



UP TO 15%
DISCOUNT
FOR CLUB
MEMBERS

Affordable peace of mind for
you and your classic.

**Benefits available to Triumph
Sports Six Club members:**

- Up to 15% discount for club members
- Automatic cover for club members whilst on a race circuit at a non competitive club organised track day
- Automatic cover for club members during club organised hill climbs, sprints or average speed road rallies
- Automatic cover, on an agreed value basis, whilst your vehicle is in the custody of a motor trader

**Specialist policy options for
your specialist car:**

- Agreed Value:** Agree the value of your classic at the start of your insurance policy to avoid any dispute in the event of a claim
- Limited Mileage:** If you drive less than 1,500, 3,000 or 5,000 miles per year let us know and you'll enjoy a lower annual premium
- Multi-car Insurance:** The perfect way to insure your collection of cars or your family's fleet. One account manager, one renewal date and one annual premium

☎ **0121 248 9280**

PROFESSIONAL • KNOWLEDGEABLE • FRIENDLY

www.heritage-quote.co.uk

Heritage Classic Car Insurance, part of Norton Insurance is authorised and regulated by the Financial Conduct Authority.
Telephone calls may be recorded for your protection.

REF: TSS0246 07/13

Triumph Sports Six Club

The Courier 399

SEPTEMBER 2013



September 2013



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



LANCASTER INSURANCE

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

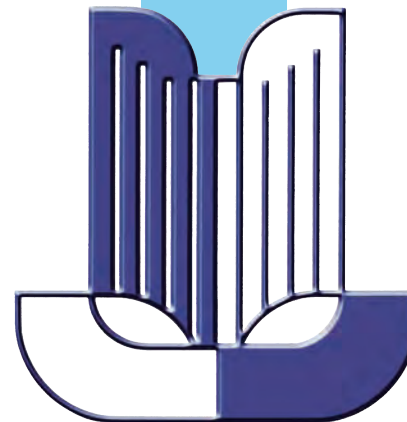
Calls may be recorded for monitoring and training purposes.

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

TSSC-V1-0111

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
- ✓ HQ & Triumph Museum
- ✓ Staffed by Enthusiasts

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.399 VOI 35. SEPTEMBER 2013

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

GENERAL SECRETARY

Vivien Thompson. Woodside Cottage, 35 Fixby Road,
Fixby, Huddersfield. HD2 2JG

Telephone. 01484 541185 email: gensec@tssc.org.uk

COMMERCIAL MANAGER

Bernard Robinson e-mail: courier@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 e-mail TEXT & Jpeg files

NO DOCUMENT Attachments

Courier Copy By 8th of Each Month

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

COURIER EDITOR

Bernard Robinson

COURIER PRODUCTION

Bernard Robinson
Courier Copy to:
Courier Magazine, TSSC,
Sunderland Court,
Main Street, Lubenham,
Leics. LE16 9TF.



SPITFIRE

SAH STYLE

MANIPULATED IMAGE BY

CHRIS RYBKA

Contents

September 2013

Events Calendar	4
CoMment	5
News Review	6
Herald 948/1200/1250 Register ..	8
New Members	11
Herald 13/60 Register	12
Vitesse Register	16
Young Members Co-Ordinator	18
TSSC Insurance Panel News 1.	22
Spitfire MKIV/1500 Register	24
Spitfire I, II, III Register	26
TR4/4A/5/250/6 Register	30
TR7/8 Register	34
TSSC Insurance Panel News 2.	37
Specials Register	38
Stag Register	42
Bond Equipe Register	46
Area Showtime	50
Oil Filter Tester	55
Readers Write	56
Raising Compression Ratio. P.3.	60
Triumph Cars in Miniature.	64
TSSC CLASSIFIEDS	70
TSSC Officers	74
Area News Review/ EVENT Adverts ..	75

COUNCIL MEMBERS 2013

Bill Bate, Ben Broadbent, David Embery,
Pip Flegel, Derek Holman, Peter Lewis,
Simon Morgan, Jane Rowley, Frank Spencer,
Victor Thompson, Vivien Thompson.

For a full list of TSSC officials see page 74.

Honorary MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox.
Dave Glead. 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 2013

T.S.S.C. Events Calendar

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

PLEASE SEND ALL 2013 EVENT INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

September 2013

FRI SAT SUN 6/7/8 SEPTEMBER 2013
TSSC LINCOLNSHIRE CAMPING WEEKEND

DAMBUSTER ANNIVERSARY THEME
PETWOOD CARAVAN PARK
WOODHALL SPA
CONTACT GARTH 01529 307302

SUN 15 SEPTEMBER 2013
THE 20TH ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR MUSEUM DUXFORD
CONTACT PETER
01582 750943

December 2013

SAT 7 DECEMBER 2013
TSSC CHRISTMAS PARTY NIGHT
HINCKLEY ISLAND HOTEL LEICS
CONTACT CLAIRE 07971 017012
COLIN 01773 531580
www.derwentvalley-tssc.org.uk

CLASSIC CAR SHOWS (CLUB INVITED)

Sept 2013

THURS FRI SAT SUN 26/27/28/29/ 2013
BOND OWNERS CLUB STAND
PISTONS & PROPS
SYWELL AERODROME NORTHANTS

Nov 2013

FRI SAT SUN 15/16/17 NOVEMBER 2013
THE LANCASTER INSURANCE
CLASSIC MOTOR SHOW
NEC BIRMINGHAM
0871 230 1088 CODE 2013SC
www.necclassicmotorshow.com



TSSC Club Shop

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

ST Review Magazine Archive

2 Disc Magazine Archive

Featuring: Car Model road tests,
Technical articles Triumph Dealership info
and Period advertising

REVIEWDVD 2 Disc
£10.00

STANDARD - TRIUMPH
Review
Magazine Archive 1959 to 1968

The Standard Triumph Review which started life as the Standard Car Review (incorporating Triumph Motor) was the Trade and Dealership Journal of the Standard Triumph Company throughout the 1950's.

