed.

SPECIFICATION

Engine—1,998 cc, 6 cylinders, 104 bhp at 5,300 rpm, oil change every 6,000 miles.
4 forward gears, all synchromesh.
Suspension—independent all round.
Brakes—front disc, rear drum.
Tyres—155 x 13. Fuel—9 gal.
Body—2-door convertible.
Colours: blue, red, white, yellow.



Leonard Dewey, managing director of a dry cleaning and laundry company, lives with his wife in Bath. In more than thirty years' driving he has owned at least twelve cars, his last being a 1965 Triumph Vitesse convertible.

Mine was probably the shortest visit to the Motor Show last year. I arrived at 2 pm and left at 2.45 having ordered the Equipe. I had seen it described as a 'luxury Vitesse', and after inspecting it at Earls Court I knew there was no point in looking at anything else.

I think I might be the only Bond Equipe convertible owner in Bath. It has freshened up my interest in motoring and it is much faster than my Vitesse. The only thing I miss is the Vitesse's reserve fuel tank.

My last three cars have been convertibles. I have the hood down whenever possible.

PRICE

on the road	£1,342 16
basic	998
purchase tax	307 4
road tax	25
average delivery	nil
seat belts	9 9
wing mirrors	3 3

COST

per week	£10 5
running	5 6
depreciation	4 19



Why insure with Footman James?

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

Our classic car insurance policies include as standard;

- UK & European Breakdown Recovery
- Motor Legal Protection
- European Travel Insurance
- Personal Injury following Road Rage & Carjacking

Policy options;

- **Multi-vehicle** Insure a minimum of three cars (majority classic) on a single policy and save money
- **Limited Mileage** Limit your annual mileage and enjoy a lower premium
- **Laid Up Cover** Covers your vehicle, accessories & spare parts when stored in locked premises, also whilst being exhibited or at a repairer's premises

Your club membership entitles you to;

10% discount on Modern Car Insurance

5% discount on Modern Motorcycle Insurance

10% discount on Classic Motorcycle Insurance

5% discount on Home & Contents Insurance

Triumph Sports Six Club Members Insurance

Should the unthinkable happen, we've got you covered.

Agreed Value Cover for peace of mind.

The true worth of your insurance cover is only realised when there is a need to make a claim.

At Footman James we understand the true value of your classic and will work with you and your club to ensure your pride and joy is covered to reflect this value.

Don't get caught out when a claim arises. Agree the true value of your classic and relax. Should the unthinkable happen, we've got you covered.

Extended Agreed Valuation Periods

- * 3 year valuation period for cars over 15 years old
- * 4 year valuation period for cars over 20 years old

Specialist Policy Options

We recognise the need to provide a range of insurance options to suit the individual needs of the Triumph Sports Six Club members.

Call today on our dedicated Triumph Sports Six Club phone line to discuss your insurance needs. Our highly experienced and friendly staff are here to assist you.



We're at your service!

 **0843 357 1790**

Footman James is a trading name of Aon Limited, which is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection. FP 5743.06.09



Readers Write



John Cudmore

Many of you will remember John as one of the very early members of the TSSC. Way back, whilst enjoying a great TSSC weekend break in the Lake District, John suffered a heart attack. He spent the next few weeks in the Kendal hospital and I was given the task of driving his Triumph Vitesse Mk11 Convertible (YRL 22J) back to Oxfordshire accompanied with his wife Pam.

John recovered but unfortunately it wasn't long after, that he suffered a stroke and then his wife passed away at a very early age. John has been looked after for 13 or so years by Pam's sister Erica and her husband Timothy. Meanwhile the Vitesse I'm afraid sat forlorn in

his garage in at home Oxfordshire.

Last year I received a call out of the blue to say that John was now in a Care Home and that John's house was to be sold. This meant the Vitesse had to be moved and soon! The car had survived well due to extensive Ziebart treatment and a general covering of oil. But as you can imagine there was a lot that needed to be done after so many years lying idle. **J.Y. Classics** came to the rescue and trailered the car back to their workshops in Buckinghamshire. About three months of work and the car was back on the road with a fresh MOT. After a few further minor jobs to complete like new carpets etc the car was ready to be taken to show to John.

The picture shows the John with the Vitesse outside his Care Home. We had a great run out to the Faulkland Arms at Great Tew and John was enveloped in years of nostalgia.

I'm sure John would love to receive the odd

Post Card or letter from members who remember John from his active time in the Club and the Oxford Area. Please do write to him **c/o the TSSC** who will forward your post on. You are unlikely to receive a reply as John can no longer write, but I know your post will be very much appreciated. Hope I have brought back some happy memories for early TSSC members.

John Griffiths

Former TSSC President



John Griffiths with John Cudmore (right)

TRIUMPHS & TRAINS DAY

ON THE CHURNET VALLEY RAILWAY

by Andy Sollis



This year will be our 4th event and weather permitting, should be one of our best yet at the heritage steam railway at the Churnet Valley Railway (CVR) in Staffordshire which hosts us at Kingsley & Froghall station just off the main A52 trunk road from Ashbourne to Stoke. Join in for a 10 ¼ mile round trip train ride through the area known locally as "Little Switzerland" enjoying the locations of 3 restored railway stations, working canals and towpath walks.

The 2011 event on **2nd October** is to be held on a special service running day where the second train run will be operating an extended passenger service over the adjoining railway line of Moorland & City Railways (MCR) who have recently completed the refurbishment of 7 ½ miles of railway track to Caudon Lowe sidings. This section of railway line was reopened to the public in November

2010 and had not seen passenger services for well over 60 years. The line features a steep gradient climb for the first 5 miles of the trip, with challenging climbs of up to 1:40, quite hard work for a railway locomotive. Trains will run from 10:30am with the Caudon Lowe service starting at Froghall. There will be steam trains services throughout the day operating in between the Caudon Lowe Specials.

We have been granted sole use of the public car park for Froghall station (with the exception of disabled parking) for the classic cars on display. Other groups may be attending on the day, so book now and reserve a place. This discount price is only available to TSSC members and other clubs will not have the discount offered to the TSSC.

For those wishing to travel on the train we have been able to negotiate an excellent ticket price held for the second year running of £5.00 for the driver, £5.00 for the first passenger, offering a "Day Rover" ticket on



the CVR (A saving of £12.00 for a two seater car, e.g. Spitfire, TR6 etc - Further passengers will be charged the full price, Adults



Moorland & City Railways

MCR was set up in 2009 to acquire the disused 20 mile railway line running between the main line at Stoke and Cauldon Lowe. Once this has been achieved, there are opportunities to extend north into Leek and, by using the existing Churnet Valley Railway heritage line, south to Alton Towers, home of the well known theme park.

Over an 18 month period MCR acquired the Leekbrook to Cauldon Lowe line and undertook a major restoration project to link the line to the Churnet Valley Railway at Leekbrook Junction. The re-opened Cauldon Lowe branch offers some of the steepest gradients in the country, it is anticipated that regular freight services will recommence in 2012 when the line from Leekbrook to Stoke is re-opened to give a mainline connection.

£11, Seniors £9 and Child £5 each)

If you wish to travel on one of the Moorland and City Railways trains to Cauldon Lowe they depart Froghall station at 10:30am & 1:20pm calling at all stations.

This is a supplementary fee of £5 per person payable on the day – making it a round a 2 ½ hour round trip – one of the longest in the country and a further 15 miles!

See the booking form in the Area News Event Ads for booking details.



SPITFIRE VS. SPRITE

THE ULTIMATE DOGFIGHT - PART2

by Jamie Brown

Photographs Christine Brown

Triumph Spitfire Background and Driving Impressions

Up the road in Coventry, Standard-Triumph were not sitting on their laurels, they had already discussed the potential for the production of a small sports car, but had not done anything serious about building it due to financial issues. However, when the success of the Sprite became apparent and a take over by cash rich Leyland Trucks came to fruition, Standard-Triumph's design team were

convinced they could build their own small sports car to sit under the very successful TR line. Construction of a prototype, codenamed 'Bomb', was commenced in September 1960, and the design centred on the chassis of the already successful Giovanni Michelotti styled Triumph Herald. The Spitfire, as the production car was to be called, like the Spridget, was built by using many components from existing models within the Triumph range. For the Spitfire the donor car for the chassis, as well as many other parts, was the Triumph Herald. Triumph went to great lengths in many respects to make the Spitfire a better car than the Spridget.

There was more legroom, wind-down windows, a wider cockpit, stowage space behind the seats, space for an overdrive unit,

an opening boot space, sleek and pretty body styling and ease of maintenance due to the large forward hinging bonnet. With all this the Spitfire did indeed make BMC's offerings look very primitive at that time.

The Triumph Spitfire 4, as it was called, with the number - 4 indicating a four cylinder engine, was launched at the London Motor Show in October that same year. The Spitfire had a great reception from both the public and motoring





The car in this article was first registered on the 1st November 1967, and **Paul Kneen's** car "**Spiffy**" is an early Mark III version of the model.

Paul purchased the vehicle in April 1995 from Southampton where it had been previously restored.

The car had apparently had a later 1493cc Spitfire engine fitted which had lost so much oil that the chassis had been very well preserved! A re-

press alike, and sales quickly became strong. It was well-equipped for a sports car in this class at the time, even though it came with a tent-like soft top roof that you more or less had

conditioned 1296cc engine was fitted bringing the car back to originality. It was fitted with new sills and nearside door skin which when treated to a fresh coat of Signal Red paint completed the restoration.



Although only really used on high days and holidays Paul has covered over 10,000 miles in his Spitfire including a memorable trip to the Dutch/German boarder in 1999. I truly believe this is the best example of a Spitfire I have ever seen with everything looking as good as it would have done the day it left Canley in 1967 and is in

to build yourself – and a heater was an optional extra. Later, overdrive and wire wheels were made available.

undoubtedly in the best colour.

I was very privileged to be the **ONLY** person Paul had let drive the car in his ownership - although he only told me this after the drive!



different from any standard Mark III Spitfire. We all know that the age old joke that Spitfires and especially GT6's have a tendency to not be the most stable car through the corners. So did the company ever sort the problem? Well yes, in my opinion they did. For the Mk4 Spitfire (launched in 1970),

Getting into the Spitfire is still tight but better than the Spridget.

Once out onto the road, the Spitfire really comes into its own, and was both fun and exhilarating to drive.

Again it is not particularly quick by modern day standards, but feels a lot quicker when your backside was only a matter of inches from



the tarmac!

I found the gearbox slightly vague, and finding a gear was a matter of luck a lot of the time, but you do get used to it after a while!

Now onto handling and here Paul's car is

Triumph engineers came up with a solution for the car that was both effective and cheap to implement. Instead of the transverse leaf spring being clamped to the top, the spring was allowed to pivot at its centre on a fulcrum allowing the road wheels to maintain a more even attitude to the road surface. Having driven an early GT6 I can defiantly testify that the handling of the Spitfire was transformed and meant that finally Spitfire drivers could throw their cars about without so much danger of being launched into the roadside scenery.

In common with the Triumph Herald, on whose chassis the Spitfire was based, the turning circle is completely unbelievable. You can turn the front wheels literally at a 90-degree angle to the road, which means it is very easy to get in and out of tight parking spaces.

Another great feature is the engine accessibility. I can think of no other car (other than the Herald) which offers such great access

Spitfire vs. Sprite

to major components. This means it is very easy to work on and maintain, and like the Spridget spare parts are no particular problem, and as we know it shared many engine parts with the Herald.

Like the Spridget and MGB, British Leyland did not invest very well in the Triumph Spitfire. Although it had been planned to keep it in production until 1982, it was in 1980 when realisation came the 1,500cc engine could not be satisfactorily modified further to meet new Californian emissions regulations that production came to an end. Since around half

So what would be the ideal Spitfire in the author's opinion? Well a clone of Paul's car, as it has the classic looks but with the improved suspension set up. I reckon if you could pick up a really nice Mark III and then invest wisely in the revised suspension set up, I reckon you would have a great tax free (all Mark III's are pre- 1973 remember) sports car for a around the same price as a good Spridget funnily enough. Oh decisions decisions!!

In Conclusion

Both of these cars are equally loveable in many ways and both have advantages and disadvantages. The Spridget has a slicker gearchange and is more predictable to drive even taking into account this Spitfires modifications, but the Spitfire is more comfortable and easy to get in and out of. Both cars have a certain charm which most modern sports cars do not have mainly because they are more complex and have countless traction and stability control programs watching over the driver. I reckon as a fun summer car used between say April and September they make a very worthy case for themselves. Assuming of course their owner has the space, patience and time for any issues that may occur.

But what ever, they will give their owner some great memories and fun.

That is not to say more modern cars cannot be fun too. The MGF is an

ideal example - it provides terrific entertainment, with safe and responsive mid-engined handling together with a wonderfully refined engine that maintains a sewing-machine smoothness right up to its red line. But there's something about the way these two older cars involve their driver that makes driving these little cars all the more rewarding.

The harsh critic would of course say that both of these cars compared to any modern machinery are slow, noisy, uncomfortable,



of all Triumph Spitfire sales at the time took place in California this situation meant demand for the car dropped to the point where it had become uneconomical to produce.

Also, with a basic design structure of some 18-years old, the Triumph Spitfire could no longer compete in the market place with the more modern designs like the Fiat X/19 and emerging Japanese models in particular that were becoming increasingly popular in the UK.



need absurdly frequent maintenance and emit far too much noxious material into the atmosphere and that they are an irrelevance from a bygone age which are more a piece of nostalgia, not a method of transport. But there's plenty that the Spridget and Spitfire and many other classic cars – can teach the cars of today. Most of today's cars though safe and effective are a nightmare for the home mechanic and need expensive diagnostic equipment to identify a problem and are in many ways rather soulless with expensive replacement parts to match. I am not suggesting you sell your Golf, Focus, Astra etc for one of these two little cars but I reckon as a car you can use for a good six months of the year when the weather is fine they are just about as good as you can get! Then in the winter tuck them away in the garage and let the modern car do the winter slog!

The best of both

worlds and who needs a modern replacement for these two cars anyway? I would like to thank Amberley Museum and Heritage Centre in Amberley, West Sussex for allowing us to take photographs of these two cars within the museum grounds - more information can be found at www.amberleymuseum.co.uk or telephone: 01798 831370.

A big thank must also go to Meredith Hutchins and Paul Kneen for allowing me to feature their superb cars.





TSSC 1st Annual Christmas Dinner Dance

You are cordially invited to the first ever
Annual Triumph Sports Six Club



Christmas Dinner Dance

on Saturday 3rd December

at the Barcelo Hinckley Island Hotel

Hinckley, Leicestershire. LE10 3JA



*For those requiring
accommodation please*

*Book Direct with
Hinckley Island Hotel.
Tel 01455 898580*

*Quoting Date and
'XMAS Party Night'*

Special Rates of

*Single Room £40 per night
Double Room £50 per night*

*All Rooms include
Breakfast plus full use
of Hotel facilities and
the Hotel Health Club*

**Christmas Party Night
Package includes:**

- * 3 Course Dinner
- * Disco and Dancing to
70's & 80's Music

£32 per person

Places are Limited to 250

Please Book Early!

Please reserve places

Name

Address

.....

..... Postcode

Membership No.

*Send Form with Payment to: TSSC,
Sunderland Court, Main Street,
Lubenham, Leics. LE16 9TF.*

TRIUMPH SPORTS SIX CLUB CLASSIFIED



Spitfire



1500 1978 Inca Good condition. MOT April 2012. Summer use only. Garaged. Well maintained. £2,900. Steve (Coventry) 07778 341837.

MKIV 1974 1300. Dry stored for 8 yrs. Ideal project. Includes (not fitted) new gearbox, wiring loom, water pump. Offers in excess of £850. Ian (Peterborough) 01733 268465.



MKIV 1972. Red. MOT to July 2012. Used regularly, good runner. Fair Body. Insurance Agreed Value £2,500. Will accept £2,000. Buyer collects. B. Wigfall (Somerset) 01934 633010.



1500 1976 French Blue. Club Val £5,200.00. Extensive Restoration, Full service History. Owned 23 yrs. Detachable Hardtop plus tonneau. Garaged. £3,200 Laurence (Brighton) 07884 267736.

1966 Red Colour. Original condition. Body off restoration 2 years ago. Lower A1 Condition. Currently on SORN. £3,250. Paul (Bideford) 01237 473481.

MKIV 1974 Unfinished ("nut & bolt") Refurb. Project Chassis Completed With Rebuilt Running Gear. Body Tub Almost Finished Using Many New Panels. Call For Details Richard (Leicester) 07789 472417.

1500 1978 with O/D. A1 condition through out. Full resto in 2003 using Heritage panels. Many new parts with receipts. Soft top, hard top, tonneau, wind deflector. Mot May 2012. £3,300. Alan (St Austel) 07540 664749.



MKIV 1973 Comes with hard top (excellent condition) and fully working overdrive and some spares. Good sills, great runner Tax Sept 2011, MOT

April 2012. £2,400. Martin (Leicester) 07968 671469.



2 LITRE SPITFIRE. 1967 GT6 Convertible. Always garaged. Black leather seats, walnut dash board. Overdrive gearbox. New tyres. Super Slot wheels. Good hood. Hard top. Mot July 2012. £4,250 Andy (Sheffield) 01142 876587.



MKIV Sale by Executors of an estate. Lots of MOTs. Garaged for past 3 years. Approx 45,000 miles. £3,000 ono. David (Birmingham) 07701 049881

JY CLASSICS
SERVICE, RESTORATION & SALE OF
TRIUMPH SPORTS CARS
CASH PAID
FOR
YOUR
SPITFIRE!
TEL: 01494 866087
E-MAIL: sales@jyclassics.co.uk
Website www.jyclassics.co.uk



Vitesse



MK1 CONVERTIBLE 1968. MOT January 2012. Recently serviced by JY Classics with £2,500+ spent. Reasonable condition with no faults. £2,000. Andrew (Windsor) e-mail. andrew99@jennings23.co.uk

MKII CONVERTIBLE. Garaged 15 years. Complete original car. Trim intact. Requires full restoration. Contact for photos/Details. Offers over £500. Vince (Cardiff) 07966 286324.

SALOON 2 Litre. 1968. Wedgewood Blue. MOT. Tax exempt. Good condition. Edges need attention. £2,000. W. Roberts (Malvern) 01684 574689.



Mk1 2LTR 1967 overdrive. Signal red, black interior. MOT May 2012. Fully restored c.1999. Present owner 11 years. TSSC value £3250, accept £2750. John (Swansea) 01792 390119.

M.W. Restorations GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension, electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up,
FOR DETAILS RING THE WORKSHOP ON :
01799 584994
Saffron Walden, Essex.
e-mail: mwrestore@aol.com

GT6

MKIII 1972. MOT June 2012. Tax exempt. Very good condition. Owned since 1988. £3,300. Erig (Great Missenden) 07789 603548.

MKIII 1973. Mimosa. Many new parts. New interior, seats. MOT April 2012. Ring for more details. £7,500 Kenny (Southport) 01704 892322 or 07803 959739.

MKIII 1974. Non-rotorflex, yellow, sunroof, MOT Jan 2012, overdrive, SS exhaust, kenlowe fan, many new parts. £3500. Nigel (Herts) 01442 866003.

**YOU CAN NOW
PLACE YOUR ADVERT
ONLINE AT
www.tssc.org.uk**

Herald



13/60 CONVERTIBLE 1968. White/Black Hood. A1 condition. Only 23k Miles. MOT April 2011. Tax exempt. Just completed London to Brighton Classic Run. £3,500. Mills (Crawley) 01293 536830.



1200 SALOON - Good working original example, used everyday as only car with no problems. 1 years MOT. stoddart-thomas@hotmail.com for more info. £1,000. Thomas (Waltham Cross) 07963 677933.

13/60 CONVERTIBLE. Red, 82k miles, new MOT, garaged £1,750 Brian (Middle Wallop, near Stockbridge) 01264 781654.

STAG



STAG Beautiful Carmine paint with red mohair. Hardtop. Excellent all round condition, MOT, Tax exempt. Tan/Beige interior. Open to offers. Jonathan (Northants) 07971 170004.

BOND



BOND EQUIPE 2Ltr Mk1 1967. Red with vinyl sunroof, o/drive gearbox, stainless steel sports exhaust. Complete history, MOT and taxed VGC. £2,550. Raymond (Beds) 01767 448446.

CARS WANTED

PANELCRAFT T6 Le Mans Spitfire replica kit car. Anything considered. Unfinished project. Unstarted Kit, or complete car. N. Wright (Peterborough) 01733 319113.