It was published monthly and this CD Archive covers all issues from Jan 1959 until its eventual demise in 1968. Being then replaced by the British Leyland Corp's 'High Road' Trade magazine.

Each issue was packed full of the latest Standard Triumph news and events, also dealer information, technical articles, road tests and general interest and general interest articles gathered from all around the world.

Also featuring throughout was the delightful full colour photographing of the time, from the Triumph history suppliers and manufacturers to period accessory dealers.

Disc 1. Volume 1. 1959 - 1963
Disc 2. Volume 2. 1964 - 1968

A Triumph Sports Six Club Production
www.tssc.org.uk info@tssc.org.uk +44 (0) 1858 434424
© Copyright Triumph Sports Six Club Limited. Registered Office: Bicester

STANDARD - TRIUMPH
REVIEW
INCORPORATING TRIUMPH NEWS

STANDARD TRIUMPH

STANDARD - TRIUMPH
Review
standard triumph *review*
Magazine Archive 1959 to 1968

CoMment

BY PETER LEWIS

COUNCIL OF MANAGEMENT

The TSSC Message Board Forum & Pete's 10,000 Posts.

Hi, I thought I had better submit some clues as to why I have now posted such a high volume of answers on the Club Website Message Board.

This all started when the old website closed back in 2007, having joined in 2003, and used the old Forum with good results and a wealth of good information. When the old site was 'Rebuilt' it was devoid of content and needed some serious work to refill the gaps left with help and advice, somehow I got persuaded into testing the 'New' website by flagging errors and oddities. Much was accomplished and even the developer was chipping in and adding content on the Message board.

Having a pretty wide background in engineering it's easy for me to add useful and suggestive comments which are based on Triumph specifications, so if a member posts a request for some obscure information, I have normally been there and worn most of the Triumph Tee shirts, or extracted it from my grey matter after 42 years of Truck design and Manufacture.

I try to stick to basics, I don't dabble in dynamic modifications, there's many out there who have excellent background in hybrid or major modified cars, I'll steer clear of that scene if you don't mind.

So daft as it seems, I am heading for some 9,500 Posts on forum, hopefully helpful, sometimes there's thread drift with some fun and banter to lift the humour.

As the Forum Moderator, I do switch my box of buttons on more than many to keep an eye on content but we do have a body of regulars and they seem to keep to the rules, we have the odd jab, but it remains sensible and constructive, even the banter is normally clean and that's not a green light to start anything too suggestive by the way.

Many know the failings of the Website to deliver what you all expect, the loss of the inter membership e-mailer and 'subscribe to' messages is a real pain. We know the shop navigation and its pictures are less than intuitive. I have tried to get members emails talking to each other but that's hit and miss I'm afraid at present.



Much has been discussed and debated and a number of voluntary developments have not been completed for many reasons. BUT, with some luck, some funding and a following wind, a totally brand new site will fall off the production line in the near future - sorry there is no confirmed date as yet, but it will have bells whistles and a Forum and Shop that's easy to navigate, and the Forum will have a members only section so any sensitive problems can be aired without posting them to the whole world. We tried this with the current site but the test failed and totally mixed up just who could see 'what' subjects.

The How To section is currently locked, this was to restrict content but it does reduce input from those with good idea's, and I'm of a mind to open this up.

So if someone wishes to do the next 10,000 posts, please do, I could do with the help.

Some simple stats below from the Forum about which top three Posts are popular - and no it's not me clicking on Herts and Beds! and I promise, many others also contribute to the 'Jokes' section.

The Show us Your Car is Top Of The Posts, I guess its got something to do with Your Cars, so let's have some more please.

Show us your Car	1039402 posts
Joke	690705 posts
Herts and Beds	235943 posts



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC Council of Management Volunteer Wanted

Role of General Secretary

A volunteer role is now available with the TSSC for the position of Council of Management (CoM) with Corporate Secretary Responsibility.

The role is an exciting opportunity for the successful applicant to undertake a significant role within one of the UK's leading classic car clubs.

Main Role Responsibilities

- Organise, provide papers for and minute CoM meetings and General Meetings
- Ensure the Club's Memorandum and Articles of Association are adhered to
- Give reassurance to CoM that all activities of the Club / CoM are within the law
- Ensure adherence to sound Information Governance processes / legislation
- Keep Companies House records up to date

Skills and Competencies required

- Legal qualification (preferred, not essential)
- Excellent communication skills
- Line management experience
- Demonstrate excellent decision making

Applicants are invited to send their CV and other relevant details to: TSSC General Secretary, **Vivien Thompson** at vcandvh@gmail.com or by post to:-

**Triumph Sports Six Club,
Sunderland Court, Main Street,
Lubham, Leicestershire. LE16 9TF.**

Special Celebration



I'm sure all members will want to join in with the rest of HQ staff at Sunderland Court in wishing our very own **TSSC Membership Secretary Angie Hill, MANY HAPPY RETURNS** on celebrating a 'Major' Birthday this month!

Happy Birthday Angie from us all!!

(She'll kill me for this!)