NEW LUXURY B&B BRITANNY, France. La Metairie specialises in accommodating guests who arrive in Vintage or Classic Cars and motorbikes. Kevin (Corseul, France) 00 332962798222 30 eMail: chezmorgan@fsmail.net

SPITFIRE MK3 wanted in good condition. I'd love to give one a good home. Thank you for your help. Charles. 07795 528361.

GOOD CONDITION HERALD COUPE wanted, preferably 1200 and good order but anything considered, Alex 07966 847471.

GT6 WANTED. Looking to find my old car, white GT6 1972 BMR 778L. Greg (Christchurch) 01425 274518.

VITESSE CONV. MK1 OR 2. Non runner wanted, anything considered, prefer Mk2 with overdrive. Steve eMail: steve.titterrell@dsl.pipex.com

PARTS 4 SALE

MORE
OVERPAGE

TR6 Hard top, Hood, tail light, Chrome wheel trim, Wheel Centre Trim Black. John (Middlesbrough) 01642 813289.

gearbox, no adaptor plate or overdrive. £50 collect from South Wales or delivery at cost. eMail: s.attenborough@yahoo.co.uk

SPITFIRE 1500/MK4 unused hood cover. Part number XKC1781 from Rimmer Bros on invoice dated 2006. Black vinyl. Offers over £100 please David (Hitchin) 01462 626650.

"SEATS"
Rebuilt Original Seats
Exchange - Ask Mike
Vinyl Seats (pair) from £269 or
Leather Seats (pair) from £395
Includes New Foam Bolsters
All Triumphs & Any Classic Car
Boxed & Delivered Anywhere
Tel Daytime or Evenings
Tel. 01752 227789
"Classic British Sports Car Trim"
Visa - Mastercard - Maestro
See my Ebay Photos
Click on "Spitfire Seats"

NEW 6 CYLINDER SPARES. BRAND NEW OLD STOCK Stanpart: Cylinder head 517609, Mk2/3 GT6, Vitesse, 2000, £185. Stanpart 308778 camshaft, Vitesse, GT6 MK2/3, 2000 £185. Lindsay. 01409 221960.

SPITFIRE MKIV rear wings. New old stock. Near and off side replacement wings not previously fitted. Some very slight surface rust but otherwise in vgc + postage £160. Neil (Bath) 07966 398076.

Ring Automotive / Wipac Crystal Halogen Headlamp Kits. Low-consumption / Ultra-Xenon bulbs. Reconditioned steering racks. Upgraded master cylinders. Used parts. Competitive prices. www.triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler (trade)

HERALD 948 Rear seat base. Black with Cream piping. VGC. £50. Lindsay (Felixstowe) 01394 210458.

SPITFIRE MKIV Bonnet & Fittings and Chassis Complete. All fittings excellent condition plus many spares. Robert (Lincolnshire) 01754830160

MINILITE Style wheels. With Tyres X4, believed to be 5.5 X 13". Used Condition. £70 ONO. Benjamin (Market Harborough) 07933 236815.

GT6/VITESSE/DOLOMITE 1850 overdrive

SPITFIRE Mk 2. Two AVO front adjustable Shock absorbers fitted with 330lb coil springs. Two AVO rear adjustable shock absorbers. Grahame (Peterborough) 01733 810444.

HERALD/VITESSE Spares. 1200 blocks. Heads, Crank, Spit/Herald gearboxes, pumps, filters. MGB overdrive D type unit, fits Triumphs. Many more. Simon (Co. Durham) 07901 842248.

GT6 Mk2. Rear Tailgate glass. Front bumper with overrides, fair condition. Pick up only. Cheap at £25. B. Haynes (Broadstairs, Kent) 01843 601910.

MIKE PAPWORTH
COVENTRY M6 JUNCTION 3
TRANSMISSION SERVICES,
And Restoration
OVERDRIVE CONVERSIONS,
DIFFERENTIALS, O/D UNITS
1/2 SHAFTS ROTOFLEX AND STD,
ALL ENGINE WORK,
MOT & WELDING WORK
VEHICLE MOVEMENTS UK,
Herald - Spitfire - Vitesse - GT6
TR4/5/6 - 2.5 - Dolomite
UNFINISHED PROJECTS-BREAKERS,
ANY NEW UNUSED PARTS REQD.,
07768 775 170 - 02476 644499
Email mike.papworth1@btopenworld.com

Mk4/1500 Spitfire Hardtop. Stripped - ready for priming, paint. Sanded back, checked to find very mild surface rust only. Glass and hinges excellent. Would recommend new rubber £35. Tim (Ashford, Kent) 07773 464798.

WOOD rimmed steering wheel. Originally bought 1967 for Mk1 Spitfire. Later used on Vitesse Mk1.3 aluminium drilled spokes with central boss but NO horn push. £60 ono Paul (Bristol) eMail: paul@the-southbarn.freesever.co.uk

PARTS 4 SALE

SPITFIRE 1500/MKIV Steel Hardtop. Black. No rust, good chrome. Quarterlights and glass. Small cut in headlining. Good seals. Fittings. Complete. @125. Bryan (Birmingham) 0121 308 1543

WHITE HERALD CONVERTIBLE with experienced chauffeur available for weddings / civil-ceremonies. Comprehensive prices from £195.00 (10% donated to charity). Discounts available. www.triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler (trade)

HERALD 1200 Demonstration Chassis. Complete Standard-Triumph publicity division demonstration running chassis. Has never been used on the road, would be ideal for A1/Concours restoration £700 Jonathan 07890 030571.

**YOU CAN NOW
PLACE YOUR FREE
ADVERT ONLINE AT
www.tssc.org.uk**

NEED HELP FIXING YOUR TRIUMPH? We can repair all Club cars to A1 condition including MoT, mechanical servicing work, bodywork and paintwork. Or we can carry out the major restoration work while you strip the car down and fit it up. A good way to save some of your hard earned cash for those New parts. For an estimate call Mike at MW Restorations 01799 584994 (Essex / Herts / Cambs border) email: mwrestore@aol.com (Trade)

PARTS WANTED

SPITFIRE parts required. Starting restoration requiring parts, looking to collect at Stafford or local to west Norfolk. eMail: mathew.roberts1@tesco.net or text matthew what you have spare. Matthew (Norfolk) 07787 424007.

VITESSE wheels wanted 1 or 2 metal wheels 5 and half j steel dunlop rim LP923 written on in side. David (Coventry) 02476 270545.

HERALD VANITY MIRROR. I need the vanity mirror for the passenger side sun visor on a 1969 Herald Convertible. Edward. (Sutton) eMail: edward.prothero@tiscali.co.uk

GT6 Mk3 Wash Pump/2 Speed Wiper Switch I am looking for a 2 speed wiper/washer pump switch

for my GT6 Mk3, can anyone help please? Thanks. Richard. eMail: r.bladon@btopenworld.com

LOOKING FOR an original steering wheel for 1966 Herald convertible. Can anyone help? Paul (South Petherton) 01460 929375.

VITESSE MK2 Convertible Parts Wanted. Body panels, floorpans, grille, interior trim, seats (black), engine parts, radiator, front shox, anything of any interest. Please email with price and particulars. Cheers. Nev. eMail: glimmertwins64@aol.com

SPIT 1300 Engine Wanted for my Spit, preferably Mk3 spec, can rebuild if not too Tired. Timothy. (Birmingham) 0121 7776712.

TRIUMPH 2000 / 2500 /2.5 Estate. Looking for a black interior (Or just Seats) for a Triumph 2000-2500-2.5 Estate. Could swap for my beige one. Pete (Manchester) eMail: peted@micad.co.uk

TR7/8 Fresh air intake for under bonnet as missing on our car. Reasonable condition for refurb required. Andy (Sutton In Ashfield) 07721 313383.

STAG MK1 1972 diff required, must be of known good quality. Roger 07769 757857.

VITESSE/HERALD Convertible hard top in any condition, will collect or arrange courier. Ed. (Yorkshire) 07886 803570.

**ADVERT FORM IS
ON THE BACK OF
YOUR COURIER
ADDRESS LABEL!**

**TSSC INSURANCE PANEL. CALL FOR A NO OBLIGATION
QUOTE. LIMITED AND UNLIMITED MILEAGE WITH
AGREED VALUE AND AND BREAKDOWN RECOVERY
FOOTMAN JAMES 0843 357 1790
PETER JAMES 0121 506 6040
LANCASTER INSURANCE 0800 013 0080**

**YOU CAN NOW
PLACE YOUR FREE
ADVERT ONLINE AT
www.tssc.org.uk**

TSSC INSURANCE PANEL

Footman James
0843 357 1790
www.footmanjames.co.uk

Peter James
0121 506 6040
www.peterjamesinsurance.co.uk

Lancaster Insurance
0800 013 0080
www.lancasterinsurance.co.uk/tssc

TRIUMPH TRADE SERVICES

TOTALLY TRIUMPH

Open 7 days North West Dedicated Triumph Workshop Established 1988
www.totallytriumph.co.uk e-mail: max@totallytriumph.co.uk
01565 777 577 MOBILE 07860 26 62 62

SPITFIRE - HERALD - GT6 - VITESSE - TR7/8 ~STAG -
 DOLOMITE - 2000/2500 - KIT CARS

Service - Repairs - MOT's - Bodywork - Restorations New & Used Parts
 Chassis, Bodies, Engines (any spec), rebuilt to order (collection & delivery)
 Vehicle collection & delivery nationwide 24hr Recovery

JUST OFF M6/M56 (North Cheshire) PHONE FOR DIRECTIONS
 or See Website: www.totallytriumph.co.uk

DOUGLAS MOTOR SERVICES

SPECIALIST RESTORATION AND
 REPAIRS FOR THE TRIUMPH
 OWNER
 SERVICING AND MOT WORK
 FULL BODYSHOP FACILITIES
 EX TRIUMPH DISTRIBUTOR
40 YEARS EXPERIENCE
 GRAFTON INDUSTRIAL EST
 NORTHAMPTON
01604 632201
www.dmsport.co.uk

BRODIE MOTOR SERVICES

RESTORATIONS, MOT
 WORK, SERVICING ON
 ALL MAKES OF TRIUMPH
 AT VERY
 COMPETITIVE PRICES
 OVER 20 YEARS
 EXPERIENCE
 FRIENDLY SERVICE
 TEL: 01206 562597
www.brodiemotorservices.co.uk
 COLCHESTER
 ESSEX

WEST COUNTRY TRIUMPH

- ★ Suppliers of New & Used Parts for Herald, Spitfire, Vitesse & GT6
- ★ Accident repairs, resprays ★ Full or part restoration,
- ★ MOT preparation, servicing ★ Cars bought and sold ★ Mail order



Tel/Fax 01666 822476

MALMESBURY, WILTS

www.westcountrytriumph.com

e-mail: raybrown@westcountrytriumph.co.uk



Mobile Classics

North, South, East & West Yorkshire

ROTOFLEX - fully rebuilt with original Churchill tool £275 per shaft
 As above plus Powder coating £310 per shaft
 Standard shafts (Long and short) £100 rebuilt & checked for straightness
 The above complete with all you need to fit them.
All with 1 year / 12,000 mile warranty

Tel Richard on 07766 354449



New e Commerce Website
NOW LIVE!

www.CHRIS WITOR.com

TRIUMPH 2000, 2.5 SPECIALIST

WIDE RANGE OF PERFORMANCE AND STANDARD SPARES

TEL: 01749 678152

Mon - Fri, 9 - 1 & 1.30 - 5.30

FAX: 01749 671404

OFFICE 01592 722999
 PARTS DEPOT & FAX
 01592 722666

131 JAMPHLARS ROAD
 CARDENDEN FIFE
 SCOTLAND

CHIC DOIG

CLASSIC
 SPORTSCARS

VISA DELTA
 EUROCARD
 MASTRO
 READER CARD

**CONTACT THE EXPERTS
 SCOTLAND'S LARGEST
 MG & TRIUMPH
 DEALER**

FAST MAIL ORDER SERVICE
 FROM A BOLT TO A BODYSHELL
 NEW OR SECONDHAND
 WE WILL TRY TO HELP YOU
 WHATEVER THE CAR TYPE

THE TSSC CLUB SHOP ONLINE WEBSITE

WWW.TSSC.ORG.UK
 PROVIDES MEMBERS
 WITH A 24/7 ORDERING
 SERVICE GIVING
 MEMBERS EVEN EASIER
 ACCESS

TO ALL PRODUCTS
 AVAILABLE FROM THE
 CLUB SHOP

★ SECURE ONLINE
 ORDERING

★ ORDER CONFIRMATION
 VIA E-MAIL

Free Colour Ads!

MEMBERS ONLY, can advertise
CARS & PARTS for Sale in the
 Courier Classified section
 (with Colour CAR Photo)

FREE OF CHARGE!

This offer is for non-Trade
 advertisers and is restricted to
ONE 25 word advert per month.
 A current Membership Number
 must be supplied on the form
 which is on the **BACK** of
 your Courier Address Label!!!

TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

TSSC MEMBERSHIP

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

RENEWALS

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

Direct Debit Renewal £36.00 UK

Members renewing by Direct Debit can expect their fee to be collected by the TSSC on the nearest working day to the 13th of the month prior to their membership expiring

TSSC REGALIA MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court

Main Street, Lubenham,

Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: info@tssc.org.uk

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

TSSC INSURANCE

FOOTMAN JAMES & CO LTD

Tel: 0843 357 1790 Fax: 0121 559 0814

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 0800 013 0080

VALUATION SERVICE

TSSC, Sunderland Court,

Main Street Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

TSSC, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

CLUB SHOP

e-mail: clubshop@tssc.org.uk

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

MAGAZINE COPY DATE

All magazine material must be received

BEFORE 8th of each month prior to the month of publication.

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

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

e-mail: courier@tssc.org.uk

TSSC ACCOUNTS

e-mail: accounts@tssc.org.uk

TRUDI PRETTYJOHNS

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

SHOW CAR REGISTER

e-mail: info@tssc.org.uk

TSSC HQ, Sunderland Court

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

HERALD 948/1200/1250

Colin Lindsay, 15, Cloghogue Road, Tandragee, Co. Armagh, Northern Ireland. BT62 2DU.

Tel: 028 38 849063 e-mail: herald@tssc.org.uk

HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS.

Tel: 01934 515376 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: spitfires.tssc@virgin.net

SPITFIRE Mk IV/1500

Derek Ford. 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.

Tel: 01495 240884

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells,

Powys. LD4 4DR. Tel: 01591 610433

e-mail: spitmk4and1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

Dave Rumens, 3 Flecker Close, Thatcham, Berkshire. RG18 3BA

Tel: 01635 868640 - Eves/Weekends e-mail: vitesse@tssc.org.uk

GT6 Mk II/ III

Andy Wood, 12 Bishops Meadow, Sutton Coldfield, West Midlands. B75 5PQ.

Tel: 07866 743781 e-mail: gt6@tssc.org.uk

BOND

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE

Tel: 01672 514241 e-mail: bond.equipe@virgin.net

SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 01372 452292 e-mail: specials@tssc.org.uk

STAG/ACCLAIM & TSSC TRIUMPH ARCHIVE

Ben Broadbent, 26/28 Forshaws Lane, Burtonwood, Warrington

Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: benbroadbent@btinternet.com

TRIUMPH ACCLAIM TECHNICAL QUERIES

Hugh Glossop. Tel: 01591 610433

BIG SALOONS

Mark Bleas. 43 Charlotte St, Buersil, Rochdale, Lancashire. OL16 4TJ

Tel: 07875 560253 e-mail: bigsaloon@tssc.org.uk

TOLEDO/DOLomite 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends)

e-mail: TriumphToledo@aol.com

TR 2/3/3a/4/4a/5/6

Nigel Clark, TSSC, Main Street, Lubenham, Leics. LE16 9TF.

Tel: 01858 434424 e-mail: nigel.clark@tssc.org.uk

TR7/TR8

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells, Powys. LD4 4DR

Tel: 01591 610433 e-mail: tsstr7@hrgserv.plus.com

AMPHICAR

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

Tel: 01684 592985

INTERNATIONAL LIAISON SECRETARY

Gary Russell, 87 Cemetery Road, Kearsley, Lancashire. BL4 7SE.

Tel: 07748 280063 e-mail: overseastssc@ntlworld.com

YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chrisbaker7@hotmail.com

Dan Chudleigh 1 Cottey Meadow, Kingsteignton, Newton Abbot, Devon, TQ12 3GB.

Tel: 07962 956362 e-mail: triumph-dan@hotmail.co.uk

INTERNATIONAL WEEKEND EVENT MANAGERS

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6EF.

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

INTERNATIONAL CONCOURS ORGANISERS

Louisa and Victor Thompson, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster, South Yorkshire. DN5 7LG.

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

AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,

Dolphinholme, Lancaster. LA2 9DQ. Tel: 01524 791607

e-mail: pip1272frank@homecall.co.uk

TSSC PUBLIC RELATIONS OFFICER

TBA

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

September 2011



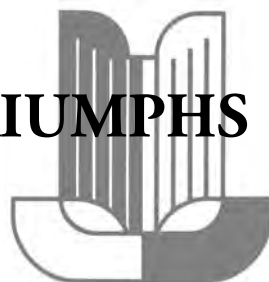
CONTENTS

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

M_{ILE} **O**_F **T**_{RIUMPHS}



Broad Farm - Great Yarmouth
Can we do the Mile? 2011



THE
TRIUMPH
SPORTS SIX
CLUB

BOOKING FORM INSIDE

Friday, Saturday & Sunday 23/24/25
SEPTEMBER 2011



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 FIEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip1272frank@homecall.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Various see report in Area news or www.brmmbrmm.com/grampiantr.bb	See reports 1st Wed. 7.30pm Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 8pm
MANCHESTER	Frank Spencer: 01524 791607 Pip Fiegel: 01524 791607	Best Western Bolholt Country Park Hotel Walshaw Road BURY Gt Manchester BL8 1PU	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.
LIVERPOOL	Alex Cain: 0151 222 2366 Lisa Garland: 0151 5491267	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil & Lyn Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemans Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	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.
SHROPSHIRE	David Embery: 07701 049881 William Bate Tel: 07887 605778	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
WEST MIDLANDS	Roger Haywood: 07969 024999 From May to September	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125 Barry Minett-Smith: 01242 522973	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Plough at St Asaph	3rd Wed 8pm.
		The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	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: 07825 994927	CHECK AREA NEWS FOR VENUE	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
------------------	---------------------------	--	---------------

SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 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 SG4 9AJ	4th Mon. 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 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 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. 8pm.
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 - WHEREWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wighton: 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 The Star Inn - LIVERTON	1st Sun. Lun 3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	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 421041	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Ring AO for Details	3rd Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	Royal Forest Inn - COLEFORD GL16 7DA	2nd Tues. 8pm.

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.
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 Papatthanasiou 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@iscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd., Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46 Philip Bellamy: 0041 79 347 1221	Switzerland 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 . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



We have attended so many events this season and all have been brilliant. Area Organisers and your members can be very proud of all the hard work and enthusiasm that you put in throughout the season. You are responsible for making a lot of Triumph enthusiasts enjoy themselves.

Congratulations to

Wydean you have won £50, **Shropshire** £25 and **Liverpool** £10 of Club shop vouchers please get in touch with Angie Hill at Club H/Q to claim your prize.

The next council of management meeting will be **18th September** please if you have any questions or concerns that you would like discussed at the meeting please send them into us before **September**.

"Area Showtime" in the courier has been a great success this is your chance to publish photos of events and rallies that you have organised throughout the year, it advertises your area especially to new members and gives other areas a chance to join in, or just give ideas to other areas to have a go themselves.

Please keep them coming in (it doesn't matter when you did the event) especially through the winter months, it will brighten up a cold wet day when you are lying under your Triumph trying to do those jobs ready for next season.

The Area Organisers seminar at the International in August will be too late to go to press but we will publish any relevant information in the **October** issue of the Courier.

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

At last an evening where we could sit outside and enjoy the weather, and we also managed to parade some of the cars alongside the pub garden.

The July meeting brought some new faces: Graham and Caroline Ness from Hungerford who have a Mk3 Spitfire. Suzie and I have met Graham before as he had bought some parts from us for his car. Great to see you both at the meeting and we hope that the engine rebuild will be completed soon so that the car can come to meetings as well.

Brendan brought along one of his old half shafts – it's not surprising they were noisy – hopefully everything is now bedded in and the car is back up and running.