Bern, Ed

All Triumph Day at Duxford IWM 2013 Sunday September 15th

Just a reminder that at this years all Triumph day at Duxford (Organised by TSSC Herts & Beds Area) you will also have the opportunity to sit in a **REAL Spitfire plus** see a Spitfire Rolls Royce Merlin engine being run up to full power on a rig, so you can experience the Prop thrust plus the Noise and smell of a Spitfire at close proximity. Not something you can experience every day, so don't miss it!

Oh and apparently there will be quite a few Triumphs on display as well!!

See the Advert on Page 69 this issue.



HQ OPENING TIMES

SEPTEMBER - OPEN AS USUAL
MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



www.tssc.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

www.tssc.org.uk

OCTOBER - OPEN AS USUAL
MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show

Duxford All Triumph Day

Imperial War Museum, Duxford, Sun 15th 2013

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 1 2013

*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, Woodside Cottage, 35 Fixby Road, Huddersfield West Yorkshire, HD2 2JG. or email: gensec@tssc.org.uk*

Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

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

Heritage Classic Car Insurance
0121 248 9280
www.heritage-quote.co.uk

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 (Peter James)
- Support from the Club Office
- All four brokers offer a full range of high quality insurance policies, including multi-vehicle.



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



Colin Lindsay A Hard Days Night...

A

s with previous years you'll have to wait until next month to find out what the trials, tribulations

appear in picture form on the famous Abbey Road L.P. cover. The body is basically very sound but will require a full re-spray to bring it up to top

and what treasures there were at the International; but if I were to say that Stafford was the first show of any kind I've managed to attend in 2013 you can guess at what kind of year it's been. Work, illness, and spare parts failing to arrive have left me with no roadworthy Triumph for the first time since 2005 and missing the best summer in years has really spurred me on to getting my 1200 convertible ready for its' 50th birthday in 2014. What a summer for a soft-top! Expect a frantic burst of activity over the coming winter...



In the course of sourcing parts on the Internet I recently discovered that a Triumph Herald 1200 Estate came up for auction recently, with a bit of music history attached. To quote the listing from South Western Vehicle Auctions in Poole, Dorset:

condition. Some service history with this vehicle and several MOT certificates.

"1967 Triumph Herald 1200 Estate. This vehicle has had four owners. It comes with its original handbook and several spares. The engine has just had a compression test and is running as it should. The brakes have just had a complete overhaul for the M.O.T. and the vehicle is mechanically sound. This vehicle is believed to



HERALD 948 -1200 -1250 Register



Condition: 3 Estimated sale price: £900 – £1,500”

The Abbey road LP cover is one of the most

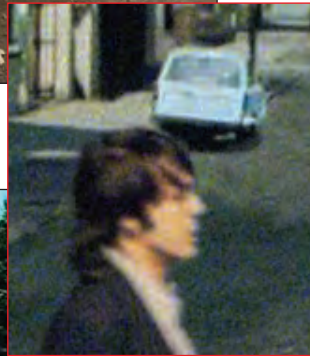


famous photographs of the Beatles, and was taken on 8th August 1969 by a photographer standing on a step ladder while a Policeman stopped the traffic. It has sparked controversy and rumour ever since, with the four likened to a funeral procession for Paul McCartney, who was supposed to have died in a car crash shortly before, hence his bare feet. For a corpse he seems to have done alright for

himself in later years. The white VW Beetle on the left was parked by a local resident (it is often wrongly claimed to have belonged to John Lennon), and the next vehicle on the same side is a Pale Blue Herald 1200 Estate.

I can find no record of where it has been until the auction, nor how it was

known that it is actually the LP cover car. The amazing thing is that it sold for a paltry £1650; surely it should have made more? LMW 281 F had it's number plate stolen many times by fans before the car was sold in 1986 for £2350



and is now in a museum in Germany. The price would no doubt be so many times higher today although it is reported the number plate was sold separately to an American collector.

Perhaps the problem with the Herald is that it is so far from the camera the plate cannot easily be read – in fact I

couldn't find a sufficiently high-resolution photograph anywhere to allow me to confirm that the number is definitely MHS 31F, which appears to be the number on the auctioned car – I can't make it out on the photographs. I've no information on where the car has been since 1969, but I would have thought that it would be more widely celebrated in Triumph circles? The new owner sells cars in Dublin and



the Estate has already been re advertised as the Abbey Road car, with price on application – no doubt quite a bit higher than £1650... I'd hazard a guess that it will become quite bit more well-known after this. Hopefully it won't turn out like the Last of the Summer Wine Heralds, where a few owners claiming to have **THE** car found to their horror that there were quite a lot of them...

The Beatles were no strangers to Heralds; at a time when the Mini was the height of fashion – in fact each Beatle had a Radford Mini Cooper, amongst others - our cars were stylish, economic and suited to city life with a turning circle smaller than that of a London taxi. This above iconic photograph shows John Lennon behind the wheel of a white 1200 convertible; the car actually

belonged to producer George Martin. He once famously crashed it into the rear of George Harrison's Mercedes as he arrived late for a recording session, but at that point relationships were so strained in the recording studio that Harrison stormed out in a temper as Martin came in, and so wasn't informed of the accident until much later... probably a drum brake model then...!

The Beatles also famously arrived at a concert in Cleveland in 1966 in a red Amphicar, which belonged to the radio station WIXY 1260 and was actually used for live boating reports from Lake Erie. It is also claimed that

John Lennon and Paul McCartney had one Amphicar each, and used to race them across a lake near one of their homes.

If anyone has any photos of this, I'd really love to see them.

Enjoy the rest of the Summer – those of you that actually have an MOT...!