The next meeting is on **Thursday 8th September** – don't get caught out by it being so early in the month with the **1st** being a **Thursday**, we wouldn't want anyone to miss the meeting because of that.

Also, the Shalbourne Classic Car Show is on **Sunday 25th**

September at Shalbourne Manor, SN8 3QD – Shalbourne is just off the A338 Burbage to Hungerford Road. This village event includes a Hog Roast, Barbecue, Beer Tent, Cream Teas etc and there are also static displays and stalls selling local crafts and produce. Contact us for details.

Guy & Suzie

AVON

Tel. 01454 327059

Hard to believe that summer is nearly over and soon we'll be thinking about Christmas! Apologies for not making the meeting in August due to work and family commitments.

We attended the west somerset railway show at Norton Fitzwarren with Mark and Mary; Chris and Angie; Steve and Sue and other Somerset members. The M5 in August proved to be the usual nightmare with Mark and Mary missing the train ride on the Friday night and we diverted to the A38 travelling down on the Saturday. The show was very enjoyable on the Saturday, but we were unable to stay the following day. Hope the camping/rest of show went ok. One thing that puzzled us was the signposts to show where "pedestrians" were on show. Never did find the display! found that the last time we appeared was in 2005 when we spotted ourselves and the car on the front of the dvd. Caused a bit of upset when we said we had been promised a free copy and never got one, but then moved on to the giant biscuit counter and all was well.

Les moved from "the rossers" to "suitcase man" when he found a bargain.

Will report on Hay on Wye next month and hopefully a report from Mark on Stafford as unable to make that this year. See you at the meeting on **Monday 5 September**.

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm
e-mail: mark@serapeum.co.uk

Lots of people this month - David and Nicky Elliot brought their daughter Laura along - nice to see you all, and John with his Vitesse, Bryan and Mark in their respective Spitfires, Mickey and Julie (didn't see the Vitesse, did you bring it?!), Philip, Sam and myself in Bob the brown Spitfire.

I was off with man-flu last month, so thanks to Colin for standing in so well. Since then, I've forgotten what I did and didn't report from the month before, so apologies if you've heard about the Ace Cafe day before but here goes. I took George the GT6 down there, with my friend Bex, and we ended up there just after lunchtime. I didn't realise when I arrived, but they have some quite strict parking attendants there, and the cones at the entrance were intended to stop all and sundry from entering. I drove between the cones in my narrow little Triumph and then parked, but the E-Type Jag that arrived later was turned away because it was a Triumph day! Lunch was some kind of chilli and chips with all the salt in Cheshire in it (but damn tasty in any case!), and then a lot of looking under bonnets. Cookie (Andy Cook) was there in his "nappy-cack" yellow GT6, and there was also a guy from Picton Sports Cars there with an absolutely immaculate maroon coloured mk2 GT6. Very jealous! There was a very nice TR7v8, and a rat-look 2000 saloon, complete with skeleton in the driver's seat! Also a very very nice red Stag, and a mint unrestored 1 owner from new Spit 1500 which was original down to the carpets and

door seals. Very interesting to anybody restoring a Spitfire. A good day out, and the weather couldn't have been better.

I'm not sure either if I reported on the Aston Clinton show - that was good as usual, and as usual it rained slightly but nobody really minded.

Hundreds of classics in all shapes and sizes, from bubble cars to buses! Lots of craft stalls and other stuff for partners and family too. I took George the GT6 in an effort to use him a bit more this year than last. Seemed to be alright, but I think maybe richer needles are needed as he seems a bit slow. Mind you, that could just be in comparison to Dog with his new 2.5L engine - more on Dog in a bit...

Bob (Car-olgees) is currently in need of a bit of care and attention. His diff and downpipe gaskets are both leaking, and he needs a good tune up and service. I'm planning to do that this coming weekend, well at least some of it. As for Dog (the Spit), Dog is broken! Stuck valve and bent pushrod. :(Not quite sure what caused that. Could be overly tight valve guides, but the rocker pedestal end screw had gone walkies when I took the rocker cover off to investigate... Think the cam might be a bit vicious for the standard rocker shaft assembly, maybe time to use those roller rockers I have! All in all, a fine recipe for a trailer back from Swindon. Oh well, shouldn't be too drastic once I've taken the head off.

By the way, Mark Bren brought along a photo of an overgrown site somewhere nearby which he had passed, with a Herald and two Spitfires stuck in mud, unloved, and leaving us wondering if anything can be done to save them. Give me a call if you're interested in where they are. We don't know if the owner wants to sell though, so it'll need a tactful approach.

The other thing which happened since I last reported was Marcus and Tracey's wedding on the Isle of Wight! A few of us went over on our Triumphs and camped on their little farm. A great time was had by all, and it was really nice to be invited. As the two of them went off to get married with close family and friends in a very nice green classic bus, a few of us stayed back at the farm and fixed Marcus' little grey Fergie TE20 tractor (the one with the TR2 engine). It needed the thermostat housing sorting, a couple of gaskets, the carb unsticking, petrol/TVO tank refitting and filling with water, etc. Eventually we got it going and Marcus' face was a picture - then he persuaded the rest of us to drive it up and down the field which was a great laugh! Congratulations to you both!

Stafford will be with us in just under a fortnight, of course. I plan to go on the Sunday (although I'd have been there from Friday if it weren't for the gig with the band that I can't get out of on the Saturday night!), and Mickey and Julie will be there marshalling again. There should also be a few others who go - this is the big one - a full report next month. Personally, I'm hoping to shift some autojumble from my shed and garage, and maybe this time I'll avoid buying more than I went up there with!

Another show that we should be attending on **18 September** is the Surrey Classic Vehicle Gathering, at the Rural Life Centre near Farnham, The Reeds Road, Tilford, GU10 2DL. There is an autojumble I'm told, and I think I have been before and found it to be a good event. They're promising over 350 classic and vintage vehicles, and there's a steam railway. There's also a prize for best dressed classic car owner in the period of your vehicle. That's the 70s for me then!

Hope to see you at the next meeting - **Tuesday 13th September** at The Shire Horse on the A4 from Reading, just outside Maidenhead.

Cheers,

Mark

BUCKS SOUTH Tel. 07788 436167
www.tssc.org.uk/southbucks
 email carlswanson@btinternet.com

A Hi all. Well, yet again as I write, it has been raining on and off for the last few hours! So much for the long hot summer!

The Ace classic car night on 12th July however was a warm and sunny evening which is a change as the Ace is well known for having its own micro climate which results in it getting rather cold! Dan took his very nice Jag down and kindly gave me a lift. A good evening which was quite busy. A Herald with a Fiat twin cam engine was creating a lot of attention! The Ace continues to have busy evenings, but it has been noted it's less busy than the last few years so if you have never been, it maybe worth having a visit, as you should be able to park the car in the Ace car park rather than on the road outside! The Uxbridge show 17th July was well attended and thanks to the Mickey, Julie and the Thames area for the warm welcome. Dan took his Stag and I took my 2000. We joined a very good display of Triumphs with an example of most pots 1960's Triumphs. The rain came on and off through the day which did keep some people away but the public car park looked very busy!

The monthly meet at The Squirrel on the 20th was a real surprise! As I walked past the window, I looked in to see who was in, and saw a tall person with grey hair and thought 'that's funny, it looks like Marcus'. This is only strange as Marcus and Tracy have lived on the Isle of Wight for over two years, hence not being at a club meet for about the same time. However, as I approached the table where we generally meet, he tuned round and yes, it was Marcus! A temporary change in working locations means we have 1 new / retuning member to the area meets which is superb, so welcome back, even it's just for a short time! Robin in his Spitfire, Dan in his Land rover (believe me, we do give him a hard time for buying it, let alone bringing to a club meet when he drives past his own working Stag to get to the club night!) Paul, Liz and the sheep not in a Triumph but we are in home the ex race car turns up soon, and myself in my 2000. A good evening had by all.

The mid week meet at Croxley green on 3rd Aug was a lovely warm evening, supported by hundreds of examples on display. I have been going to that show for eight years and never seen it so full! I took my 2000 and Dan is his latest Land rover acquisition! The only concern is that the big show at Harpenden started to get so big; it turned to the ticket only entry! The steam / classic car show at Shabbington was reasonable. Just me in the 2000 for this one! Rain came and went through the day, which spoiled the event to a certain extent, but rain seems a theme at the moment!

Dates for your diary as we come towards the end of the show season already! Depending when this reaches you, and your club car, the 2000 register is having a stand at the Stokenchurch beer festival as it's their 30th year anniversary of the 1st meet. If you are planning to go, maybe worth checking if its for members only so not to cause any confusion! There's a classic car display at the Harefield hospital to raise funds. I hear the Windsor classic car show has been cancelled this year which was scheduled for the **11th September**. Maybe check with Thames area if you were planning to go. **Tues 13th September** is the Ace classic car night. **Sunday 18th** is the Croxley green show with Carters steam fair which is always a good show, but get there early if you want to park on the green! **Wednesday**



SOUTH BUCKS . . . CANTERBURY CHESHIRE . . . CORNWALL

TSSC AREA NEWS

Bucks South Continues

21st is the monthly meet at The Squirrel, Penn Street from 19.45 on. Please do feel more than welcome to come along and meet some like minded Triumph enthusiasts!
Take care,

Carl

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

Just a short report this month as, frankly, not a lot went on. We had a good turn out with many interesting conversations on a variety of topics.

Steve the Treasurer gave an update on club finances, which are very healthy. We should be able to make a good charity donation at the end of the year.

From my perspective, the main topic was the proposed day trip to St. Omer and the nearby V2 rocket launch site. Much interest has been expressed and by the time you read this in The Courier there will still be time to come along. Just ring me. I'm looking at the **15th. September** leaving by P&O ferry at 7.30, returning on the 1830 service. I thought a leisurely drive to the V2 rocket site and then on to St. Omer for lunch. Some free time in the afternoon and then back to Calais for the ferry early evening.

If you are at all interested, give me a call.
All for now,

Phil R

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

This month the organiser (a misleading title if ever there was one) will be somewhere in the vicinity of Yellowstone National Park on meeting day. The schedule says the days driving from Thompson falls is 368 miles so the backup driver will have been pressed into service and there will have been complaints about automatic transmission (from both drivers), the things that go bong in North American cars (although European cars have caught up recently) and there will probably have been lots of photo stops on the journey as well. Geysers and Yogi Bear will follow on the Friday and ensuing days.

Actually the only complaint about the automatic transmission is the yawning delay from asking for some go, by placing the right hand pedal into the carpet and the box managing to change down two or more gears to allow the engine to rev and the car to overtake the vehicle in front. Other than that it's silky smooth and somewhat thirsty (what do you want from a 3.5 litre V6?).

The organiser has also recovered from a brief bout of something on the last meeting day.

Adrian has been charged with leading you all round the countryside, and requested a repeat of the run ending at the Hanging Gate, which is run number 5 rather than the correctly sequenced run number 12. If the memory serves correctly, Adrian's better half drove the GT6 back from the Hanging Gate a while back, and passed comment about the gearbox or the

brakes (or was it both?). The road back to Macclesfield from said emporium includes a steering lock challenging downhill bend. We do try to include little bits of interesting road on all runs out, of course.

Adrian's report hasn't managed to reach me in time for inclusion so I trust all enjoyed the jaunty round Cheshire as much as we have enjoyed our jaunt along Montana. It's been warm and sunny and the roads are mostly nearly deserted (and mostly boringly straight!) with magic scenery and a hot rod convention here in Jellystone.

The organiser has been pulled away from conversations with hot rod owners by other members of the family who want to do more mundane things like go and eat dinner.

On a more serious note, we are now in danger of using the runs out for a third cycle. Do we have anyone who would take on the task of making up some more runs? Or suggestions for alternative summer entertainment? Ah, I hear you asking, what is this summer thing you mention?

There is no news of people's rebuild cars, so we can only reflect that Hark the Herald has now been in ownership for a nearly year, and progress in the last month has been almost zero. Hark's original bootlid is a bit damaged (how was the boot lock removed by the previous owner without the key – brute force of course – same for the glovebox lock) and is being used for painting practice (much practice is needed). The observation is that if there is enough top coat, flatted with 1000 grit and attacked with something resembling T-cut, the resulting finish is almost acceptable. Well, maybe.

Our next meeting is on **Thursday 1st September** at the Cock and Pheasant. The winter (sorry, autumn) will have set in so back to the normal routine where the organiser turns up at around 8:45.

Henry

CORNWALL Tel. 01726 851687

Well what a busy July we have had down here in the Cornwall area. We started off with a small group of us heading up to Powderham Castle near Exeter where we met up with the Devon area. From our area there was just ourselves with our Vitesse, though Tony would of loved it to have been his Spitfire, and then Carol with her Spitfire. On all of the evenings we had lovely BBQ's followed by drinks down in the beer tent in front of the traction engines lined up outside. On the Saturday we had around 18 cars turn up, but on the Sunday it was an amazing 32 and it was hard work to squeeze all the cars on to the stand. There was lots of makes and models of cars there and there was a lovely Honda S800, what I would give for one of those... err my spitfire, no I don't think so. Though when I was a lot younger it was my dream car.

We followed this up by doing a one day show the following weekend at Wadebridge Wheels, again there was huge selections of cars to look at. How ever on the side of the Triumphs and our area there was ourselves with our old faithful Vitesse, Malcolm with his Vitesse, Des with his Spitfire, Patrick with his TR2 it is a shame as the amount of cars was small this year due to the weather not being that nice and then around two the heavens absolutely opened and everyone was getting soaked so sadly we all packed up and made our way home. The following weekend we had the Boconnoc Steam and Vintage Fair, this for us was the best show of the year where there was everything from our cars (of course), traction and steam engines, a saw mill, lots of craft tents and stalls and the



TSSC AREA NEWS

most important of them all was the beer tent which provided great entertainment in the evening along side the fair and the line up of the traction engines. Attending this show was ourselves, Sally-Ann and Anthony with their TR6 and Brian and Wendy with their Stag.

The following weekend we were invited to an invitation only two day show at Sticker. They did have a lovely steam car there and there was a lovely old Alvis their which was owned by a friend of ours. We took the Spitfire to the show as this was the first show that the car was taken to 13 years ago and we thought that it was apt that as the Spitfire has just been rebuilt after 9 years off the road that it should be the first show it should go to again.

Then this weekend yesterday on the Saturday we went to club outing, we went to Truro and caught the boat down to Trelissick Gardens by the King Harry Ferry, after a long walk up the cliff then another long walk up the steep hill we finally reached the coffee rooms where we all thought it was time for sticky cakes. A couple of hours later the 10 of us then went back down to the boat where we caught it down the final stretch of the river to the natural harbour of Falmouth. Where we were lucky to see a huge cruise ship in and the boat currently being used in filming a Brad Pitt Zombie Film. So everyone was on the look out for him but sadly he is out of the area till Monday so we had to settle with an actress from Eastenders. After a final ride back up the river we got back to Truro around six. We would like to say a huge thank you to Sally-Ann for organising this day for us all.

Finally we have our next meeting at the Hawkins Arms in Zelaz on **Thursday 8th September**. We also have Beaulieu Autojumble and the Swanage Show which are both on the weekend of **10th September**. It will be lovely to see you all at a meeting, and if you have any events that you would like to do then get in touch with us and we can hopefully arrange something. Have a fun month

Tony and Helen.

COVENTRY Tel. 02476 457487
e-mail: phillyncovtssc@mail.com

Our first excursion in July was to the Birdingbury Country Show on Saturday 9th and Sunday 10th. Again we joined the Heart Of England stand, a very well organized event with lots of interesting exhibits and activities. For the first time since breaking his leg at Easter Paul & Joan Cheshire joined us, albeit with Joan in the driving seat of their Spitfire. Well done Joan.

Next was Tue the 12th the Griff meeting Bedworth which saw slightly reduced numbers due to it being a cold night but the TSSC was well represented with at least seven of our members and cars there.

Sunday 17th July saw us along with Paul & Joan at Beaumanor Hall in Leicestershire, once again with The Heart of England. A good day but slightly spoiled by the many rain showers.

Saturday 23rd, An evening run arranged by Kevin Murray. It was a glorious sunny evening, seven cars met at The Bull & Butcher at Corley Moor and enjoyed a fabulous run out to the Church End Brewery Ridge Lane, Nuneaton. We can certainly recommend this venue with excellent beer and nice surroundings. From there we continued on the second part of an excellent run through some lovely countryside. A great night was had by all, well done Kevin.

Tues 26th was an excellent turn out at the Heart of England meet at the Griff with approximately 70 cars on display with

some excellent examples, Triumph being well represented.

Saturday 30th we returned to Church End Brewery after being invited to their Classic Car Day. We were joined by fellow TSSC members, making 4 Spitfires, 1 TR7, 1 TR6 and a Stag on show. A good turn out. We were also joined by Maurice & Ann in their Armstrong Siddley which won best in show and Roger in his Viva HB which the judge voted her favourite in the show. The sun was blazing, the beer good, the company excellent, a great afternoon.

Sunday 31st was the trip to the Jaguar Heritage Museum. What a great display of invaluable cars, a lot that money could not buy and no charge for entrance. This was followed by a scenic run out to the Fleur De Lys at Lonsdown for lunch. The route was planned by ourselves through some of the narrowest lanes in Warwickshire. Apart from the pot holes we think everyone really enjoyed it. There was seven cars on the run, 2 Spitfires, 1 TR7, 1TR6 1 Moggy Minor, 1 MX5 and an Armstrong Siddley. The weather was gorgeous, food excellent and company even better.

Tues 2nd August our monthly meeting was again a gorgeous evening which saw 6 cars in the paddock where we had a very enjoyable evening although there weren't many of us due mainly to holidays, I think. Let's hope for more in September.

We were very impressed by Chris Simmonds's 1971 TR6 which was really in mint condition, what an example, and nice to see the Spitfire of Pete Martindale at last. It's looking good not yet fully restored but well on the way.

Forthcoming Events

Sunday 21st August Bulkington Working Mens Club, Chequers Street Bulkington 11.00am till 4.00pm come and go as you please.

Tuesday 23rd August 7.00pm Heart of England meet at the Griff. See you all again.

Saturday & Sunday 4th & 5th September

The Shackerstone Family Festival

Our next monthly meeting Bull & Butcher Corley Moor

Tuesday 3rd October 7.30pm

Come and join us and enjoy your classic cars
Regards

Phil & Lyn

CUMBRIA Tel. 01229 474077
e-mail: roy.anne@tiscali.co.uk
www.tssccumbria.co.uk

Due to the bad weather I cancelled the Cars the star event at the Heaves Hotel. The weather forecast for that weekend was terrible and on the Saturday after speaking to other members we decided not to go. It is the first time that we have taken this decision but having had a wet experience the year before we did the right thing.

Ripon Car show 24th July : None of us apart from Alick have been to this event before and did not know what to expect. Over the years we have attended quite a few shows and this one must be up there with the best we have been to. 11 cars turned up on Saturday with most camping. Kevin and two others from the Lancashire area joined us as we had a couple of spare places. Everybody managed to find the watering holes ok on Saturday night and were not too late in breaking camp on Sunday morning. On display were two Vitesse's, two TR7's, Triumph 2.5, two Spitfire mk5, spitfire mk3, Spit 6 + trailer,



CUMBRIA DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Cumbria Continues

Acclaim and a Courier Van. The Spitfires parked together generated a lot of interest with quite a few people wanting to know were to purchase one and how to join the club. Hopefully all the membership forms that I gave out will come to fruition. Unfortunately most are not from our area. If you are busy doing a restoration and looking for all the finishing bits and pieces, penny washers, bulbs etc this was the place to look for them. If after looking at all the stalls you still had enough energy there was also a massive car boot sale next door to visit.

At Ripon I spoke to a chap who dealt in brake and clutch relining and he said that he would reline our old brake shoes at a discount price. He guaranteed that the linings he used would not break there bonding and that the friction surface is far superior to the rubbish that is on the market today. Most of us have had experiences of the rear brakes on the Spitfires failing the MOT. He has said that his linings will not. If anyone has any old Spitfire brake shoes hidden in their garage please let me have them and I will get them relined and put them to the test.

Selkirk Show 18th Sept: The entry forms have been submitted but I have a few spare places. Entry £2 per car. If anyone would like to go that has not put their name down, please let me know. Free camping is available over the weekend, **Friday to Monday.**

It is that time of year again when we are discussing the trip to Le Mans, **July** next year. Bookings will probably be around Oct – Nov. To date those that have expressed an interest in going are the five cars that went last year, Des and Carol, Trevor and Barbara, Nigel, Alick and Anne and I. Plus another two that are first timers, Ray and Gill, Mike and Esther. Most of us are going for up to 2 weeks camping in the grounds of a Château in Normandy for the first part, visiting the beaches then on to Le Mans for the four days and then back to the Chateau. Average cost based on last year for the full trip including fuel £800 to £1000 per car. If anyone else would like to go, or would like any more information please get in touch with me. Safe motoring,

Ray

DERWENT VALLEY Tel. 01623 487323
www.derwentvalley-tssc.org.uk
e-mail: roger@derwentvalley-tssc.org.uk

Where has July gone? We seemed to have been at a Triumph or other car event every weekend and even some during the week. I must admit I have had a brilliant time and really enjoyed the events we have attended.

It all started with our meet and greet BBQ which despite the poor weather was well attended and we got the chance to meet folk from other local car clubs. The next event was the Carvery Run from Sainsburys in Ripley to Barlborough. I gather that the run was brilliant and the food quite good. Thanks to Stuart for organising this event.

Then was the Horsley Woodhouse Carnival which was somewhat of a damp affair to say the least but everyone spirits were high especially the marching bands. A torrential down pour eased at 1:05pm and held off just long enough for the tops to be dropped and the parade to travel the mile long route through the village to the show ground before the rain came down

again. There were still hundreds of people at the event despite the wet weather.

A group of us also attended the Long Lane Church Fete which is held on a Wednesday night in July. We were all looking forward to Hot Roast Pork cobs and trifle. We were not disappointed as this year there was a whole Pig with loads of crackling plus the trifles had gone posh with fresh strawberries hiding in the jelly. I got the feeling that the Derwent Valley gang managed to devour more than half of the Pig between us because there was no point in the evening when one of us was not eating. Of course it had to be washed down with a pint of beer from the village pub. The amazing thing about this event is that our 60's and 70's classics look modern against other cars in the display; in fact my 1979 Dolomite Sprint was the youngest in the line-up.

On the 22nd July a group of us attended the Silverstone Classic. Roger and I set up our trailer tents at the top of the Whittlebury campsite and looked over the valley and down upon the peasants (the Notts, Northants, Lincs and Hallamshire crowd) camped on the other side of the field. On the Saturday we had a brilliant display of 30 cars and the best collection of flags to be seen at Silverstone. I could write days on what a fantastic time we had and all the mischief we got up to... Oh and Suzi Quattro!!!! The Silverstone Classic just gets bigger and better. Where else would you see between 850 and a 1000 E-Type Jags.

August's monthly meet was a little quieter than usual due to holidays, work commitments and breakdowns but that did not stop us having a good time and an extensive collection of Triumph's in the car park. A general knowledge quiz was the activity and good scores achieved by almost everyone, some even knew what a 'testator' makes. The eventual winners were new comers Brian and Trevor with 27 out of 30. Well done guys.

Dates for your diary:

2nd to 4th September - Lincs Camping Weekend.

6th September - Monthly meet at Smalley Common Ex-Serviceman's Club near Ilkeston from 7:30pm.

23rd to 25th September - Norfolk's MOT.

2nd October - Triumphs and Trains Day at Froghall.

2nd October - Triumph Day at Duxford

4th October - Monthly meet at Smalley Common Ex-Serviceman's Club near Ilkeston from 7:30pm.

9th October - The Derwent Valley Bowl, from 2:30pm at Smalley Common Ex-Serviceman's Club near Ilkeston.

Regards

Colin

DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

Coming up in **September**

Sunday 4 September - we are again driving up to Thornfalcon Show near Taunton - leaving Exeter Services at 9am sharp. Thornfalcon is an informal show, just turn up for the event, and we will drive back via a bit of Exmoor.

North Devon group meet on **Thursday 8** - contact Steve 07968 702611 for details, and on **Saturday 10** is the North Devon BBQ at Spreacombe Lodge Farm - again contact Steve if you are coming along.

Club Night at the Star is **Wednesday 21** and on **Sunday 28** there is another Triumph Meet & Greet at Route 38 at Trerulefoot. As is now usual, we will aim to leave Pear Tree

TSSC AREA NEWS

Cross at Ashburton at 10am to get to Route 38 by 11am.

Now to review July - Powderham 2011 was our biggest yet. 17 cars exhibited on Saturday and a massive 32 on Sunday. The weather overnight was exceptionally kind and enabled us to 'park' Maurice's 1500 Spitfire and our Herald 'Jassy' under the twin gazebos at night. Carol, Tony & Helen joined us from Cornwall, Derek, Martin and Peter from Somerset, and the Partridge family from Monmouth. The Whiteheads, Sweets and Glenn & Trish from North Devon were there, with Glenn now looking after North Devon's flag. We caught up with Morten and Lilian from Denmark, over with their Spitfire again, and Tim who had his Special there too. The stand looked good, with the two banner flags and well displayed cars this time thanks to Dan. Heralds etc in the front, Spitfires to one side, bigger cars on the other, and all sorts in the middle. We were asked to do a turn around the ring as we had so many Triumph variants on display, and we showed off early and late Spits, Heralds and Vitesses, Stag, GT6, 1500TC, 2000, 2.5pi, TR7 and the Acclaim. We were able to display Lindsay's immaculate newly restored GT6 alongside Mike's Spitfire, now restored and back on the road after 18 years and looking really good - Mike has owned her since new. On Sunday, Colin brought his just back on the road TR7, still work in progress but getting there - a car with an interesting history having once been owned by Tony Banks MP. Darren's newly restored 13/60 did not make it unfortunately, after a last minute wiring fault. We were busy both days, with some serious membership enquiries. This year, we were adjacent to the TR Register stand, and it was nice to see so many Triumphs displayed together. We heard about a couple of Vitesses for sale at the show and subsequently Stephen R has agreed to buy one of them, a MkII Convertible, and only a mile or so from his home!

August Club night was well attended but with only five Triumphs there. It was lovely to catch up with Ted again, who has been unwell for a while, so welcome back. We talked about a very successful Powderham Show, but Julie confessed to trying to attach her fridge magnet from Powderham to her windscreen without success! Mike told us he was having a few minor niggles with his Spitfire. Plans were made for more shows in August, with Branscombe Air and Car show clashing with Paignton Green. We had a good number at Branscombe, our Stag (now running on 8 again), Vitesses of Allan and Russell, Ann's 1200 (what do we call Renee T now she has a Spitfire heart?), Ian's 1200, most of the Glover family in the 1500 TC, and Chas & Dave's GT6's. There were a few other Triumphs there, including a few from the Stag Club, and two TR7's from Dorset. The Partridges were there too but not with the Acclaim this time. It is a lovely (if expensive) day out, and the air display was well worth seeing. At Paignton Green, Derek Giles kindly organised things for TSSC and tells me there were three cars there, and Julie's TR7 was also on show.

At the monthly North Devon meet held at Moor Lane were Glenn & Trish, Ray & Wendy, Steve T and all the family! Steve K and Dave & Kay. Hopefully Steve W and Sharon will be attending the next meeting even if Steve W may need an inflatable ring to sit comfortably! Now for the shows John & Joan, Glenn & Trish and Ray & Wendy attended Powderham, but parked respectively on the North Devon Car Club stand, and the Crashbox stand, and John & Joan and Glenn & Trish went to Honiton.

Finally, 7 August saw TSSC well represented at Mount Edgcombe Show, a first for us as a group. 'Captain P's' family of three, Karen driving the Outspan Spitfire, Colin the TR7, Richard the 2000, Allan's and Russell's Vitesses, our Stag and

that of John R, Ann's 1200, Julie's TR7, Marc's 13/60, and Paul B's 2500 made up the group. We also met up with Malcolm Q from St Ives, a long time TSSC member. A great day but pity about the heavy rain following us home.

Looking Ahead

An early meeting in **October - on Sunday 2nd**, we will meet up at Exeter Services at 11.30 - this time a mystery drive and destination, hopefully with some lunch too, organised by Ian and Karen. It promises to be a fun day, so let us know if you are coming along, in case the arrangements change!

Christmas - yes I have to mention THAT word now! Our Christmas meal is booked for **SATURDAY 3 December**. We have had to change the venue as last year's has changed hands, but we have good reports of where we have booked - The Dartmoor Lodge Hotel at Pear Tree Cross, Ashburton. and we will have our own private room which can take a maximum of 40. The time is important - we will eat at 7.30 prompt as they have another party in then. The 3 course meal will be £20 per head which will include a free bottle of house wine for every 4 people booked. I will need names please, accompanied by a £10 per head deposit to secure the booking (payable to us and sent to Willowbrook, Diptford, Totnes, TQ9 7NJ) by the end of **September**. Menu choices will be emailed to our contact list, but we will need final choices, accompanied by the remaining £10 per head, at least three weeks prior to the booking - ie by **10 November**.

DIARY DATES

Sunday 4 Sept Thornfalcon Show
Thursday 8 North Devon meeting
Saturday 10 North Devon BBQ
Wednesday 21 Club Night at the Star Inn
Sunday 25 Route 38 Meet & Greet
Sunday 2 Oct Meet 11.30 Exeter Services

Sue & John

DORSET SOUTH Tel. 07920 549474

Hi everyone. Hope you are all getting your summer fix of classic car rally's and shows. Classic/Vintage car night at the Cock & Bottle Morden held on the first Monday of the month is now getting very popular and it never ceases to amaze me the variety of cars that attend from Le Mans Lagondas to the more humble Mini Cooper. Dorset Souths Ian Foster brought along his lovely restored 1969 GT6 MK2 for one of it's first summer outings (see pic).

July club night was again well attended and big hello and thank you to new members Tony James (1964 red/white Herald 1200) and Alan Davies (1969 brown Herald 13/60 convertible) for coming along (see pics).

Another show attended in July was the Ilton Festival of Transport on the 31st over the border in Somerset (see pic).

By the time you read this another month will be over and the August calendar finished.

Pictures next month from August Best of British on Poole quay





DORSET SOUTH . . . ESSEX

TSSC AREA NEWS

Dorset South Continues

and Dorset South road run to Beaulieu for Simply classics day.

September reminders: Wessex classic car show Sunday 4th at Bovington tank museum where Dorset South will join up



the outskirts of Corfe castle.
Regards

with a TSSC Wessex area for a joint stand and Church Knowle classic car show on the weekend 17th & 18th on

Rob

ESSEX

Tel. 01375 672072

www.freewebs.com/essexstssc

Hopefully you will have had your cars out in some of the good weather we have been having. I have had the cars out a few times but not as many as I was hoping for but that's the way it goes, work and life get in the way of enjoying yourself I have been contacted by a number of potential new members and I hope by the time this goes out they would have been to see us and joined the club, our band of merry Triumphers is slowly growing in number.

My office this month has been very quiet. Joe's Mini went for its MOT and as expected failed but not on as much as I thought it would, most of it we can do over the winter I seem to remember making this sort of statement this time last year about Theodore (TR7)

Out and about

Ardingly vintage and classic weekend. 9th/10th July - Only 1 car for today's trip to Ardingly. The Hill Herald was fully loaded, complete with Hills and the Dandy was hooked up at the back. It only took about an hour to reach the show and on arrival they were amazed by the scale of it. It's the first time any of us had done this show and it was MASSIVE !! After driving round most of the site eventually a pitch was found that Mrs and Miss Hill were happy with. Setting up camp before driving over to the 'Post War Classics' display area. We parked next to 2 other Heralds and settled down. Lots of toot stalls and auto jumble In the afternoon we wandered over to the car clubs display area and were surprised to see a TSSC club stand. Introduced ourselves and found it was being run by the Gatwick Area. AO's Paul and Sue then invited the Hills to join them the following day. They kindly saved one space on the end of the club stand. It did look good. The stand was set up to look like a 1960's garage, complete with fuel pumps, workshops and other paraphernalia. Triumphs out numbered other makes easily. Apart from our stand there was the Stag Club and Triumph Roadster Club. In the late afternoon we were treated to a flypast by a Spitfire, not a Triumph one but a Supermarine one.. A bit of

excitement on the way home was the BMW just near the Dartford Tunnel catching light and quickly burning itself out. It was quite scary how quick the fire took hold. An excellent weekend and next year we hope to share the stand properly with the Gatwick Area.



Classic cars on the common. 13th July - Setting off for a little midweek jaunt to Classics on the Common this evening were, Janet, and me (no Joe, he was working and didn't finish till 6pm so had to leave him behind this evening) Ian, Cheryl, Dave and Emma. This represents 2 Spitfires and a Stag. On arrival Dave and Emma were only a cars length behind us. We squeezed into a corner of the 2nd field next to another Stag. Almost straight away we spotted Paul (red Spitfire) and a friend of his in a GT6. Then Pete and Di arrived shortly after that with Buddy in his jacket as it wasn't that warm. We set off up to the pub to get a drink and then wandered around the cars on the way back. Soon we were all gathered round and chatting just like a regular car show. There were the Morris men dancing again and a very nice sound system in one of the more modern cars. No idea what it was but the sound system took up the whole of the boot and the two back seats had been removed to accommodate it all! Joe would have loved it! We then settled behind our cars with the seats out, (thanks to Dave from the ladies) and had a good old natter. There were quite a lot of Triumphs on the field which Ian and I duly ticketed with our club flyer. Very soon it was gone 9pm and getting a bit cold and cars were starting to leave. We waited for a gap, said our goodbyes and off we went into the moonlit night.

Club day - Well, what would have been quite a quiet meeting turned into a very well attended one. There were a few members who were due to go to a show in Kent but the weather put paid to that. Still it did give them a nice lie in. First to arrive was a Green TR7, Orange Spitfire and a Black Mini. Some people completely wimped out and turned up in the Fusion. We all met up and soon got down to the important business of ordering lunch and drinks. There was a copy of the front cover of the summer edition of Practical Classics Magazine (see website www.freewebs.com/essexstssc photo's 2011 page) that Joe had printed out. A few of the gang had been fooled for a while with John's mock up, oh dear I think he has too much time on his hands. Gradually the car show contingent turned up, Steve and Maria and Pete and Di. Pete showed us his latest piece of handy work. He has re veneered his dash and re varnished it. It does look lovely although Di tells us that there was a lot of swearing at times. We were pleased to welcome newbie's Eve and Roy who have a Vitesse Convertible. Hope to see you both out and about with us. We stayed till quite late before leaving for home at exactly the same time as a torrential rain shower.

Creasing temple vintage fair. 24th July - We were all suffering from car show withdrawal symptoms after last weekends washout stopped us going out. So, today, a good turnout was expected. 8 cars in total, 1 Herald, 1 Vitesse, 1 TR7, 1 Stag, 3 Spits and a Jago Jeep. We met at our usual A12 lay-by. It was then a quick blast up the A12. Shame we couldn't do some photos as it looked really good, all the cars in convoy with no mod-

TSSC AREA NEWS



erns spoiling the effect, well, for a while anyway. On arrival we were greeted by a marshal who put us in good spot in the front row and soon had camp Essex set up and coffee on the go. Almost straight away one of the stallholders came over telling us that he had just bought a Herald. It had been restored but not finished and was still in lots of bits. He had a good look at John's lovely example for some ideas of where things go. He was soon furnished with Essex TSSC literature, so, hopefully another member signed up. Dave was immediately out with his polishing cloths and he has informed us that he is out next week doing a photo shoot for a forthcoming book. The Stag won't have any paint on it soon; we look forward though to seeing the pics. Another famous Essex Area Car.

As this was a Vintage Fair there was lots of stalls and it wasn't long before the gang were off spending cash. There were still some bargains though; Pete bought a very unusual picnic set. It's got fold out legs and trays that clip on the side (see photos on web site www.freeewebs.com/essexxtssc). For the first time this year we were plagued with wasps. Pete definitely has an evil streak, taking great delight in using the electric bat to swat them. The day was rounded off nicely with a gentle cruise home in the sun.

West bergholt vintage vehicle show. 30th/31st July -Saturday With good weather forecast we were all looking forward to a good weekend. 3 cars met on the Saturday morning, loaded up with camping gear. Oh, and food and booze we arrived at the show in good time. Just the Hill's and the Jannaway's camping this weekend. After setting up flags and Coffee it was time for a mooch around the toot stalls. There didn't seem to be as many stalls as in previous years but bargains were still had by most of the gang. All sorts of things were going on in the arena during the day to keep everyone amused. All the different classes of vehicles had their turn to parade

As the day wore on the show field started to empty out. Enabling us to erect Camp Essex. This didn't take long and soon the barbies were lit and the booze was being opened. In the arena there had been 2 lorry trailers parked all day. We now found out the reason for this. In the evening a full orchestra were to use them as a stage. We then went on to enjoy an open air concert of classical music. Lots of people turned up just for the concert and as exhibitors we had free entry. People set their chairs and tables up in front of the stage. Some even had candelabras.

It was very enjoyable, very much like 'The Last Night at the Proms' complete with a lot of Union Jack waving. We then retired to the Hill residence (Dandy) as it got a bit chilly. We had the heater on for a while to warm us up while Joe and Lucy played board games and the rest of us chin wagged

Sunday Up nice and early, breakfast done and camp all packed away just in time for the First of our Sunday arrivals, Graeme and Pauline, closely followed by Paul and Alice. Malc and Lesley eventually found us and were parked up to make our line up complete. 2 Vitesse's, 2 Spitfires, 1 TR7 and 1 Herald. As always Sunday is the busier day. Lots more cars

were turning up and it was good to see our mates from Club Triumph Eastern pulling in. Paul Bagshaw in his lovely TR4, Phil and Annette in their very nice, just restored Bond and George in his pink hat Cars that got us drooling, amongst others were a Bugatti replica with a Vitesse engine. It did sound very nice. A lovely bright red Lancia Fulvia, very rare and in mint condition. One that attracted my attention was the 1902 Bartholomew. It's the only one in existence, actually it's the only one ever made. It was brought over from America and restored. It looked just like a horse drawn cart, which it probably was before someone had the bright idea of fitting an engine. As well as the usual arena parades we were treated to a low level flypast from an air/sea rescue helicopter and for the finale, a parachute display from the army. They were very good. 6 little dots fell out of a plane flying at about 6000 feet. Then, landed pretty much bang on the marker in the arena. It was then time to head home, BUT !! We didn't get far. About half a mile from the show John's brake pedal went to the floor. "Oh Bother" or words to that effect were coming from the Herald before he managed to stop the car on the handbrake. No fluid was found to be leaking and in the end it turned out to be a perished seal in the master cylinder. Eventually John and family including the Dandy trailer tent got home unscathed, albeit at a rather leisurely pace and lots of pumping of the brake pedal. Still, not bad. This is only the 2nd time John has had a breakdown in nearly 10 years but we still won't let him forget it and both times. Up and coming

Saturday 3rd/Sunday 4th

"NEW SHOW" THE HAWKENBURY CLASSIC CAR AND TRACTOR SHOW Maidstone, Kent

Sunday 11th "NEW SHOW" WANSTEAD FESTIVAL
CLASSIC CAR SHOW Christchurch Green,
High Street, Wanstead, E11

Sunday 11th COLCHESTER LIONS CLASSIC CAR SHOW
Lower Castle Park, Colchester, Essex

Sunday 18th MONTHLY MEETING The Halfway House
Sunday 25th BATTLESBRIDGE GRAND MOTORABILIA
DAY Battlesbridge,

Essex John will be booking a Club stand for 10 cars.

This month's birthdays are: Ian Eustace on 11th September Lesley Wing on the 22nd September (from over the water in Kent) Dave Bullman on the 28th September Happy birthday you three, if anyone wants a birthday mention just get in touch and we will include you.

On a final note just want to say a big congratulations to son Joe who started work on 1st August at M C Bus & Truck (Volvo) as an apprentice technician. He is only 16 and this is a huge achievement. He has a tough 3 and a half years ahead of him but all the club wishes him well. Many thanks to all the club members encouragement.

Allan

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

Hi folks here's this month's review of what's been happening. The area meeting was a little low on numbers but as it's the height of summer we will forgive those that were away on holiday but if you weren't away on holiday and didn't come then your in trouble next time so make sure you bring a note from your mum.

We decided to have an area camping weekend and hurriedly



Gloucester Continues

put something together.

Mike Carter having left the area and moved to Derbyshire said that if we ventured into his domain he would arrange a run for us on the Saturday so decision made we headed of "up north".