Colin

Welcome to NEW MEMBERS



THE
TRIUMPH
SPORTS SIX
CLUB

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

Richard Eversten
James White
Russell Davies
James Batchelor
Garry Heywood
James Fudge
Don Van Laidler
Patrick White & Assoc
Neil Cossins
Thomas Simmons
David Leach
Andy Jefferies
Daniel Burnham
Stanley Hendy
Joshua Looms
Robbie Dawson
Bob Plastow
Anthony Keam
Geoff Mussard
Philip Cowell
Joseph Ulyatt
Andrew Scorgie & Assoc
James Mather
Guy Wilson
Ruth Sloss
Jonathan Parker
Charles Day
Wayne Ash
Jonathan Cameron
Rufus Crosby
Mark McCarroll
Kevin Smith
Paul Jennings
James Kirk
Adrian Derry

Avon
Beds
Bucks
Cambs
Cheshire
Cornwall
Cornwall
Derbys
Derbys
Devon
Devon
Dorset
Essex
Essex
Glos
Glos
Herts
Kent
Kent
Kent
Kent
London
London
London
London
London
London
Manchester
Manchester
Manchester
Middx
Norfolk
Northants
Northants
Northants

Graeme Tomlinson
Ray Foley
Tom Henshall
Martin Reynolds
Nicky Elsworth
Jeff Smart
Helen Overington
Clive Morrish
Stephen Hodgson
Daniel Jones
Paul Watson
Michelle Taylor
Gary Lawton
Jonathan Gaskell
Nicholas Butler
Christopher Schneider
Shaun Bethell
Sally Anne Sheldon
John Drennan
Chris Grainger
Rob Bannister
Linda Weatherill
Ole Hutter
Ole-re Idar Anda
Paul Wright
Michael Harwick

Northern Ireland
Pembrokeshire
Staffs
Surrey
Surrey
Surrey
East Sussex
East Sussex
Tyne & Wear
South Wales
South Wales
Warks
Warks
Warks
West Mids
West Mids
West Mids
Worcs
North Yorks
North Yorks
South Yorks
West Yorks
Germany
Norway
New Zealand
Spain

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

HERALD 13/60 Register



www.tssc.org.uk/herald
e-mail. philw1360@gmail.com

Phil Willson



Engine No. GK134 LESS ?

By the time you read this Stafford will have come and gone and I hope that I will have met up with some of you. It's been a couple of years since I was last there so I am really looking forward to it.

I am currently in the throes of changing my gearbox over to the Mk IV Spitfire unit that I recently rebuilt. I had noticed a small oil leak in the clutch bell housing area so it was a matter of finding out whether this was from the engine or the gearbox. Well, it appears to be from the engine as the gearbox input shaft is dry as a bone. The rear engine oil seal was weeping a bit, which I suppose is not surprising as it's probably the original. The engine is a factory service spare i.e. a new unit that was supplied later as a replacement. It has the strange engine number GK134LESS. This means that it is (in theory, see below) a later GK series engine, number 134. But LESS? LE means it was low compression and SS is a service spare. I found this unit on a scrap estate car at a local yard in the late 80s. Given the overall state of the car it seems surprising that the owners had invested in a new engine, but I wasn't complaining. The yard accepted an offer of £100 for which I could

remove anything at all that I wanted and they would then just scrap the remains. The car did yield many good parts including an excellent tailgate which is also now on my car. The reason for the car's final demise was, I suspect, the wrecked gearbox and the reason for this was soon discovered. I can only assume that there had been a bit of trouble adjusting the clutch so some bright spark hit upon the idea of moving the flywheel back about a quarter of an inch



Picture 1: *The case of the strange engine number*

using a spacer – not a great idea at the best of times. However, the best bit was that the spacer was slightly larger diameter than the recess in the flywheel in which it was supposed to sit and the effect of this was that the flywheel wobbled as it rotated. I can only imagine how the clutch must have felt! Anyway, the result was a wrecked gearbox input shaft and the scrapping of the car. Before I transferred the engine to replace my worn out, oil burning original I replaced the pistons with standard high compression ones. In doing this I also discovered that the engine is actually a GE unit, not a GK as

marked, as it has the smaller bearings and timing cover oil seal of the earlier unit. So why it is marked as a GK engine is lost in the mists of time.

Back to the present job. To get to the crankshaft seal it is a matter of removing the gearbox, clutch, flywheel, engine backplate and seal housing, all described in the workshop manual, as is the replacement of the seal. To remove the clutch and flywheel you will need to prevent the engine from turning as the bolts, particularly those of the flywheel, are quite tight. To do this I used a piece of angle iron with an edge jammed in the flywheel ring



Picture 2: Preventing the crankshaft from turning

gear (picture 2). Don't be tempted to use the crankshaft bolt as you will actually be trying to undo that as well.

One thing that is missing from the description in both the official manual and the Haynes one is that the uppermost bolt fixing the seal housing to the crankcase should be seated on a copper washer as I assume the hole goes through to an oilway. The other 8 (two fixing it to the sump) have ordinary spring washers. I only realised this when reading the latest edition of Practical Classics where they are describing work on a 6 cylinder Triumph engine. The parts manual and at least one supplier's catalogue confirm that this is correct.

The seal does need to be centralised when

refitting to the engine. The Triumph manual



Picture 3: Old leaking seal in position on engine



Picture 4: New seal fitted to housing, top bolt to have a copper washer

talks about a special tool but, in its absence, I will use the Haynes method which is to locate the seal housing on the crankcase with the 7 bolts only finger tight. Then rotate the crankshaft a couple of times which should do the

necessary. Then tighten up to the recommended 18 to 20 lb.ft. (It's only an aluminium casting so tightening torques are low). Finally also fit the two sump bolts (10 to 12 lb.ft.). I hope I am lucky enough that this method will work for me as the sump gasket does not appear to have been damaged when I removed the seal housing.