John, Vicky, Ellie, Paul and I set of together in two Stags Barry had left earlier in the day in his motor home, Mike joined him arriving in his less than handsome surprise concourse winning Bond and Matt and Carol (nice to meet you Carol) were in Matt's Vitesse and Jane and Jasper were last to arrive at the camp-site, unfortunately just as it started to pour with rain. After fish and chips washed away with wine we retired hoping for better weather to come and come it did. I could go into great detail about the whole weekend but Bernie would pick on me so briefly the weather was superb. Mikes run was brilliant taking in the beauty of Derbyshire. Sue stayed at home and laid on a fabulous afternoon tea for us all and as is always the case barbeques and bacon and egg breakfasts were constantly on tap. David turner and Chris joined us on Saturday for the run as did Gary Russell. We all enjoyed a fantastic weekend and thanks to Mike and Sue for all the time and effort put in to make it the success it was.

A word of warning to Bev though. Being as granddad duties have taken him from some club activities Barry did a fine job in providing tea and coffee and the focal point of the camping circle. The gauntlet has been thrown Bev.

The Stag owners club kindly invited us to their "bring your other classic" evening at the Twelve bells, we were out in numbers and enjoyed a very pleasant evening in the pub garden overlooking all the cars out in the car park.

The B.A.T. Breakfast at Twynning was good a lovely drive out in the early sunshine to enjoy a bacon roll and a coffee and enjoy the cars on the green.

The mid month pub run was very thin on the ground due to Jane having a breakdown (mechanical not emotional) and in a modern not a classic Paul and Clare being on holiday, me out of the county and Vicky also, but Barry went along with Bob and Shirley and Sue and her brother popped along too. Shame we weren't out in greater number's to say hello.

That's this month's look back. Stafford is upon us and the events list gives you the up and coming things to do. See you soon.

Andy

Events.

Sat Sept 3rd Firework championships at Eastnor castle.

Open at 5pm fireworks at 9pm. Bring a picnic.

Sat 10th Sept Movie night at Brook court, Martley. Hotdogs, Popcorn and a Movie.

Sat-Sun 10th-11th Beaulieu autojumble at The national motor museum.

Sat-Sun 17th-18th The Goodwood revival.

Mon 19th area meet at The Swan Inn, Coombe hill.

HALLAMSHIRE Tel 07837 110325
or 07809 655388

e-mail: ade@adrianhadfield.wanadoo.co.uk

July's come and gone but we have some good memories from two fabulous events first we had the Northants weekend at Wicksteed Park . Being brave we let "Christine" (2500s)take

us down , we had a field just for our members and Northants had placed two large gazebos at the top of it for eating/entertaining. Friday night saw Angie's chilli served up followed by an informal chit chat and the strangest upside-down raffle I've ever seen but it certainly got us all interacting.

Saturday morning saw approximately twelve Triumph cars head off in the pouring rain on a pleasant run culminating at a railway station, were most of us took the steam train to Peterborough. A few hours sightseeing saw the weather turn and by the time we caught the train back and drove to camp the sun was a blazing giving me enough time to wash and wax Christine before Dave & Nigel's BIG BBQ what a feast followed bending the knees of even the most cavernous of belly to fill (Ayrton ?) the entertainment of the night was Mr & Mrs which went down a storm with everyone .

Sunday change in the weather saw our cars lining up in the rally field for the concours event , the kids joined ranks and disappeared with all day wrist passes to the fun park (Master stroke) Leaving us adults enjoy the day with more Triumphs joining the line up, mid afternoon saw the concours Trophy's awarded . With the event coming to a close all that remained was to pack up and then join the Notts area for their impromptu BBQ before an early evening drive home.



Sundays Line-up.

One week later saw many Area's converging on Silverstone for the " Biggest Classic Car Event " the Silverstone Classic 2011. Approximately 56 members turned up to display their cars to help support the TSSC presence , but also having racing to watch ,seven thousand classics on display to view ,trade stalls to peruse ,funfair ,dragsters to watch, Free bus rides around circuit and evening entertainment with top billing going to 10cc,Wishbone ash & Suzi Quattro. (and much more).

For those of you who enjoy weekend events then I would seriously recommend this event not only for value for money , but having something for everyone .This years two for one offer with the club code gave two adults three days crampacked entertainment for £42 each and kids at a tennor .Most of us camped on Whittlebury park giving us a pleasant walk back into the circuit at night for the music etc. .Thanks to everyone who came and supported this event please spread the word as with two anniversaries next year it would be nice to put on a larger display of Triumphs.



TSSC at Silverstone Classic

Thats all for now please come and join us at events or just local meetings get the must from your Triumph and your Club.

FUTURE EVENTS.

Sept 2nd - 4th Lincoln Area Camping wkend .

Adrian.

HANTS & BERKS . . . HERTS & BEDS



TSSC AREA NEWS

Sept 6th South York's Area Meeting
Sept 11th Rotherham Show. - application need to be submitted to R.B.C. For **26th Aug**
Sept 19th Our Hallamshire Area Meeting
Sept 20th South York's Area Meeting
Sept 23rd -25th Mile of Triumphs Grt. Yarmouth.

Sept 26th Notts Area Meeting
Oct 2nd Triumph Day Duxford

p.s. Club Annual dinner dance tickets now on sale please book early to avoid disappointment , remember special double room rates of just £50 B&B.

HANTS & BERKS

Tel. 01252 810828/07822 801275

www.freewebs.com/hantsandberkstssc

e-mail: hantsandberks@tssc.org.uk

Hi all, this is a bit of a difficult area news to write, you'll understand why as you read on.

I've decided that I'm going to stand down as Area Organiser when the post comes up for renewal at the end of the year, and it's all around a matter of principle, I did consider resigning with immediate effect, however, it would be unfair to my local members to leave the area in the lurch so by leaving it until the end of my term in December seems like a compromise that still allows me to feel like I'm doing the right thing. If someone wants to take on the role now I'd also be happy to hand over the reins early.

I'm not going to go into great depth in this area news report regarding the reasons behind my decision as it probably wouldn't get printed but let's just say it's around one of the hottest topics (over 20,000 views and over 200 entries) over the last few months on the TSSC web forum around a change that was introduced at the AGM that impacts a small minority of the club membership financially in a big way. It was raised on the forum as an issue after introduction had been agreed at the AGM and the club still saw fit not to fully reverse the decision after discussing at a Council of Management which I think was a real missed opportunity. I'm simply not prepared to continue to serve as an official in a club that treats even a small number of its members in a way that I personally consider unfair even though the change doesn't directly impact me.

I am going to remain a TSSC member, I still have lots of friends amongst the rank and file of the club membership after being a member for over 25 years.

As those of you who come along to the Crooked Billett know, our local meetings are attended by members of several other Triumph clubs so I'm sure that the monthly meetings at the Crooked Billett will continue under some guise even if the worst came to the worst and a new TSSC AO doesn't come forward and we no longer have a TSSC Hants and Berks Area although I'm hoping it doesn't come to that.

I hope I've made a difference to the Hants and Berks Area over the last 3 years while I've been your Area Organiser, for some masochistic reason I've enjoyed it myself!

Best Regards

Andy

IMPORTANT NOTE

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

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

Well they say Summer is here, must have blinked, the weather has not been exactly hot and sunny but it's holiday season, the kids are off school, some of us will have the cars out for a blast, others will be under a parasol with a cool drinky eyeing up the local beauty's (Hmm, ambience and vista).

The July meeting was a busy night with 25 cars and 39 guys and girls, nice to see Christine is recovering well from a recent operation on her face.

Nigel and Trudi made a visit and completed 6 valuations and one new membership, thanks for coming down it's appreciated, thank you.

Les of Ardent Auto Servicesour local restoration specialist, was cajoled into choosing our ' Les Read' Kingfisher Trophy for the Best Area Car, after some deliberation he selected Maurice Halls



cracking Spitfire, well done, (see photo) with the Runner up for the 5ltr of watered down screen wash was Phil's trusty (no not rusty) TR7.

We welcome newcomers to the pub meeting, Mark Hammond who made an excursion up from Sussex, and Pete Elwood, Graham Rome, Perri Dcruz, let's hope we see them as regular visitors.

The Local circulation of emails mainly from me with missing dates, crossed wires, double clicked, get it twice diatribe is expanding and now stands at 93, this is made up from attendee's at the pub, and names collected as we grow, some return, some disappear, but Area meetings continue with 20-25 visitors each month, if everyone turned up we could have a problem...now there's an idea ...come on prove me wrong.

It's a good place to have a drink and a natter, there's a good mix of boys and girls its not just a bunch of spanner wielding nutters, just a good social evening, start early have a meal, the restaurant is always open and can have some good deals going, you know the place, The Three Moorhens PH Hitchin, there's a map in the website area directory.

We have looked and booked an alternative pub to spread the location to more distant parts but the brewery closed it down before we ran a test, if anyone wishes to suggest an alternative that suits a different part of the counties geography then please let me know.

The events like TSSC Stafford, Woburn, Panshanger revival, Fly to the past, Bucks Steam railway and the Classic restoration visit, will be long gone and our efforts will continue to focus on our All Triumph Day at Duxford on **October 2nd**. I have 16 volunteers and just need to sort them into a simple rota and finalise the trader bookings, we have Ibex Camping bringing a display of tents and equipment which will be a first

Dates for **September**

25th TSSC The Mile of Triumphs

4th The Twinwood get together classics and some right hairy



HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . LANCASHIRE

TSSC AREA NEWS

Herts & Beds Continues

stuff Twinwoods airfield Clapham Bedford in a classic its £6 each, this is where Glen Miller last flew from and has a interesting museum and collection of the past.

The last meeting was August 22nd, Ha! you missed it, the next is **September 26th & October 24th** always the fourth Monday in the month from 8pm.

Think that covers most things have a good holiday.
Happy motoring.

Peter

ISLE OF WIGHT

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

The summer is back! Last week I took my Spitfire for an MOT and it passed with flying colours; this week I am making the most of the top down weather and enjoying the island scenery – the seaside yesterday, the countryside today, maybe both tomorrow!

Although by the time you read this it will be over, we are looking forward to the International Family Weekend in Stafford. Just getting the camping gear together now and deciding what outfit from the 80s to wear to the party: legwarmers, sun-in, shoulder pads, jumpsuits, big hair and that was just the men! Surely we aren't talking 30 years ago, where did that time go?

If you are here on your holidays, please feel free to come along to a meeting, it would be great to see you.

Here are the dates for **September**, if you need any extra information please contact us.

Sat 17th, 10th International Charity Classic Car Show - Newport Quay

Sun 18th, 10th International Charity Classic Car Show - Ryde Esplanade

Fri-Sun 16th-18th Goodwood Revival

Mon 19th Area meeting at the Woodman Arms, Wootton from 8pm

See you all soon, regards

Tracy

WEST KENT

Tel. 01732 743747

www.freewebs.com/tssc-west-kent/

A very pleasant evening for this months meeting, I was a little late getting there due to other commitments and by the time I arrived everyone was outside on the patio area - a first for this year!

A good representation of the marque was parked up in the car park, a couple of Vitesse and Spitfires, Herald 13/60, TR7 and Stag. Still none of the big saloons, there must be one in the Area somewhere, I saw a very nice white 2000 in my local garage when the Stag went in for wheel balancing so I know they are around!

Talk turned to our recent outing to the Darling Buds of May classic car show run by the P5Alive Club, usually this is an excellent day with nearly 1000 cars in attendance. This year the numbers were down a bit, probably due to the combined effect of the rain and the recession! It was a shame the weather was so poor, though Colin, Dave and I did manage to eat

our sandwiches in chairs by our cars in between showers. I had arranged for my wife, daughter, son in law and granddaughter to meet me for a picnic, in the event I met them at 2pm when they parked up late in the visitors field to eat the picnic in their car sheltering from the rain! I have posted some amusing pictures on my own personal blog of the event - here is the link <http://spitfiretag.blogspot.com/2011/07/show-time.html>

The format of this show has changed in recent years which is a pity, when I started going some years ago the cars were arranged by Marque which was great because it meant you were amongst your fellow Triumphers(???), now it is by model year and being in a 1977 built Stag I was initially parked between a W Reg Fiesta and V Reg Mercedes saloon (not my favourite Classics!) - fortunately Colin turned up in his late 1500 Spitfire and I moved alongside him. Unfortunately Dave was in another area with his Mk IV Spitfire and Chris and Keith were even further away with their earlier cars.

If we attend the show next year we will have to go for a Club Stand, perhaps in conjunction with our colleagues from Canterbury area (Phil please note!)

We are repeating our run to the Dering Arms on 14th August which will have happened by the time this appears in the magazine. As will the Classic Car Show at Hawkenbury on **2/3rd September**. The following week, Andy and I are embarking on the Ten Countries Run courtesy of our fellow Triumphers in Club Triumph - wish us luck please, this is my 3rd attempt!

I don't have any other events in the Diary for the Area after this so if anyone has any ideas don't hesitate to suggest, or even organise one!

Of course there is Duxford on **2nd October** and I have every intention of driving up there if any one wishes to follow me in their car.

Steve

LANCASHIRE

Tel. 01282 449099

e-mail: kev.makin@hotmail.co.uk

From an amazingly busy month to a quiet one. We had planned to meet up with the Cumbrian area at the Heaves Hall show (Kendal) on the 17th but as Sunday approached the weather forecast was looking grim, and to cut a long story short they as a group pulled out and one by one we did (sorry organisers). All except that is for Steve Openshaw and John Davies who live in the north of the county, they did however report back that the weather wasn't too bad once there and it's a show we should make the effort to do next year.

Not to waste a wet Sunday I ended up spending the day in the garage flattening back the new paint on the Vitesse saloon. What had started almost a year ago as simply replacing the drivers door had ended up as a full body restoration, you know how it goes, or is it just me!!!!

However, the following week determined to meet up with our Cumbrian cousins who had three spare tickets for the classic car show at Rippon racecourse Yorkshire, Dennis, Chris and myself tripped over the Pennines Saturday afternoon camped Saturday night and showed the cars Sunday. The show itself was very very good with something approaching 800 cars on the day, and a sizeable auto jumble, all in excellent weather a top day out (and the hostellers' in Rippon are good as well). Talking to Roy during the day, if we were to put on a joint Lanc's/Cumbrian TSSC stand next year I think that would look impressive indeed.

July's meeting was again a decent turn-out with eleven cars

LIVERPOOL . . . MANCHESTER



on the car park, two TR owners turned up to check us out, the regular bunched and the two 'mad for it' GT6's Andy & Pete who had been run from Southport way to 'test' out their cars.....Oh the smell of brake linings in the evening!!!!

With the weather being summer-like the evening was devoted to chatting outside around the cars, before we all drifted off home.

Unfortunately Dennis broke down on the way home with alternator problems and was ably assisted by Chris.

One final note. Lisa has been working on a web site for us, and would like everyone to send a photo of yourself with your car/cars together with some information for a 'me and my car' section, please do your best to support her on this, thanks.

That's all for now

Kevin

TSSC AREA NEWS

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

CHANGE OF VENUE THE BEST WESTERN BOLHOLT COUNTRY PARK HOTEL WALSHAW ROAD BURY GT MANCHESTER BL8 1PU

Very Very Important News First!!!!

New Venue is going to be

**The Best Western Bolholt Country Park Hotel
Walshaw Road Bury Gt Manchester BL8 1PU
Tuesday September 6th**

We had our first meeting in August at the Bolholt Hotel in Bury and very good it was to with plenty of room in beautiful surroundings and gardens and the staff were very accommodating our members, have given this venue a big thumbs up so I think this will be our permanent home unless we get evicted again or you can come up with something better?

Jez and Debs gave over their beautiful home in Kettleshulme to 40 Manchester area members at the Area BBQ we had a fantastic weekend!!! The sun was beating down all weekend. Saturday we attended the Village Fete with dozens of Triumphs I don't think the village fete has ever seen the like, the villagers loved it, the villagers getting involved with a people's choice which was won by Steve and Nic with Millie (beautiful Spitfire) there were plenty of stalls and a nice pub on our doorstep, a doggy event? Craft stalls, ice cream, and plants etc. We know how to enjoy ourselves!!!

Saturday night was the BBQ I think we had a fantastic time doing what we do best, drinking & debauchery in a field as I say, think as I woke Sunday morning with a very expensive pair of glasses smashed on the floor and a bottom set of teeth misplaced (found at the bottom of my sleeping bag)!

Sunday we went on a run through some breath taking scenery via Pot Shrigley, the Cat & Fiddle, and an ice cream parlour boasting a pets corner, then back to Jez and Debs to finish off the left overs of the BBQ. We had a fantastic weekend!!! Thank you to Jez and Debs for giving us a fantastic setting for our BBQ, and thank you to all the members that contributed with food, drink and BBQ-ing. Manchester Area you are the Best!!!!

We were also invited to put a stand on at 'The Wilmslow Show' a classic car show in its tenth year (but we had never heard of it) It was a brilliant show and we will certainly go again with a gate of 8,000 and 400 classic cars on show. The show had everything from stalls to classic cars from a Model T Ford from 1902 to our very own 16 Triumphs, and a flying display from a sixty seven year old C-47 Douglas Dakota.

As they say we'll be back!!!

Congratulations go to Stuart Holmes who won a prize for his TR7 and Steve Openshaw with Millie (Spitfire) at the TR Register Harrogate. Well Done!!!!

The meeting was well attended at our new venue and as usual we discussed forthcoming events and events that we are in the middle of researching!

We are looking at putting on an event at Hollingsworth Lake

LIVERPOOL Tel. 0151 5491267
www.tsscLiverpool.pwp.blueyonder.co.uk

Hello again, quite a bit to report on this month. Firstly, as most of you are aware, we have a new Events Sec, Steve replaces Nick who has gone onto pastures new. You should have received a few emails from Steve already, outlining our plans for the next couple of months as we head into winter. We also have a new Webmaster, Nathan has offered his services and is designing us a brand new website. We'll also have a new domain name, so as soon as it's up and running I'll let you know. Steve is also busy organising our tool pool, so have a think if you have any specialist tools you would like to offer to be used by other members of our group, in return for a modest fee to boost Area funds.

So with that in mind, what have we been up to? We had a great day at the Getrag transmission plant at Halewood. You should know by now that getting to events on time has been something of an in-joke for us, so when I had to go back for Lol's wire wheel hammer you know where this tale is going! In the end it wasn't a loose wheel, but a caliper bolt that had worked loose.

Luckily we had left early so managed to make it on time! The weather was fantastic that day, there was plenty to keep us busy as people looked at our cars, no doubt wondering what a line-up of Triumphs was doing in the confines of a Ford factory! Luckily the Getrag transmission plant was open to all, what a fascinating tour we had, free to roam around having a good nosey at some of the precision machinery.

Next up we had another fantastic day, this time at Bodelwyddan Castle. Once again we were blessed with sunshine as we made our way along the A55, tagging on to the North Wales TSSC at the Castle. It was good to meet up again with people and their cars we had last seen at the Wirral Area meeting in June. The Castle grounds were open to us to stretch our legs a while, newbie Lee drawing plenty of admiring looks in the direction of his GT6. It was a bit of disappointment when the show ended, so some of us drove along to Conwy for fish and chips by the harbour. We then had a fantastic drive back home, deliberately taking the longer route home along the M56.

Our meetings have become quite lively over the past few months, numbers are increasing to such an extent it's difficult to get a word in, so if you are in our region and are thinking of attending, why not come along to our next meeting? We meet every **3rd Tuesday** of the month, so our next one is **Tuesday 20th September**, Derby Arms, Knowsley Village.

Hope to see you there!

Alex



MANCHESTER NEWBURY . . . NORFOLK

TSSC AREA NEWS

Manchester Continues

on maybe the last weekend in August or **1st weekend in September 2012** so I would appreciate ideas and help at the next meeting. I am in touch with the camp owners at the moment and hope to have something to report at the next meeting.

We are also trying to organise a weekend at the fisheries in Dolphinholme with camping and B/B in **October TBA** (BBQish) if anyone is interested that can't get to the meetings please let me know.

Also we will be doing a small stand at High Leigh on **Sunday 11th September** 9.00-16.00 pm which Lynda has kindly offered to take your details vehicle, registration etc.

Dates to remember in **September**

Lincoln Weekend **3/4th September**.

Tuesday Area Meeting **6th September** at Bolholt Hotel 8ish.

High Leigh **11th September** 9.00am

Pip & Frank

NEWBURY

Tel. 01635 868640

e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

There was good turnout at the end of July with most of the regulars and lots of Triumphs in the car park. Welcome to Robin who has re-joined the TSSC after a few years. Some of the area remember him from the old days of the Hants and Berks area when he had a white Mk3 Spitfire. He now has a 1200 Herald which is the only Herald saloon in our area.

In case you weren't aware the pub has recently changed hands but the new landlord is quite happy for us to continue using the dining room for our meetings. He used to own a TR7.