If I am wrong and there is a leak then I will have to replace the sump gasket as well at a later date, so fingers crossed!

On a different topic, I came across a fault recently whose cause was something I had never come across before but I had heard of. It was on a Spitfire (but the same would apply to a Herald – or pretty much any car for that matter) that I was working on and was trying just to get it rolling prior to restoration work. The symptom was that the front left hand brake was seized solid. I assumed the usual cause i.e. that the calliper was seized. I only needed to do a temporary job, not be used on the road,

so I overhauled the offending calliper with a fairly old repair kit and it seemed ok. So I refitted the calliper, bled the brakes and – it seized again. So I fired up the grey cells and recalled an effect I had heard about whereby the inner lining of the brake hose comes away and blocks the pipe. The outside looks quite normal. To test this I loosened off the hose connection to the calliper to relieve the pressure and the brake freed off. So the hose was acting as a one-way valve, allowing fluid through to the calliper but not back again.

Fitting another hose solved the problem and the car is rolling again.

So that you don't keep having to hear my ramblings every month and assuming you don't just want technical articles, if any of you have a tale to tell about your 13/60 then please email or write to me. Good quality pictures would be nice as well. I hope you have been having a good summer.

Phil

Need help fixing your Triumph

We are Triumph specialists, and can carry out all aspects of restoration and maintenance work, whether it's a body off rebuild, a respray or mechanical and MOT work.

Our 3500sq ft workshop is fully equipped with MIG and spot welders, 4-post vehicle lift and a Spraybake paint oven to ensure perfect paint.

SERVICES:

- Electrical work
- Bodywork and paintwork
- Mechanical and servicing work
- MOT preparation and welding
- National collection & delivery service



MW Restorations
01799 584994

www.mwrestore.co.uk e-mail: mike@mwrestore.co.uk Saffron Walden, Essex.



LE MANS CLASSIC

4th to 6th July 2014

Bookings Open Soon!

The Triumph Sports Six Club is organising the premier Le Mans Classic camping experience at the top-rate Tertre Rouge campsite, right on the circuit.

ALL Triumph enthusiasts are welcome.

Our tried and tested package includes:

- Exclusive, spacious private camping at Tertre Rouge, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car.
- Rally plaques, car stickers and commemorative regalia.
- Priority booking for members of the TSSC and selected other Triumph clubs.
- Discounts on ferry crossings.

*Don't miss the 50th Anniversary of
Works Spitfires at Le Mans!*

*If you would like to be kept informed of booking arrangements,
please complete and return the tear-off slip below and post to:*

TSSC, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF.

Name.

Address.

.....

..... Postcode.

E-Mail:

CLM2014

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



Dave Rumens

Vitesse de France



Hello folks. As we roll on to autumn we can look back on what was largely a hot dry summer which was very welcome after last year's constant rain. As a result we could get our cars out and enjoy the summer events. So it was good to receive a report forwarded on by **Paul Robinson**, Northern Ireland AO, from **Phil Boulton** covering his trip to Le Mans in his Vitesse. So let's hear from Phil -

I am safely back from Le Mans and the Vitesse went well. I had to replace a recently fitted fuel pump that failed, but I had my old one as a spare in the boot and it didn't hold us up much. Brittany Ferries relieved me of the burden of carrying a full exhaust system, courtesy of their unloading ramp at St. Malo. We loaded the pipework onto our friend's trailer and got it re-fitted by the French equivalent of Kwik-Fit later that morning. The

in the middle of the inside lane of the M5 on the way home. It managed to remove one of the silencers. I added it to the luggage in the boot and carried on regardless.

Apart from those incidents, there was no mechanical trouble. The engine ran beautifully, even when called on to do extra mileage at short notice. This came about because Stena cancelled the overnight Liverpool to Belfast ferry and I had to drive to Cairnryan instead. The Vitesse lived up to its name and ate up the miles comfortably.

However, the highlight of the trip was at Chateau Chanteloup where we camped. Every year they organise a car show on the eve of the 24 hour race. The Chateau owner selects a



Photo 1.

final indignity to the exhaust system was inflicted by what looked like a tie-down strap with a large buckle attached which was lying

dozen cars from the campsite which are judged on various criteria. There were Ferraris, a Maserati, Mercs, a BMW, a Noble, TVRs, a

66 Vette and a 69 Mustang.... and my Vitesse!
The Noble was voted best Modern, the Vette

in a Triumph. Just to show my age I too learnt



Photo 2.

was best classic and the Maser was the Car of the Show. However, my Vitesse won the hearts of most of the crowd and was awarded the 'Art Car' prize. People couldn't believe that I'd driven all the way from NW Ireland. And I couldn't believe how many people had learned to drive in a Herald or owned one, or a Vitesse, Spitfire or GT6. There are a lot of Triumph fans around !

Photo of car, proud owner, prize (courtesy of sponsors Michelin) and Chateau is attached, *Picture 1*.

Well I am now off to Scotland in the camper. Thanks go to Paul and to Phil for his interesting report. As Phil said we do get many people looking at our cars because they learnt to drive

on a Herald back in the 1960's, many did as it was a popular choice with the Driving Schools. It was good marketing as many of us went on to buy a Herald after we had passed the driving test. It's now hard to believe that in the 1960's around one in four cars on the road was made by Standard Triumph and there were very few non-British makes sold. Most of the Standard Triumphs were either Heralds or Standard 8/10, *Picture 2*, models. By comparison the Vitesse was less of a common sight on the roads, this may well be due to its higher purchase and running costs.