After many years of reliable use, Roy has had a few problems with his engine and brakes which all seemed to come at once, as seems to happen to most of us. He has now successfully solved these and the car is back on the road.

Planning of our annual event with the TR Register is coming together - looks like it will be a quiz in late autumn. More details when we have them.

Newbury Classic Car Show was well-attended by lots of the area members: Roger and Malcolm H (GT6's), Dave and Malcolm L (Vitesses), Dennis and Rob (Heralds), Nigel (TR7), Colin and Sandy (Stag), Malcolm and Josie (Gtfire), Sean and Carol (Moss), Roy (Midge), Patrick and Jean (Spitfire), Andy and Thomas (Bond), making a total of 13 cars. The weather started off fine, but by the early afternoon it was raining and by mid-afternoon there was a thunderstorm with a torrential down-pour. Most people therefore had left the show by 4 p.m. Our local TR Register group had a good turnout on their stand next to ours, so the predominant marque of the show was Triumph. Generally there seemed to be more cars at the show than previously and everyone had a good time.

The Chippenham Lions Classic Car show on August Bank holiday was cancelled, but they are hoping to re-schedule for May 27th next year. Details when they arrive.

Several members are planning to go to Classic Le Mans next year, so if you are interested let us know as soon as possible.

Tickets sell very quickly.

Next Meetings

14th and 28th September Starting about 7.30 at the Spotted Dog, Cold Ash

Events

25th September Shalbourne Classic Car Show

2nd October Mystery pub lunch

8th October Thatcham Classic Car show on Dunstan Green

Keep 'em flying

Mary and Dave R.

NORFOLK

Tel. 01603 426539

www.norfolk-tssc.co.uk

Hello all, another sunny club night at the Bird In Hand. We stood around chatting, admiring our cars and checking out the 2CV club who also meet here, but I'm not sure where the Rolls-Royce of 20's vintage would fit. It might have been a 20/50, but as I am not up on this vintage it's only a guess. It looked like a work in progress, but fantastic, with only rear drum brakes for such a large vehicle.

A pleasant surprise was to see Bill at the meet, welcome back. We had a pleasant evening discussing last months events. Yellow John and Brenda filled us in on the Charles Clarke Run, which finished at Norwich Cathedral.

A number of us had tried to join it but had left the booking late for various reasons and so missed out! Lesson 1, book early whenever possible. However it was a great day out and a good run.

We teamed up with the TR mob on the 17th for Graham Carr's Treasure hunt which was another great success, although there was some confusion over lunch with regard to the point score, so briefly Mike & Jan May won, but on a recount the win went to Maggie Prime, well done. Our thanks to Graham and Jean both for the run and for a delightful meal afterwards.

The Worstead Festival was on the 31st and yet again, Yellow John and Brenda attended. It was very busy, possibly the biggest yet, but the classic vehicles were limited as the organisers had put a year restriction of 1965. They made this same mistake a few years ago, with the same result, perhaps they are different organisers?

This month (August) we have Helmingham Hall on the 7th, the Stag International at the Easton Show Ground on the 13/14th. This is to include the Triumph Time Line in which a number of TSSC members will be showing their cars (so some moral support would be welcome), we also have our own stand for members cars. Also on the 13/14th is the Wroxham/Hoveton Lions Charity event and the following weekend we have our very own TSSC International Family Weekend at Stafford Showground on the 19th - 21st. Also on this weekend is the Hunstanton Festival of Kites & Classic Cars. I have not been before, but I have been assured its a great event for all the family.

The final event for this month is organised by the Lowestoft Classic and Vintage Car Club on the **28th** and finishes at Pontins Holiday camp.

For further events please check the web site.

We did discuss our Christmas Dinner briefly and it was agreed that we will join forces with the TR mob and try for a date in early December at the Bird In Hand. By next month we should have a menu to discuss and hopefully a final date, so watch this space.

That all folks, so see you at a meet.

Mark

NORTH EAST . . . NORTHERN IRELAND



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

TSSC AREA NEWS

NORTHERN IRELAND

Tel. 028 2587 9189
e-mail: northernireland@tssc.org.uk

Hi all. Quite fortunate with the weather for the August meeting, lots of rain about over the weekend but it stayed away for the Sunday night, so another drive out with the roof down.

As ever, first meeting welcome this time goes to Tommy Mould who came along with son Andrew. Tommy has just acquired a '61 Herald Coupe that he is going to rebuild. Been off the road for a while and there's a 2 year target for its return, then to keep company with his Mk4 Escort RS Turbo.

Hopefully, Tommy is reading this as he said he was keen to join the club. Maybe Ted Welding is as well, our returning Gentry (running version) owner.

No other new faces but lots of the regulars were in with their own car news.

Firstly, I've replaced my front vertical links, not without minor issue though.

Outside in the car park, there was a new classic to admire. Andy Boyes has swapped his Toledo for a Vauxhall Victor estate. Very nice looking car and very looonnnnggg.

Ian Longmire is offering his Spitfire for sale. This car is fitted with a Dolly Sprint engine and overdrive box. Full test, S/S exhaust, leather trim. He's looking for £3K, there could be an arrangement on paint as well, the current scheme may not be to everyone's taste, though it's certainly distinctive. Reason for the sale is the 13/60 convertible that is now ready for paint.

Last month, I introduced Richard Dees. Unfortunately, circumstances have meant he has had to sell his sorted out Spitfire. As a result he has some spares to dispose of, 1500 engine, set of HS4s on manifold, good metal hardtop and 3.63 diff. If anyone is interested in any of the above, get in touch with me and I'll pass on the details.

Local members have recently been to the Silverstone Classic, Croft Nostalgia weekend and quite a few will have gone down to Stafford.

On the events front, we'll be going to Holy Island on **Sunday 18th September**. I'll confirm the start location and time at the September meeting and on the area blog and email list.

Arrangements for the Christmas party are coming on. We have a venue, Birtley Catholic Club, **Saturday 10th December** from 7pm till 11. Entertainment and food will also be on. We need to cover some costs, so there'll be a small charge, no more than £10 each though.

Got a few people interested in an area trip to Classic Le Mans in **2012**. Anyone who hasn't yet decided needs to make a decision and let me know, I'll be looking for deposits very soon, **October** meeting at the latest to secure bookings. As a guide, expect a price of £600 per car with two occupants.

I also would like pictures for the next calendar by **December**, this is so we can get the calendars done ready for handing out at the **February** meeting. Pictures need to be high resolution, taken at at least 3Mpixel or they don't blow up very well. Let's get creative this time if possible. I'll be going for pre-orders only this time, please let me know how many you want.

That's it for now.

All the best

Mark

TTOTM Spitfires don't have handbrake warning lights!

Hi All. July and August are now behind us and they have been busy months! July saw Alan's Tulip Rally take place, we had a great turnout and were joined by our friends from the Coleraine & District Motor Club. The weather was good all day, apart from a few heavy showers and Alan and Pam had devised an excellent route around some of the less travelled roads on the Ards Peninsula! We also had great fun with a driving skills test and the beginning of the run!

Alan had spoke to me before the July meeting about making the run a fundraiser for Chest, Heart & Stroke as a few of the members from both clubs had been through heart related ailments (fortunately all are recovered or working towards a full recovery). The idea was proposed and everyone thought it was an excellent idea, we also agreed that the club would donate £100 towards the day's efforts, in the end we raised a grand total of £400, all in all a very successful day!

Once again, a huge thanks to Alan and Pam who went to a lot of effort to make it such a success, only sorry that I couldn't stay for the BBQ as I had to return my parents to the airport for their flight back to Heathrow. The only downside to the day was that I managed to get a puncture on the way home.

August saw Douglas's Sperrins Run, we all met at the Elk in Toome(bridge) for 10:30 and the heavens opened!! It was monsoon like conditions, however as we are all used to the weather here in NI, we set off optimistic that things would improve and they did.....eventually but not before we lost one participant to lack of vision!! I must admit that due to a lack of working blower, I relied on a piece of tissue paper to clear the wind-screen!! Anyway, adds more of a challenge and I've always said that forward vision is highly overrated!! Congrats to Douglas who took us on some excellent roads and we did see some of the stunning scenery promised as the clouds cleared to give us a dry and sometimes sunny afternoon. We had an excellent lunchstop at the Belfray Inn, where almost everyone indulged in the carvery! I would like to thank Douglas on behalf of everyone that took part on the day for an excellent and sometimes challenging route!!

This month's club meeting was a lively affair, one new member and one potential member arrived: Bill Ashe and Bill McDonald. Both are Spitfire owners and it was good to see them there, I hope they enjoyed themselves and I look forward to seeing them again next month. I hope we convinced Bill McDonald to join the club!!

On the technical front, the 2000 is running well and didn't miss a beat on the Sperrins run, just the leaky diff to sort out!! The only complaint was that the steering felt a bit vague, I checked the tyre pressures (with Douglas's finishers award) and it turns out I was running almost 32psi on the front tyres!! This would explain the vagueness!! Definitely need to get my tyre pressure gauge checked!! The upside was it made for very light steering when parking!

There has been a change of plan for the **September** run. Instead of the Antrim Hills it is now a run to Malin Head. Stephen felt that the Glens of Antrim had run out of options as there are only so many roads to use and that this provided a different and equally scenic run. We are planning to meet at

IMPORTANT NOTE

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



NORTHERN IRELAND NOTTINGHAM . . . PETERBOROUGH

TSSC AREA NEWS

Northern Ireland Continues

the lay-by on the Ballymena to Cullybackey Road for 10:00am and then head via Garvagh to Magilligan where we will catch the ferry to Greenacastle. Stephen has promised to email more details before the run. The date stays the same, **Saturday 10th Sept.**

Meanwhile, here are the dates for your diary

Saturday 10th September, Malin Head run.

Organiser, Stephen Kernohan.

Saturday 8th October, Strangford Run.

Organiser, Alan French & Paul Robinson.

Wednesday 9th November, Film Night.

Organiser Richard Rutledge.

Wednesday 7th December, AGM and Monthly meeting.

The next club meeting is on **Wednesday 7th September** at Nortel Social Club in Monkstown, hope to see you all there.

Mark

NOTTINGHAM Tel. 07971 017012
www.notts-tssc.org.uk

Well, it's been a week or three since I penned anything for the Notts area for the Courier, mainly due to shift work and 'sybil' being off the road. More of which later. There have been quite a few events come and go, but with not having a Triumph, many came and went for me with even our own Robin Hood Rally was nearly missed due to a lack of available leave at work, however, I understand the weekend went well with a tour around North Notts with my Operation 'Dukeries' on the Saturday Morning and Rufford in the afternoon followed by Archery and fancy dress in bin bags and a Sunday Run to Newark and an award for Dave Richardson.

We will of course have just come back from what we hope will be another great weekend at Stafford, maybe you have some bargains? Or just went for the social gathering? Let's look at what is still to come before the end of the year...

23rd to 25th Sept is the Miles of Triumphs event in Norfolk

26th Sept is our monthly meeting

2nd October Triumphs and Trains at the Churnet Valley Railway in Staffordshire (see advert in Courier for details) where the line is doubled on this day with special train services on the neighbouring Moorland and City Railways line to Cauldon Lowe.

Now, as I said earlier, an update on Sybil. On taking her recently for a new middle exhaust pipe which cost me less to have fitted than any of the Triumph retailers could sell to me, it was noticed that the bottom of the sills looked in a very poor state. It had been planned to repair them anyway, but about a week later when the small curved panel at the front of the sill in the engine fire wall gave way, it was decided to take her off the road and look for a suitable local garage to replace them. Sadly, it was a 6 week waiting list, but a very competitive price and the work was of a quality I was happy with. So, the car was booked in to Tom at Kimberley Coachworks and is still there at the time of writing in hope of being back for Stafford. Whilst waiting for her to go to the garage, I took the opportunity to change the front shock absorbers and repaint the springs. full update next month on her return as the Tow bar bought at Stafford last year is now fitted and ready to go.

Finally, the TR7 is on the rebuild. New sub frame fitted and suspension back in following an engine bay respray and the engine was refitted last week. We hope to fire her up again in the next few days. Its all go, so till next month....

Andy

PETERBOROUGH

Tel. 01778 560507/01780470358

<http://www.tssc-peterborough.webs.com>

Arriving in shorts and 'T' shirt was perhaps not the best idea on this decidedly windy and cold summer's evening – normal English summer I guess. Nevertheless once again we had an excellent turnout of over 20 enthusiasts and a good selection of club vehicles in the Bertie Arms car park.

Who was the mystery driver of the left hand drive British Racing Green TR6? I saw him coming the opposite way as I drove to the meeting and when I arrived and mentioned this I was told he drove alongside the pub car park, then promptly turned around and drove away again. Are we that scary? If you happen to be reading this article we really are a friendly bunch and we'd love to meet you and have a closer look at your car.

It was good to see Peter Kelleher and his good lady (sorry I'm terrible with names!) with their rather smart MG badged Gentry!!!! Peter has now joined the TSSC so welcome aboard. Peter was also mentioning to me that his other classic car is a Luego and it happens to be for sale. The Luego for those that don't know (and I didn't) is a Caterham copy and is powered by a rather quick 2 litre Zetec engine – so quick in fact that Peter feels it should now pass on to someone a little younger whose constitution is more able to cope with the excitement it offers! If you are interested please contact either myself or Doug and we will put you in touch.

Every year I miss the BMC rally at Ferry Meadows in Peterborough. This year was no exception – it really does seem to be a very poorly advertised event and yet I hear over 600 cars turned out! Amongst them was our very own Geoff Boston in his Stag and I'm pleased to report that Geoff drove away with silverware! He won the 'Commentator's Choice' as the car the commentator would most like to drive home in.

Well-done Geoff!

Geoff is also currently on the hunt for a Vitesse convertible for his wife. It has to be in pretty decent condition so if anyone knows of one for sale, again get in touch with Doug or myself and we will pass details to Geoff.

This is a busy time of year for shows of course. By the time you read this a bunch of us will have been to Maxey, others will have been to Stafford, and hopefully one or two will have pitched up at the Stamford Classic Car Show over the bank holiday weekend. Doug will have his work cut out reporting on all of these in next month's area news. Let's hope the weather improves a little and that we get some decent attendances at all these shows.

Next month we are intending something a little different for our regular meeting. It is billed as a 'Ladies Night' and the idea is that the gentlemen of our group try to get as many of their other halves along to the meeting as possible and we don't talk about grease and monkey wrenches all night! (apologies to the notable group of ladies who already attend regularly but I'm sure you know what I mean). We do need to know numbers as quickly as possible for the catering so if you did not confirm your attendance at the August meeting and you would like to come along please contact Doug asap.

SCOTLAND CENTRAL WEST SHROPSHIRE



TSSC AREA NEWS

Just to confirm 'Ladies Night' will be on **Monday September 12th** and the start time is 8pm as usual at the Bertie Arms, Uffington, near Stamford. Please don't be put off if you haven't got a partner to bring along – you won't be alone but we did feel it would be nice to become a bit more 'partner friendly' for once. We look forward to a bumper turnout!

Cheers

Paul

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

The August meeting was in a very busy car park as local football training was on. We had a new face Raymond who despite being a Jaguar Club member has a TR7 convertible which is undergoing restoration, good to see a new face and have potentially a new club car. There were Heralds, Vitesse, TR6, red and yellow Spitfires plus moderns. Good to have a varied turnout especially for new members or visitors. We did not have any activities this meeting, but it seemed to be a show and tell of broken bits. Martin had bits of diff, Jacqui couldn't bring her Spitfire as the front stub axle snapped and she was waiting for repairs. David has had a rear bearing failure on his Vitesse, Colin has had problems with a leaking electric fuel pump and has gone back to the original. The rest of the cars there, were running. My Spitfire went through its MOT first time despite getting yet another puncture the night before. Ian had crossed or driven round water to get to the meeting, but Dave had come directly from Ireland (on business) to the meet and then on home. What a dedicated lot we are. We were treated to cake at Lochinch as Zoey; one of the staff was catering for a wedding and had made test cakes, so we had them while working out a scenic route to Stafford. We stayed a bit longer than usual so it was a drive home with the tops down in the dark.

Report on West Coast Rally, Eglington, It was wet when I left the house, but you cannot tell what it is going to be like these days. I had again filled the Spitfire with gazebo and display equipment. Having gone the wrong way (again) I finally met John and continued to the Country Park. We had three cars plus a van as the weather had been poor the preceding days. I also took my Triumph bicycle that I found at Stoneleigh last year, now restored. Good for getting about, needs an engine next. It folds up, so goes on the Spitfire boot rack. We had a dry day and watched a thunder and lightning show over Kilmarnock. Thanks again to David, Ian and John for turning out and gazebo duty, much appreciated. The organisers were pleased as it was a charity event; again we are down on the list for next year.

There were a number of Triumphs in the other clubs that are based on geography rather than make. We will have some defectors soon as the Club got a lot of interest. One person with an enquiry turned out to have one side Spitfire suspension and one side GT6 suspension on the front of his car. I also found out that Triumph front wishbone suspension was used on racing stock cars, not bangers, but the proper chassis nudge bar design, if it got damaged off to the scrap yard and get a new one to bolt on.

So if you know of any former drivers there may be piles of spares. Back to the show and we also were looking at a built it yourself teardrop caravan towed by a Morris Minor. So be warned you may be asked to bring power tools to some meet-

ings in the future, the plans are being investigated.

Reports on Stafford and Kirkintilloch next month. Entries for other shows are as public or private entry as individuals. Show Dates

11th September Scone Palace. Farming and Classic Cars etc.

18th September Selkirk Rally. Classic Cars Commercials

SATURDAY 22nd October Lenzie Auto jumble.

23rd October - Restoration Show, Stoneleigh.

The rest of the info from the SVVF is at www.svfv.org.uk

Any more suggestions? Within reason. We would need definite numbers for any (ad) ventures further afield.

Next Meeting is **Wednesday 7th September** at Lochinch.

Come and join us at a show or at a meeting. Remember if we can help we will. Bring the car or the bits or both and we will see what we can do, but remember we are in a car park.

Hope to see you soon

Gregor G

SHROPSHIRE Tel. 07701 049881
www.tssc-shropshire.co.uk

Well the summer is here and out with the Triumphs as they say! This past month saw our group have a fabulous time with a drive out around the Shropshire Countryside. The route was organised by Steve and started at the historic Blists Hill Museum. We went through Ironbridge across Wenlock Edge and up into Church Stretton and then the Long Mynd. Stopping at the top was a bit of a shock with the wind gusting and several in need search of a public toilet! After a bit of improvisation, we proceeded and took in views from 'The Bog' and the Visitor Centre. Tremendous homemade cake being available makes this almost a cert for a return visit, again and again!! Yours truly also managed to get several cars lost but we did find what is claimed to be an Ostrich Farm, which is not something you stumble across in every walk of life it has to be said! Making our way back to Coalport and finding refuge in the Woodbridge Inn Beer Garden at our end journey gave time to reflect by all on what a great day and not one of us broke down or suffered any mechanical mishap! Not sure the same could be said for the Ostriches though as they were conspicuous by their absence!

Well the next meeting in August is at The River & Rail, Hampton Loade, Nr Bridgnorth and then Stafford, which we are particularly looking forward to as it is our first event as a group since we formed only last September/October.

Look forward to seeing you all there!

TSSC Shropshire as a group were contacted by Neville Naylor

who is acting in the capacity as Executor for an old friend of his unfortunately recently passed away.

Neville's friend was a Battle of Britain Spitfire pilot and his wife, naturally, had a Triumph Spitfire that he kept for her.

Times are such that she is now not able to remain at home and she requires care. The house and all of its contents are having to be sold to cover her





TSSC AREA NEWS

SHROPSHIRE . . . SOMERSET SOUTHERN

Shropshire Continues

care costs and that is why Neville contacted ourselves and asked if we could try the Triumph community and see if the car could find a new home?

Bill Bate, Simon Morgan and myself went out and looked at the car and took some details. Picture attached and it has all its MOT documents since 1976 and enabling some satisfaction that the recorded mileage of 45,000 is very much genuine.

If you are interested in this car please contact David or Bill for details

David & Bill

SOMERSET

Tel. 01275 340336

e-mail: somersetareameet@tiscali.co.uk

Hi everyone and my apologies if any of you have actually missed my waffling and spelling mistakes! It is due to work commitments at the moment and until July, I had not actually been to a show with the Stag. Anyway, the Somerset lot has been busy with some shows, two of which were arranged by Martin Hughes, so my thanks to him - one was Taunton Motorshow, the second, at a local School fete. Derek also dealt with Pecorama, Paignton and Powderham entries - thanks again, and these were also attended.