That's it for now see you all next month.
Safe Driving & Keep Running On All Six

Dave.



Sir Stirling Moss OBE



PETER JAMES INSURANCE

Two Leading Names - One Market Leader

STEWART MILLER INSURANCE



TSSC Insurance Partners **Peter James Insurance** and **Stewart Miller Insurance** can provide a complete range of Insurance Services for every TSSC member.

PETER JAMES INSURANCE
Telephone: **0121 506 6040**
info@peterjamesinsurance.co.uk
www.peterjamesinsurance.co.uk

STEWART MILLER INSURANCE
Telephone: **0121 422 2282**
info@stewartmillerinsurance.co.uk
www.stewartmillerinsurance.co.uk

All Specialist Vehicle Insurance

Commercial & Household Insurance

Young Member's Co-ordinator



<http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122>

e-mail. triumph-dan@hotmail.co.uk



Dan Chudleigh

Not everyones cup of Tea

I'm writing this and have a million and one things on my mind. All good things mind you, lots of up coming trips. It's two weeks till Stafford and the week before that I have a trip up to Maidenhead for an event called Retro Festival. The Retro Festival was a last minute booking and only came about because I bought a caravan.

Now I know caravans are not the most popular thing with motorists and not always the best thing to stick behind your classic Triumph. I was not actually in the market for one, only the year before I had clubbed

fit on a scaffold lorry.

A few months back my sprayer mentioned he was selling his folding caravan and that I should buy it. I wasn't at all interested and left it at that, a few weeks later he mentioned it again after having no luck selling it on ebay. I will give him his due, he was giving a good sales pitch telling me it's the right age to go behind my cars and weighs very little. When I then had 10 mins I looked up online to actually see what this Folding caravan looked like. It was a 1973 Portafold. Once I saw what it looked like and how they worked, I began to



together with my sister and bought an old trailer tent. It was £400 and did everything we needed it to. It was light and could be towed behind anything and, once fully erected, had ample space, storing it was not a problem as it took up so little room, always a consideration with a drive full of Triumphs.

If anyone has ever owned a trailer tent, then you must agree they have one big drawback, and that it's a massive faff to put up, what seems to be a never ending concertina of material then the poles, more than what would

think it was a good idea. I now had the challenge of selling the trailer tent to raise the money to buy the Portafold.

I had spent a bit of time and money on the trailer tent in the short time we had owned it, put new tyres and rewired it all with new light units and a few other bits and pieces. I tried a few free sites to advertise it and had no luck so then I stuck it on ebay at 99p start price and a £400 reserve. Not one person messaged me and the bidding only went up to £140. The idea of owning the Portafold was becoming

Young Members Co-ordinator

more and more distant. I happened to mention it to a friend in work that I was having no luck

myself up for it. Booking through the club cost just £3 giving a saving of well over £100, I was amazed.

If one has owned one or is interested in owning one, get in touch. Since owning it I have actually spent more weekends in it than I have my own bed. It's not the most luxurious accommodation and can



selling it and with that he said he would have it for the £400 I was asking.



actually be compared to a Wendy house, on the level of spec it comes with. It weighs just 355kg and it is fully braked and tows well behind even a Herald. When behind my 2500PI it makes very little difference to the fuel consumption. Every time you pitch up on site

A day or two later I was the proud owner of a Portafold and with its original sink, awning, and revolution alloys. After doing a bit more research online I found they have quite a following. I joined a forum (www.portafold.co.uk) and was amazed to see just what sort of modifications people do to them and also what people use to tow them. After a bit more looking through the site I found that they were having a annual meeting at this big event called Retro Festival (9/10/10 August), after looking into the event I decided I really wanted to go. So signed



people are always amazed as to see how it all folds out and how old it is. I am very much converted to the life of caravanning!

Dan

T.D. FITCHETT Ltd

SUPPLIERS OF ORIGINAL TRIUMPH SPARES - www.tdfitchett.co.uk

HERALD/VITESSE

Delaney-Galley heater valve 560612	£48.50
Petrol tank	£145.00
Front lower valance 1200 O.E.	£175.00
Front lower valance 13/60 O.E.	£175.00
Front lower valance Vitesse O.E.	£175.00
Herald 13/60 front lamp panel 812140	£80.00
Herald 1200 front wings	£140.00
Herald 13/60 front wings	£100.00
Vitesse front wings	£140.00
Front wing 'D' plates 703627/8	£10.50
Windscreen drip channel	£13.00 pair
Herald/Vitesse door skins 901338/9	£75.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£320.00
Sills 803070/1	£26.50
Tread plate repair panel	£8.50
Front Footwell	£69.50
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	£30.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£75.00
Herald 1200/13.60 rear centre valance	£77.50
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£59.50
Front/Rear wing arch repair panel	£24.50
Rear wing front repair panel	£18.50
All chassis outriggers/side rails/boot extr	£22.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£125.00
Rear overriders 703708/9	£49.50
Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£160.00
Accelerator pedal bracket 147655	£12.50
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/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.20 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)	£315.00
Vitesse (exchange gearbox)	£285.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£170.00
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

MANY ITEMS STOCKED FROM NUTS AND BOLTS TO BODY SHELLS
CALL NOW
or order online
www.tdfitchett.co.uk

13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
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	£350.00
Door skins YKC74/75	£52.50
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	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
TR7 gearbox 4 speed (exchange)	£285.00
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	£37.50
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
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£205.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£165.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£350.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
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	£15.50
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£100.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E.	£80.00
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 trunking 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£350.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPITFIRE MK I & II & III

Spitfire MkIII Bonnet Assembly less tubes	£1050.00
Nearside/offside front wings	£95.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£59.50
Front inner wheel arch 706548/9	£59.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£61.50
Battery box 806707	£25.00
Rear valance lamp panel 569900	£85.00
Boot lid 575787	£395.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£160.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£315.00
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.....	£19.50 pair
Front wings 909663/4.....	£55.00
Front wheel arch outer 909351/2.....	£49.50
Front wheel arch inner 909797/8.....	£39.50
Headlamp support panel assembly 818871/2.....	£40.50
Front quarter valance 815391/2.....	£80.00
Door skins.....	£61.50
Sills non original. 903097/8.....	£47.50
Sills O.E. 903097/8.....	£69.50
Sill reinforcement panel 806634/5.....	£7.50
Inner sill 806638/9.....	£27.00
Front sill end plate 706422/3.....	£8.50
Half floor (deep pressing).....	£135.00
'A' post lower filler panel 706288/9.....	£22.00
Bonnet hinge pivot box RKC362/3.....	£46.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 911107/8.....	£60.00
Rear wing non O.E.....	£130.00
Rear wing front repair panel.....	£21.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
Boot floor.....	£140.00
Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreens aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£39.50
H top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£77.50
Window regulator 911271/2.....	£65.00
Window regulator glazing channel.....	£65.00
Front outriggers 209398/9.....	£42.50
S/steel tread plate finishers.....	£32.50 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.....	£5.00
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.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£85.00
Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£170.00
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 GWC1110.....	£12.50
Rear brake lever 123135.....	£6.50
Brake shoe set GBS749.....	£10.00
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).....	£45.00
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£40.00
Seat cover set with 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.....	£190.00
Hoods vinyl inc zip window.....	£160.00
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 Rec.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£1,050.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£95.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk III 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 III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£17.50
Brake shoe Mk I/II/III rototex GBS750.....	£16.00
Brake shoe non rototex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Dalo 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.....	£195.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
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.....	£11.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701711.....	£20.50
Boot carpet 728551.....	£22.00
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).....	£350.00
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
Front underrider 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).....	£75.00
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£25.00
Recon windscreens wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolomite 1300/1500 recon exc distributor.....	£47.50
Dolomite Sprint recon exc distributor early/late.....	£160.00
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.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£295.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50/3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£87.50
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Toledo/Rear shock absorber (Dolo).....	£22.50
Frontal 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
Dolo 1500/18-50 brake shoes GBS746.....	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£15.00
Sprint wheel cylinder GWC1121.....	£15.00
Tank sender 1500HL/1850HL/Sprint 215652.....	£27.50

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX

Telephone 01952 619585/620434 Fax 01952 610510 Web: www.tdfitchett.co.uk

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-Strag, 2000, TR7 - Drive shafts - TR6, Stag, 2000.
Manufacturers Part No. used for reference only

ALL MAJOR CREDIT CARDS ACCEPTED



TSSC Insurance Panel



Ask us about our **NEW Multi-vehicle policies...**
One policy, one renewal date for all vehicles.

"A brand NEW Multi-Vehicle insurance arrangement with one policy and one renewal date for all vehicles whether classic or modern provides a real breakthrough,"

writes Peter James.

whenever you want to use them and whichever you want to drive that day, our unrivalled multi-vehicle cover will insure all the vehicles in your collection no matter how many are classics or how many are modern.

"The classic car movement is in itself a large and important industry and everyone's treasure from a Herald 1200 to a Ford Anglia to a Ferrari 250GT is carefully cleaned, cosseted and properly insured. Trouble is if you own several classic cars plus modern vehicles for everyday use, you end up with policies and different renewal dates all over the place. If ever there was an area of motor insurance that needed tidying up and re-organising this was it and after considerable discussion and negotiation over many months.



Whatever the mix of your classic and modern car collection, however many cars you own,

that we at Peter James and Stewart Miller Insurance have achieved our eureka moment.



We can now provide for you unique Multi-Vehicle insurance cover arranged to meet your precise individual needs.

For your convenience and no matter how big your collection, every vehicle is insured individually within one policy with one renewal date and one overall competitive premium. We start your policy with one vehicle then add on additional vehicles as they become due for renewal bringing your policy round to a single renewal date. All policies include limited or unlimited

mileage, break down recovery and motor legal expenses as appropriate and we look forward to talking to you about them in detail."

The Peter James Insurance and Stewart Miller Insurance team will be more than happy to meet any visitors wishing to chat through the range of insurance options we can offer, so please do come and see us.

Need more info?
Call us NOW - 0121 506 6040



Stirling Moss
 Sir Stirling Moss OBE

PETER JAMES INSURANCE
 Two Leading Names - One Market Leader
STEWART MILLER INSURANCE

TSSC Insurance Partners **Peter James Insurance** and **Stewart Miller Insurance** can provide a complete range of Insurance Services for every TSSC member.

PETER JAMES INSURANCE
 Telephone: **0121 506 6040**
 info@peterjamesinsurance.co.uk
www.peterjamesinsurance.co.uk
 All Specialist Vehicle Insurance

STEWART MILLER INSURANCE
 Telephone: **0121 422 2282**
 info@stewartmillerinsurance.co.uk
www.stewartmillerinsurance.co.uk
 Commercial & Household Insurance

SPITFIRE MkIV/1500 Register



e-mail.

ford.derek@sky.com

Derek Ford



Mission Stafford!