Somerset Steam Spectacular was well attended by Somerset area in Langport in July, and the weather was excellent making for a good weekend with a BBQ on the Saturday night and sampling of the various beers on offer in the beer tent.

I am typing this on Sunday evening, having got back from a rather wet / stormy GWR Steam and Vintage Vehicle rally at Norton Fitzwarren. The Sunday afternoon was extremely wet, with the show being ended early at about 3.30pm - a disappointing end to an otherwise good weekend. This year we joined by some Devon Members as we usually are, but also, for the first time, Avon members came along and some stayed and camped the weekend. I hope you all enjoyed it and have dried yourselves and the cars out!!

Martin Paul joined us again this year, bringing along his very nice 2000 as did Andrew Bensley with his Herald Coupe. Pete Kinsella was there in his newly bought 2.5PI, having parted company with his Dolly Sprint after a few years ownership.

I have also heard from Rod, in Spain, who has sent me his tales of getting his Stag into the country and approved, so he can keep it there. I will arrange for his story to be put into the Courier in the near future.

We have some events coming up, with the main ones being Thornfalcon and the Restoration show in November.

As always, if you know of an event and would be willing to deal with a few entries for it, let me know - this will increase the numbers of things we have going on.

Finally, Marshall, Those in the Somerset area wish you well, and here is to a speedy recovery - you were missed at Bishops Lydeard.

That's it until next time.....whenever that is....

Phil

IMPORTANT NOTE

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

SOUTHERN

Tel. 01252 722432

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

Hi All, our monthly roaming meet was at the White Horse ,Froxfield AKA the Pub With No Name . A good turn out filled the small bar with the ladies sat in the lower section and the gents huddled together in front of a small but very well stocked bar. Ten ales in total. It soon became very warm in the pub , but unfortunately the weather was not particularly kind to use that evening for us to venture outside.

I believe the Ripley show was only attended by Mike and Mike in the Stag and the Healey.

The TR Register had their picnic at Hursley House near Winchester and had an open invitation to other marques . About ten of our group made the run out . A varied selection of cars from the TR range and Ferraris to Morris Minors and an old bus, set in lovely grounds . The Club house did a nice range of ales and some well presented value for money food .

The regular meet for August was probably the best meeting we have had in the Southern area having 3 Stags, 3 GT6's, 3 MK2 Vitesse's, 1 Herald , (MG) Gentry, 1 2.5pi, 2 TR5's, 1 1500 Spitfire and to top it all it was a lovely evening so we were outside all evening. We were later joined by the local MG club who were invited to join us on the run out; they brought in nearly a dozen cars so that there were soon more classic cars in the car park than euro boxes. As always it was nice to see Mickey and Julie from the Thames area. The highlight of the evening went like this.

Peter H has now sold his TR4a and bought himself a very tidy Stag , in Sapphire blue with Shadow blue interior , " like my new car " says Peter , even I had to check to see what transmission it had as I thought he was pulling my leg and it was Mikes Stag. A few minutes later Mike and Barbara turned up and parked about four cars up from Peter.

Later someone had asked Mike for some forms; Mike walked over to the nearest blue Stag and lifted the boot only to find NOTHING there. The shock of nothing there was soon replaced by a deep sense of embarrassment and hoots of laughter from everybody who was watching him.

SHOULD HAVE GONE TO SPECSAVERS MIKE

Sunday 7 the August we had a photo shoots at the seven stars pub our venue for our regular meet. This shoot was to get as many of our area cars together for a picture for the 2012 calendar. Thirteen Triumph, One Bond, one Healey and an E type Jag were lined up across the front of the pub forecourt. Clare the Landlady had kindly opened the pub early so we could have coffee , and has asked for some photos to sent to Hall and Woodhouse, the Brewery for their monthly magazine.

I think all of us had taken pictures with some kind of camera but Neil had two cameras and came over in a cold sweat when the one he had put down on the table had disappeared . The culprit was Jackie , my other half , who was quite happily snapping away thinking it was my camera.

SHOULD HAVE GONE TO SPECSAVERS JACKIE

After the shoot Neil had arranged a run out to Goodwood House where the G.R.R.C . were holding a picnic and show . We set off in convoy to Goodwood House and as we got nearer the venue we saw quite a few classic cars , many of them Triumphs coming back from the Goodwood Breakfast Club meeting.

In front of Goodwood house there were a large selection of cars belonging to GRRC members , a huge marquee from which they were selling food and drink and also some rides for



TSSC AREA NEWS

the children , which were free. We later saw a North American Harvard fighter plane doing some aerobatics. (A Harvard was the longest-serving RAF aeroplane, with an example, taken on strength in 1945, still serving in the 1990s (as a chase plane for helicopter test flights—a role for which the Shorts Tucano's high stall speed was ill-suited)

Although there were many valuable cars in front of the House the value of the cars parked were we were must have been valued at many millions of pounds.

Many thanks to Neil for arranging the run out for , we all had great time.

Up and coming events

September 3rd/4th Goodwood revival

September 6th regular meet seven stars Pub GU32 3PG

September 15th Roaming meet The Milbursys,
Beauworth, SO24 0PB

September 18th The Surrey classic Vehicle gathering,
The Rural life centre , The reeds Road , Tilford GU10 2DL

September 24th – 25th Kingsfold Vintage rally
Wattlehurst farm RH 12 3SD

September 23rd – 25th Mile of Triumphs , Great yarmouth

October 2nd Goodwood Breakfast Club,
Everything , but the car

October 4th Regular Meet , Seven stars Pub GU32

That's all for this month

Take care

Mark

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

Don't know what happened to August's notes, I wrote and emailed them, Colin received his email copy of them but I guess they didn't arrive at the TSSC HQ. I can therefore re-use some of last month's notes in this one!

If you are thinking of arranging a BBQ in July, never, ever choose the same day as that arranged by Colin for the "fill the pub car park" event. Yes, after all the fine dry weather we had had before then, it rained. Not just a little. Colin reckons that 9 out of 10 such events have been rained off – I am not sure it is quite as high as that but it is certainly more than 50%. The only plus factor is that it didn't start to rain until most had arrived at the car park and raised hoods where necessary. That said, there was a good array of cars with the usual models plus Stags, big 6, TR6 and a TR3. The upshot of all this was that the "fill the pub car park" was moved to August.

August's club night was fine and dry and a splendid array of cars arrived. These included all the main types of club cars plus Stag, Dolomite, TR6, 2.5PI, Herald with Vitesse running gear (wolf in sheep's clothing?) and a Spartan. I am not usually that keen on specials but this Spartan was really nice, and well finished in green with light leather upholstery with matching green piping. Several new faces arrived and we hope they enjoyed the evening and will come again.

At the "fill the pub car park" event we had an informal concours where every body has a vote on the basis of "car I would most like to take home", "second car I would most like to take home" and "car to leave in the car park".

Lyall was the last to complete his form – we are not sure whether this was due to him taking great care to inspect all the cars or that he just forgot.

Every car got at least one vote. One person voted to leave Lyall's Stag behind because it hadn't got enough cylinders. Two cars tied for first place; Chris's GT6 (car to take home)

and Mike's Dolomite (car to leave behind). On a show of hands, Chris was first and Mike second. Third winner was Michael Davies with a really nice, red, 1360 Herald convertible. All three winners received financial prizes. There were some really nice cars there and it was apparent from the interest in all the cars, that Triumph owners are an enthusiastic lot.

Now for all those TSSC Triumphists who have graduated to other models, in particular the Stag, here is a quote from the Sunday Times of 24/7/11. In an article about the electronic overload of modern cars, it states that "...few modern cars suffer catastrophic mechanical failures. Gone are the days of struggling to start a Triumph Stag on a cold winter morning".

On that note I will finish. The next meeting is **6th September** followed by the **4th October** and **1st November**. So, see you at the Sorrel Horse, Barham on **6th September** at 8:00pm

Peter

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Hello. Still lots going on here. Lots of show to go to, so pop along to the Fox & Castle one night (try to pick a night we are due to meet listed below, some regulars still get the wrong evening) We have forms to shows if needed and would love to hear of local shows we can support.

Social Evenings at the Fox & Castle

7th July We are at the Fox & Castle in the Vitesse. To keep Julie and I company we have the pleasure of John C, John S, Tony H, Rob W, Dave L, George B, Peter R, Mark M, Mike H. We had a new member this evening so a big warm welcome to Graeme C who owns a TR6. Triumphs in the car park were:- John's Herald 1200 convertible, Tony's TR8 coupe, Robs Mk1 2000 saloon, Peters GT6 Mk3, Graeme's TR6, Mark's Vitesse Mk2 saloon & our Vitesse. Work on our Triumph's has been:- John C's 2000 had a tune up, John S has fitted an electric aerial to his Herald . Graeme fitted electronic ignition to his TR6. Peter's GT6 has a new propshaft and a coolant system check. Julie's raffle winners were Dave L who won a bottle of rain away, Rob won a tub of hand cleaner, Tony won a box of chocolates, Peter won a tyre pressure gauge.

21st July Tonight I am in the van with some wheel for George to look at. Julie in her eurobox with her son Shane and partner Emma. At the pub we have the company of John C, George B, Mike H, Chris C, David H, Mark M, John S, Peter R, Rob W, Dave L, George N. We also have a new member Ben who's from France & owns a GT6 a big warm welcome to you. Triumph's this evening were short on the ground with only Mark's Mk2 Vitesse saloon & Peter's GT6 Mk3 out in the car park. Work on our Triumph's has been John C had the tappets reset on the 2000. Peters got new period number plates fitted to the GT6. Julies Raffle winner were Dave won a bottle of wine. Ben won a BBQ and magic mitt, Shane won a tub of hand cleaner, John S won a fan belt, John C won a keyring. It was a sad night for Mike H as his Herald13/60 has been sold and he has to get use to his Golf GTi Mk1

Show & Events Reports

24th June Cornwall camping weekend. Its early Friday Morning, Julie and I are in the Vitesse towing our folding caravan down the A3 to meet up with Mark, Jackie in their Vitesse and trailer, Mike & Barbara in their Stag at a supermarket in



TSSC AREA NEWS

Thames Continues

Horndean. After a light refreshment we started our trip to St Ives along the A31/A35 joining the A30 for the rest of the journey, stopping to stretch our legs and refuel a couple of times. We arrived early evening and started to set up our weekend homes. Then the rains and wind came along to hamper us. Thankfully Mark & Vanessa (already there) had made us all a chill con cane and rice to enjoy while the weather calmed down and later we retired to the campsite bar.

Saturday morning came and the caravan was still standing the wind and rain was replaced by mist. After breakfast we got ready for the road run which was from the TV series "one of Britain's best drives" (I didn't see it either). On the way meet up with John & Anthea and they tagged along, we stopped off at the "Minnack Theatre" to look a round and then on to Mousehole for a pub lunch. That evening was wonderful and sunny we had a communal BBQ and sat out in the pleasant evening chatting drinking and eating, a big thank you to Mark for supplying the meat and cooking it.

Sunday and the sun is shining again we headed off to St Ives to have a group meal in the "Cornish Arms". From there some of us returned to do the Saturday run as the weather and visibility was much better. Back at the campsite we walked into St Ives with Mike & Barbara and joined up with the two Marks Jackie & Vanessa. We enjoyed the afternoon relaxing in a pub garden, later catching a bus back to the campsite. We had another BBQ that evening and more ales in the site bar to finish off our weekend. Monday we pack up our caravan. Bid our farewells and headed back home. A big thank you to all that made us so welcome in Cornwall see you next year.

3rd July Heathrow Show. We meet Dave L, John C & Nina J at the Fox & Castle before heading off. A long the way we pass George & Chris and they are soon back behind us. At the showground we pick out a spot and reserve places for those that are coming On Stand we have Nina J in her Spitfire Mk2, Mike H in his Herald 13/60 convertible, Dave L (and Bones) in his "Rat" 2.5Pi Mk2 saloon, John C in his Mk1 2000 saloon, Andy & Paul in their Stag, Trevor in his Herald 13/60 saloon, Chris C in his Spitfire Mk3, Peter R in his GT6mk3, Rob, Michelle & tribe in their Mk1 2000 saloon Tony & Penny in their TR8 coupe and Julie and I in our Mk2 Vitesse convertible. A lovely line up of Triumph's amongst the two hundred and seventy cars Plus motor bikes, scooters and lorries. Other Triumph's in the field were Peters Spitfire 1500 & Graeme's TR6, Andy's Vitesse, Three TR4's, Seven Stag's, A Mk4 Spitfire, Dolomite Sprint and a Standard Vanguard. The BA clubs bar and restaurant were open as well as BBQ's Chinese take away, ice cream van, auto jumble and bric a brac stalls. It was a great day out blessed with sunny weather.

9th/10th July Ardingly Vintage and Classic Vehicle Show Once again we attended the Vintage and Classic Vehicle Show Ardingly and once again the weather played its usual tricks, despite favourable forecasts. The arrangements were reassuringly familiar, and the site was covered with vehicles of all shapes, sizes, and motive power. The beer tent was as popular as ever.

Arriving on Friday afternoon, after driving through pouring rain, Judy and I could not locate George and Chris: not lost on the way again? We spotted George waving from an unfamiliar area - our usual site was very waterlogged. High winds meant help-

THAMES

ing others to pitch their tent, reciprocating for ours.

Six o'clock sharp we were in the beer tent, which was abnormally quiet so we returned with a carry out fish and chips and 2 pints! Once again 70+ varieties of Beer and 13 Ciders and Perry. We returned to the beer tent later, then back "home" and erected the gazebo for late night mock log heating.

Overnight was punctuated by heavy rain but the gazebo leaked only on George so that was all right.

Saturday dawned cloudy, cool but dry and the show began. The Norfolk Arena was once again used for Car Club displays. The TSSC Gatwick area stand was there as usual, and two interesting displays were seen on a kit car club stand and a Suzuki SC100 club stand.

Triumphs are always well represented at this show - this year a 1934 Gloria - for sale at £6500. Renown's, a Standard pickup, and the more recent Heralds, Vitesse's, a few Spitfire's and Stag's etc.

Other interesting vehicles included a convertible Vauxhall Cavalier, and a Peugeot 504 cabriolet.

We were also intrigued to see traction engine in the display arena suffer a puncture (in solid tyres?). However it was just the large wheel coming off! Guess someone forgot to tighten the bolts.

Saturday night was more or less a repeat of Friday, except drier and colder. Sunday was a much better day, lots to do and see and there was the added attraction of an aerial display by a Spitfire. Once again I could not get round the entire show in two days, and to take in all the pavilions and displays. There are about 600 vehicles, plus displays, auto-jumble etc. However as I found a buyer for my Herald at the show my next appearance might well be in a little known Triumph special which resembles a Golf Mk 1 GTI.

I do plan to be back!

Mike H

17th July Uxbridge show. Dave L once again organised the stand for the 2000 register and TSSC. We meet John C at the Fox & Castle and left for Uxbridge, we get there in good time and miss most of the traffic that would soon build up. Once there we help Dave sort out the stand and we soon have the gazebo's, bunting, Banners and Flags flying. The Triumphs are randomly parked as they turn up one this side next the other side and it soon fills up. On stand we have from:- TSSC John C in his 2000 Mk1 saloon John S in his Herald 1200 convertible, Andy in his Mk2 Vitesse convertible, Mark & son in his Mk2 Vitesse convertible, Carl S & family in his 2000 Mk2 saloon Trevor in his Herald 13/60 saloon, Tony & Penny in their TR8 coupe, Andy & Paul in Enginuity's TR5 Pi, Ollie, Nikki & Tribe in their Mk1 2000 saloon, Daniel in his Stag & our Mk2 Vitesse convertible. From the 2000 & 2.5 Register we had Dave L in his Mk2 2.5 Pi saloon, Mike in his Mk2 2000 saloon, Janet in her Mk2 2.5s saloon, Peter in his Mk2 2.5 saloon, John in his Mk2 2.5s saloon. We had three guests also :- Danny in his Dolomite 1500 HL, Lawrence in his Stag (just on the road) & Jut in his Stag. The TR Reg were opposite us and had seven TR4's, a TR5 & TR8 on show, also in the two fields of cars on show there were four Stag's, a Dolomite Sprint, two Herald 13/60's, a Mk1 & Mk2 Vitesse, two GT6's Mk2, two Courier Van's (one Tony B), a TR2, a Mk2 2000 saloon & Tr7. There was the usual refreshment and ice cream vendors, charity stalls, Auto Jumbler's and display arena. The weather was mainly sunny with a few heavy showers. It was a good show despite taking damage to a flag pole and our new Gazebo.

Reports to follow :- Ripley & Mytchet

NORTH WALES . . . SOUTH WALES



TSSC AREA NEWS

Our next meetings at the FOX & CASTLE are from 8 pm in **September** on the **1st, 15th & 29th** and in **October** on the **13th & 27th**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

September

1st Social Evening at the FOX & CASTLE Old Windsor

3rd RSPCA fete & car show Chobham

15th Social Evening at the FOX & CASTLE Old Windsor

18th Surrey Classic Vehicle Gathering Tilford

23rd /25th Mile Of Triumphs Great Yarmouth

29th Social Evening at the FOX & CASTLE Old Windsor

October

2nd All Triumph Day at Duxford Duxford

13th Social Evening at the FOX & CASTLE Old Windsor

27th Social Evening at the FOX & CASTLE Old Windsor

Mickey & Julie

NORTH WALES Tel. 01492 516479

It was a hell of a month – a mixture of reaching for the skies and plumbing the depths; wonderful summer days, interspersed with depressing downpours.

There was glorious summer sunshine for RAF Shawbury, part of the Cholmondeley Pageant of Power, Bodelwyddan, the Offal Aqueduct adventure and the Llangelollen Railway sixties revival. But it absolutely hissed down on Caerwys and did its best to wreck the last day of the pageant.

To add to the woes, I suffered personal bereavement, the loss a brother on the very day that I was happily cruising around the Cotswolds on the otherwise wonderful MG caper. I had to return to Gloucestershire for the funeral at the time I was left battling to salvage the Caerwys catastrophe that was no fault of mine – and my mood was not helped by unfair criticism, from the most unexpected quarter, on the availability of tickets, even though we were well past the final-entry date. On the day, eighteen cars turned up, two of the tickets over which there was such a fuss, went to waste and it poured down. Made me wish I hadn't bothered! Happily, the sight of Gareth's two youngsters actually enjoying the waterfall between our two gazebos put smiles back on the faces.

RAF Shawbury families day was the highlight for me, even topping the Saturday at the pageant. We took 18 cars and everyone enjoyed some fabulous flying displays. Shawbury is where Prince William did his helicopter training – and judging from the expertise on display, he must be pretty good. What those pilots did with a mighty Chinook defies description, just as it defied gravity. Imagine an elephant dancing Swan Lake... We had a wonderful, lumbering fly-past by a torpedo-laden Swordfish flying the White Ensign, the beautiful Battle of Britain Flight Spitfire, a high speed pass by a pair of USAF F15s, then the Red Arrows. An unforgettable day and our thanks are due our host, Squadron Leader Pickering and our friend Sam.

Turnout during the month was further indication of the strength of our group. We seem to be averaging about 18-20 cars at events and there wasn't a vacant seat at our August meeting. The Offal outing to the canal boat at Froncysyllte drew a record 38 members and we enjoyed the best of the sunshine as we lunched and cruised over Telford's aqueduct. The sun also shone at the lovely setting of Bodelwyddan castle, where young Sam Evans had managed to muster 18 cars. That was some feat by Sam, particularly when you know the difficulty of part-

ing some of our members from the price of a pint!

Well done, Sam.

The Llangelollen Railways sixties revival was another success, when we took 21 cars. The girls were the usual sensation with their outfits, Joyce sporting a Lily Savage wig so tall that I swear there were swallows nesting in the back. Richard sported an appropriate outfit and wig as 'John Revolting' and Derrick went to town with a purple outfit that drew some questioning glances as we rode the steam train into town and walked over the bridge to the Corn Mill for lunch. Celt and I walked well back, hoping not to be associated with the apparition. Being a well-retired senior management figure of Trinity-Mirror Newspapers, I was equally provocative, wearing my genuine sixties Hacking jacket, albeit keeping my mobile phone well hidden!

We returned to the showground at the Glyndyfrdwy Halt on a diesel-drawn train to find the driver was erstwhile member Darren Churm, now qualified engine driver and Llangelollen volunteer. He still has his Spitfire and has acquired a charming little wife.

Members thought I had succumbed to my TR6 yearning when I tootled round the field in a magenta six. I hadn't done a deal. It belongs to my friends Graham and Jayne Edwards, whose son, Richard bought my white GT6. Derrick insists I've got to buy one. Some day...

There are other new motors around. Roger has bought himself an XJS and Derek Martin has bought a TR3. How long before that one wins a concours? In the meantime I must confess that I have finally polished my GT6. I do hope that Autoglym is not addictive....

One triumph cannot be allowed to go un-heralded (sorry). My good mate and fellow student pilot, Roger, has made his maiden solo flight. That deserves Acclaim. All right I'll shut up!

Bob

North Wales members were saddened to hear of the Death on August 10 of Stewart Davies, MGOC Organiser and leading light on the Classic Car scene. A Tribute to Stewart will appear in Next months report.

SOUTH WALES Tel. 01656 861709 www.triumphwales.moonfruit.com

Hi, this month's report is shorter than usual due to Holidays! So forgive the brevity and continue to "watch this space!" for information on what's going on in our area. Our first evening "Fish & Chip" run was to Porthcawl on the 7th of July and was well attended by 12 members with Rob, Pete and Paul heading up the Spitfire squadron fully accessorised with their "Biggles" regalia! The Spit's were backed up by Bern's Herald convertible and our Dolomite.

Although not one of the best, summer evening's weather wise, we enjoyed the run & the delicious Fish & Chips, entertainment was supplied by about 40 "Surfers" who took the opportunity of the large breakers to enjoy their sport and we were captivated by their efforts to keep themselves attached to their surf board!

The following Sunday the 17th, a group of 3 cars attended the Caldicot Classic car show and were made to feel very welcome. Rob, Pete, Bern & Jack organised the area "show"



SOUTH WALES . . . WESSEX WEST MIDLANDS

TSSC AREA NEWS

South Wales Continues

regalia which generated a lot interest in the "Triumph" marque. It's a busy time for Car shows and I try to cover "What's on" on our area website so check out www.triumphwales.moonfruit.com for a list of shows you might be interested in.

The Aberdare show on the **11th of September** followed by the big show at Tredegar House on the **17/18th** are the two shows of main interest for area involvement.

If you cannot get your Triumph entered to display in our group please come along and gives us your support. To finish I can report that the "Sales & Want's" section is starting to be of interest with a set of wire wheels and a prop shaft already sold.

Gwyn

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

July has been a good month for us in the Wessex area in terms of numbers attending our monthly Thursday evening meeting. For July, in our summer tour of the hostilities of the area, we held our meeting at the "Pure Drop" at Ferndown which has changed beyond all recognition from the days when we used to hold regular meetings there. A total of 12 people came along on the night despite the miserable weather although we did all bring our "wet weather" Triumphs! It was good to see everyone and hopefully our next meeting which is scheduled for the "Alice Lisle" will prove as popular – here's hoping for better weather and seeing the proper Triumphs turn up on the night.

At this point I must thank those of you who took the opportunity of the meeting to provide constructive criticism as to the quality and quantity of my attempts at the monthly Area News reports. It was noted that the length of my ramblings fell far short of those of other more verbose commentators and that my Reports failed to include appropriate photographs. As to the



concise length of my ramblings I make no apology, my aim is to cut down on "waffle" as much as I can – believe me I have your own best interests at heart on this one! As to the lack of photographs, I hope to satisfy this request with the following offering of us at the recent meeting, courtesy of Richard (not sure about the dodgy quality though!)

The weather again featured prominently on Sunday 17th July when we attended the Breamore Show. The day started well enough with Jerry, Neil and myself setting off from Ringwood with fine weather which continued until we got to the village of Breamore itself when it started to spit with rain. The three of us had time to find our allocated spot and erect the Gazebo before the others arrived and it started to rain properly. Then the rain

got heavier and the wind started to blow. Unfortunately the miserable weather continued to dominate the day with short periods of sunshine followed by periods of rain and wind – the Gazebo certainly got a christening if not a little battered. Neil and Jerry, being the resourceful types they are, came up with the ultimate solution – utilising Jerry's latest restoration project which is a classic caravan as a club caravan!

However, there is a bit of restoration work required – watch this space! After the wind and the rain, the day ended with sunshine so Alan and I took the opportunity to motor on down to Bournemouth after the show to the Classics on The Prom, where we enjoyed a well earned pint overlooking the pleasure gardens – what a life!

Looking ahead, during August we are planning to attend the Classics at Christchurch Quay on **Sunday 21st** and the there is new event being put on at Beaulieu the following weekend on **Sunday 28th** where all drivers of classic cars are invited to attend.

We are planning to attend the Wessex Classic Car Show at Bovington again this year which is being held on **Sunday 4th September** and put on a Club Stand jointly with the Dorset South Area. This promises to be a good event with entry including discounted entry to the Tank Museum. Between the 2 areas we have up to 16 cars so we should be able to put on a good display of the varied cars that wear the Triumph badge.

The following weekend (**9th to 11th September**) is the Steam Gala put on by the Swanage Railway. We are planning to go along on the Sunday cos its also the weekend of the Annual Beaulieu Autojumble and we will be otherwise disposed on the Saturday. As part of the overall event, a separate display of Classic and Vintage Vehicles is being organised by The Bournemouth & Poole Preservation Club at Harmans Cross. This is an event for individual entry and the fee includes unlimited free travel on the Steam Railway to Swanage and back throughout the whole weekend so again this promises be a good day out.

Hope to see as many of you as possible either at the above events or at our normal meetings on the **last Thursday** of the month. Just to remind you, the **September** meeting is scheduled for the Fox and Hounds at Wimborne – why not come along with your car we would be glad to see you.

That's it for now (hope it wasn't too short for you this time) – Happy motoring.

Trevor

WEST MIDLANDS Tel. 07969 024999

Another month swiftly gone by, and by the time you get to read this report in Septembers issue of 'The Courier', a lot of us will have spent our pocket money at this years Triumph International Show at the Stafford Showground. As an area we are ready for the show. I have tried out the marquee and carried out a couple of running repairs, and my trailer tent is packed and ready. Trish has the menu prepared and if the curry on the Friday night is as good as the one last year then count me in for a large portion and blow the diet plan. I think this year we could have a record number of area members camping and staying for weekend so its looks as though a good time will be had by all. It will be nice to give details of the show and our stay in the October issue of 'The Courier'.

Our meeting on Tuesday 2nd August was another great success, with 51 people attending and 25 cars on show on the pub forecourt. This month the most popular model on display was

WIRRAL . . . WYDEAN NORTH YORKS



TSSC AREA NEWS

Vitesse Convertibles with 9 in attendance. Well, done! Equal second place was Herald Convertibles, 1500 Spitfires and GT6's with three of each lined up. Quite a few of the pub regulars walk out to have a sneaky look at our pride and joys, and you can see by the look on their faces that they appreciate the work and dedication our owners put into looking after their cars. One familiar face was missing from this months line up and that was of Luke and his pride and joy the 1200 Herald Saloon. Luke was away on holiday with his family visiting Weymouth, and NO he didn't take his car with him.

I must make a comment about the raffle which is held each month in aid of club funds. I really appreciate the way in which members contribute to the raffle by buying tickets from Liz, and the good nature in which they accept the prizes which I try to supply each month, trying all the while to vary the style and value of the prizes. Its very difficult to please everyone, but the good natured way in which the raffle is supported is appreciated and of course the money raised for club funds helps to provide extra equipment and supplies for the benefit of everyone. Thanks everyone, and my personal thanks to Liz for her assistance each month. Oh and by the way, keep trying Malcolm I promise one month you will win some chocolate.

Meeting everyone at the Police Social Club on the 16th August, and there should be plenty of things to talk about at our next meeting at the Drakes Drum, after the International Show, that is on **Tuesday 6th September**. See you there, enjoy the show, best regards.

Roger
the Dodger

WIRRAL

Tel. 0151 339 4150

Hi everyone. Not a huge amount to report this month, as Ray has thoroughly covered the recent events in last months write up. As I write, Stafford is a couple of weeks away, I'm sure everyone who makes the journey down from the Wirral will have a very enjoyable weekend as usual.

The one event that has been attended in the last month was the TR Register International Weekend up in Harrogate.

I was actually not working that weekend so I was able to attend with Alison, even though I did finish nights on the Friday morning, so the car was packed a couple of days before so I could get some sleep before the lunchtime departure for Yorkshire. Pete & Carole, Steve H, Geoff & Barb, Dave Evennett, Andy P & Paul Griffies all made the journey to Harrogate and a very enjoyable weekend was had by all.

As well as an excellent display of TR's in the hall, there was an Autosolo and a precision driving display by Russ Swift, these seemed very popular with everyone over the weekend.

We even had good weather and were able to enjoy the BBQ and beers in the late afternoon sun.

Paul Griffies travelled home with another trophy, being runner up in the Concours Masters Class.

There was also another evening run out in August, I did not attend this due to being on nights again but I'm sure an enjoyable evening was had by all.

The August meeting was also well attended with a good selection of Triumphs in the car park, its not that often we get three GT6's out together. As well as the Triumph's there was also a Daimler Dart and an Austin Healey 3000.

That's about it this month, so take care and see you all soon.

Andy

WYDEAN

Tel: 01594 811076

Another meeting with a small but select group (six of us), 4 club cars were in - our TR7, a brace of GT6's, and for the first time an Acclaim. We seem to gain a car each month.

Andy the landlord kindly supplied us with chips, which looking at the two empty baskets went down very well!

We talked about possible future events and plans for future meetings. To start the ball rolling Chris and I have decided to arrange a simple Quiz sheet, with a prize! for the **September** meeting and a Lunchtime Barbecue on **4th December** to christen our new barn.

If you would like to come to the barbecue please contact me, phone on **01594 811076** or email alastair@alastair-johnson.co.uk

See you all for a chat at the next meeting,

Alastair

NORTH YORKS

Tel. 07766 354449

Hi everybody, well for a change the write up is after the meeting! It was well attended with 12 of us (including Belle and Teal!) the new landlord did a spread for us which was good although the egg sarnies made for a windy night.

We had a quick discussion on events for next year and have some good ideas and some ways to hopefully raise some club funds to save up for an event gazebo that will fit in a Triumph! The old ones need a big car or a caravan and its time to modernise the gear!

Keith (TR6/ Midge) passed a review of GT6's around from a period publication and this had us all looking! the comment "evil handling Mk1 " was a tad harsh!

The End of Year bash is definitely on for the **9th / 10th / 11th September** at Burton Flemming. If you haven't booked please let us know! £5 per car for the weekend and camping fees look like £5 per night direct to the camp site.

Christmas meal is being planned at the usual venue for **14th January** (provisionally) Grace will keep us updated.

Other events for next year look like a camping weekend at Dent or Dalby Forest in **May**, a run to Spurn for a meal at the pub and a wander to the lifeboat station - suggestion being if we go to the lifeboat station and all donate a tanner we wont have to pay the £3 toll and it will be a nice thing to do!

I think the solstice run should be on again as it was a good night out.

Events / club nights

Monday 12th September - Club night at the White Swan Deighton, South of York on the A19

Monday 10th October - Club night at the White Swan Deighton, South of York on the A19

Fri 9th September - Sunday 11th End of Year Bash at Burton Flemming - Contact me on 07766 354449 or email 72stag@gmail.com for more info

That's all this month

Rick

IMPORTANT NOTE

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



SOUTH YORKS . . . WEST YORKS

TSSC AREA NEWS

SOUTH YORKS Tel. 07980 010741
www.southyorkshiretssc.yolasite.com

August's meeting was again very well attended. Thanks to Amanda who set the quiz and congratulations to joint winners, Malcolm and Janet and Steve. We'll be voting for the SY TSSC People's Choice trophy winner, at September's meeting, so I'll let you know who scoops this prestigious award next time!

Thanks to Julie & Steve for inviting us all to their Pearl Anniversary Party Surely far too young to be celebrating 30 years of wedded bliss- a great night was had by all. Congratulations once again!

The Doncaster Classic Car & Bike Show, a growing annual event held by the Traditional Car Club of Doncaster and the Rotary Club and in aid of local charities, was also a great Sunday chill out. Thirteen of us in six Triumphs and an MG enjoyed fabulous weather, lots of entertainment, including a Lancaster Bomber flyover and a great selection of classic cars, bikes and commercials. We were also invited into the arena to display our cars and discuss the joys of a Triumphood. Thanks to Richard O, John, Ian, George and his friend who all joined in and didn't leave me standing alone!

By the time you read this we'll have also had our SY TSSC Kidz Klub, been down to Stafford where SY TSSC have sponsored one of the Friday night Races, paid our second visit of the year to old favourite, Brodsworth Hall Classic Car Show and had our annual Summer BBQ, always a great night. I'll let you know how we get on next time.

Looking ahead we still have lot's going on with the Rotherham Vintage Rally at Clifton Park on **Sun 11th Sept**, the Hallamshire Meet on **Mon 19th Sept** and our mid monthly meeting on **Tues 20th Sept**.

In **October**, our meeting at the Crown, Barnburgh is on **Tues**

4th October, there's the St Leger Rally at the Trolley Bus Museum at Sandtoft on **Sun 16th Oct**, the Hallamshire meet on **Mon 17th Oct** and our mid month meet on **Tues 18th October**. Finally the Xmas Night Out has been changed to **Friday 16th December**- so please put it in your diary now.

Please also remember to keep an eye on our new website at www.southyorkshiretssc.yolasite.com and send me in anything you'd like including.

Until next time

Paula
x

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

Hi all, we had only 19 members at the last club night plus one uninvited guest flying around - a very big red admiral that thankfully Jeff put it out of the window. Earlier in the evening the meeting was outside with the bonnets up.

Back upstairs for the quiz- this was very close with only half a point in it, with no yellow or red cards given out.

Bob and Brenda were the winners!

Saturday and Sunday 30th / 31st July was the Triumph TR Register rally at Harrogate show ground where we met up with Richard Briscoe with the club stand and Gary Russell / Steve Openshow, Richard and Martin Baines who had been over to the Harewood hill climb on the Friday.

This must have been a brill weekend for the TRs and the very best venue in the north. This would be a very good venue for the TSSC national event.

On the 6th of Aug some of us went over to Spurn point to the RNLi for a BBQ I will keep this short as it on the dead line date for the Courier

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 Month please



CAMPING WEEKEND



JUBILEE PARK WOODHALL SPA September 2nd ~ 4th 2011

Join us for a relaxing weekend away, and take part in as much or as little as you want.

Convoy on Saturday

Phil's Fiendish Quiz

Raffle

BBQ

Convoy on Sunday to nearby pub for Lunch and goodbyes

	Price	No Req'd	Total
Weekend Ticket per unit* (2 nights)	£24		
BBQ per person	£4		
Electric Hookup	Free		
Grand Total			

*A "unit" is a tent, caravan, yurt, or what ever you sleep in (any number of people per unit)

Please make cheques payable to "LINCOLNSHIRE AREA TSSC"
and send them with an SAE to

Garth Jupp

16 Hermes Way

Sleaford

Lincs

NG34 7WH

Tel:01529 307302 or email garth@juppy.org.uk



BOOKING Form

Friday, Saturday
& Sunday 23/24/25
SEPTEMBER 2011

Name _____

Address _____

Tel _____

e-mail _____

Vehicle make/model

Venue: Broad Farm Caravan Park
Fleggburgh, Near Great Yarmouth
(A1064 Acle to Caister Road)

Please send booking forms to:

Chris Gunby
The New Room
21a Church Street
South Witham
Lincolnshire
NG33 5PJ

Tel Enquiries to:

07976 163006 - Nigel

07843 435190 - Chris

07971 017012 - Claire

e-mail: mileoftriumphs@hotmail.co.uk

			TOTAL
Adults - Weekend	£4 per person	Total:	
Adults Day rate	£3 per person	Total:	
Under 16's	FREE		
CAMPING	£6 per night per unit	Friday	
		Saturday	

ENTRY ON GATE - £5 per person/weekend; £4 per person day rate

Cheques payable to "TSSC - MOT event".



THE
TRIUMPH
SPORTS SIX
CLUB

Herts & Beds Area
Present the 18th
ALL TRIUMPH DAY
at
DUXFORD

SUNDAY October 2nd 2011

£11.95 per person

Gates open 10 am

IWM Duxford discounted admission

£10.95 per person + £1.00

for Herts & Beds Lucky Number Draw

Normally £16.50 per person

FREE TRADERS PITCHES

Under 15's go Free

Discount entry kiosks Close at 2pm.

Museum Closes 6pm.



Location - Jct10. M11
Sat Navs use CB22 4QR

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

Traders must Pre Book Space

Any Enquiries 01582 750943

**To qualify for discounted admission, arrive before 2pm and be in your classic,
Or present this advert or your valid car club membership card.**

NOTTINGHAMSHIRE TSSC & CHURNET VALLEY RAILWAY TRIUMPHS AND TRAINS DAY



Sunday 2nd October 2011

Nottinghamshire TSSC & the Churnet Valley Railway present their 4th Triumphs and Trains Day at Froghall Station, Froghall, Staffordshire.

Join in for a 10 ¼ mile round trip through the Churnet Valley, known locally as "Little Switzerland" behind a heritage railway train for the day, enjoying the sites of restored railway stations, working canals or towpath walks. The CVR will this year be running a special service over the recently reopened Moorland & City Railway branch line to **Cauldon Lowe** on the day. This service is optional and departs **Froghall at 10:30am (an additional fee of £5 per person is charged on the day)** offering a further **15 miles** of railway on a very steep climb. Please note this will be a 2 ½ hour round trip and on this date is timetabled to be the Diesel Multiple Unit. Normal services are expected to be steam hauled on the CVR Service on this day.

Our car display will be situated in the car park at Froghall station, which will only be open for access to TSSC cars. Services will run from 10:30am to 4:30pm.



Booking form for Triumphs and Trains Day 2011

Name

Address

..... Post code

Phone No E-Mail

Registration No

Vehicle Number attending

Cost **£5.00** per car for driver and **£5.00** for the first passenger, offering "Day Rover" ticket on the CVR. (A saving of £12 for two seater car, eg Spitfire, TR6 etc.)
(Further passengers will be charged the full rate of £11 Adult, £9 Senior Citizen and £5 child)

Please send application form together with cash or cheque made payable to

**Churnet Valley Railway (1992) plc to:
TSSC T&TD, c/o Andy Sollis, 39 Whilton Close,
Sutton-in-Ashfield, Notts, NG17 3BF**

Telephone enquiries: Andy Sollis (TSSC) 01623 554212 or Ken Lupton (CVR) 01298 24992

(Disclaimer - The CVR cannot guarantee a Steam locomotive service and reserves the right to substitute with a Diesel loco with no prior notice)



Derwent Valley TSSC

present

The Derwent Valley Bowl 2011

This great event once again is being held on a
Sunday Afternoon and it's
SUNDAY 9th OCTOBER 2011.

All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and
from 'Olympic Athletes' to 'Couch Potatoes'.

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

Mixed Teams of any size will be formed from each area of the
TSSC and other local car clubs to compete for the coveted
Derwent Valley Bowl

All the usual games such as "Cock in the bucket" and "Bag in
the Hole", and "Tin Can Alley"

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

Finger buffet available at 4:30pm for only £4.25 per head.

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

**For more information and to confirm
attendance please phone either:**

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

Venue:-

Smalley Common Ex-Serviceman's Club
338 Belper Road, Stanley Common
Near Ilkeston, Derbyshire.
DE7 6FY.





Christmas Party Night Package includes:

*** 3 Course Dinner * Disco and Dancing to 70's & 80's Music**
£32 per person Places are Limited to 250 Book Early!

Name _____ Membership No _____ / _____

Number of Places required

ADDRESS

POST CODE Daytime Tel No

E-Mail

CARD No /

EXPIRY DATE /..../..../..../ **ISSUE No** **MAESTRO ONLY**

VALID FROM/...../...../...../..... (MAESTRO ONLY if NO ISSUE. No.)

SVN NO. / / / (Last 3 digits above Signature)

NAME ON CREDIT CARD.....

Payment by Cash ☐ **or Cheque** ☐ **Total £**

Please Make Cheques payable to TSSC Ltd and Return Form to:
Triumph Sports Six Club, Sunderland Court
Main Steet, Lubenham, Market Harborough. LE16 9TF

***Note: those requiring Accommodation please Book Direct with Hinckley Island Hotel
Tel 01455 898580 Quoting Date and 'XMAS Party Night' for Special Rates***