The International Family Weekend has been and gone, and TSSC North Staffs Area Organiser **David**

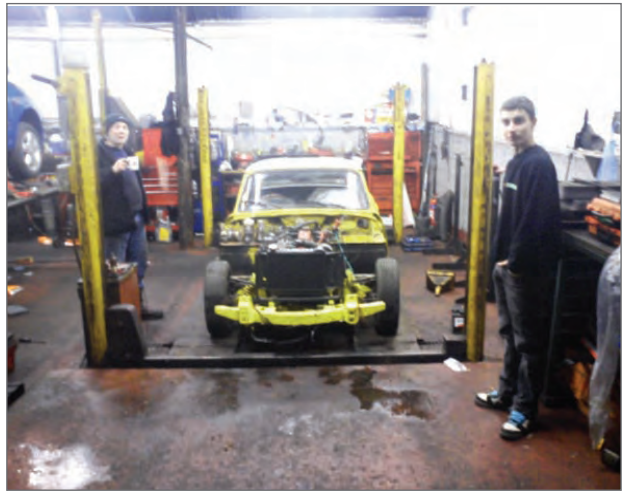
Woodward took advantage of the Avenue of TSSC areas at the show to try and attract more local members to the area and support the Club. To aid their efforts with the display area **Aaron & Ian Hissey** from the Staffs Area set themselves a target to get a Spitfire rolling chassis ready to display at the Stafford International.

I will let Ian tell the tail of

"Mission Stafford"

Classic Cars are one of those things that can enrich your life and test your nerves in one package, why?

Well first an introduction: Hello my name is Ian and my Son is Aaron. When Aaron was 2 I bought my first two classic style cars (86 lotus Excel 76 Eclat), that was back in 1999 and since then cars have come and gone but those 2 cars are still with us. Hence Aaron has grown to be a bit of a petrol/diesel head. However as his 17th birthday begins to loom on the horizon he is also sensible enough to realise that no insurance company in the UK is going to touch him with a Hethel 2000cc or 2200cc plastic wedges. So when Aaron was



15 the search was started to find either a Spitfire of a Midget, his preference was for the Canley car but getting a good project was more important than marque.

In the end a friend of mine found us a J reg Spitfire, with a dolomite 1500cc engine that his cousin couple of times removed was building until Australia beckoned.

The Spitfire was not required for 2 years so progress has been slow to say the least, with some interesting moments to go along with it. Aaron is really looking forward to owning a striking Yellow Triumph Spitfire to enrich his life and I am having my nerves tested by his lack of progress. Doctors have recently stated that teenagers need their sleep, however NASA needs to devise a way to shift our orbit around the sun to lengthen our days so Aaron can fit in his sleep and the time required to get

this car finished. One of the first things we



bought straight after the car was a Haynes manual. Aaron studied the book in a merely cursory manner then set about job one: removing the bonnet, a loud crash from the bottom of the garage confirmed that the requisite bolts had been removed, luckily no outwardly visible damage was evident. It was Aaron's rational that a piece of carpet doubled over was preferable to disturbing/asking me and his Uncle Ewan for a lift. Following this adventure Aaron's uncle helped him to remove the engine and gearbox in an attempt to ensure that it was conducted in a more conventional manner. Once this was done he was left alone tinkering on and off in between exam revision and mock exams, to remove all body mounting bolts. The Haynes Bible was consulted once again, at least that's what he has told us!

Four of us tried to lift it off but the chassis still wanted to come up with the tub. Myself, Uncle Ewan, and Aaron's Nan scowled at him and Aaron scurried off to once again to study the oracle that is Haynes. This was quickly followed by the sounds of a fuel tank being removed to get at more bolts. We then lifted the body to find 2 things 1: this time all the bolts had been removed and 2: they are really very heavy those Spitfire Tubs!

Since this progress has been slow, The mocks had passed and the real deal of ongoing assessment and final exams took up all time that was not required for teenage sleep. Then at the June club meeting we agreed to getting the chassis in to a rolling condition for the area display at the national. No worries, loads of time! this was forgetting that I was part of a management buy out of my parents Car Repair Business, I am trying to get my Lotus back on the road, then there was a 2 week holiday and DIY bathroom make over under-way: Well as a sit here with less than 2 weeks to go everything else on the list will have to wait as there is no way Aaron and I are letting our Area or Dave our esteemed leader down. Well maybe the Bathroom will have to be done as well or I will never be forgiven by my dear lady wife, Oh and I am sure that Aaron will manage to slide in a couple of ZZZ's as well along the way

Thanks **Ian & Aaron** It's good to see some very young blood coming into the club,

Derek



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



SPITFIRE I - II - III Register



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



Suzie Singleton

Adventures with Zumm

We were pleased to see a new member come along to our Wiltshire meeting at The Bruce Arms in June, and not only coming to join us but also in the

Spitfire he had recently bought. For a moment I had to remind myself that we'd gone in Guy's 2 litre Bond Convertible as the car in the car park was a pretty Wedgewood Blue Mk3 Spitfire, but no, Baby Blue and Sybil were safely tucked away at home, this was **Lawrence Saville** and his 'Zumm'. Shortly afterwards Lawrence sent me the following describing his first meeting with Zumm.

Adventures with Zumm.

"All those things you are meant to do when you buy a car, you know those? Don't buy the first one you see, take a test drive. You know all that stuff. I know all that stuff! So armed with all this useful buying advice I suddenly find myself on a train to Carlisle to buy sight unseen '69 Mk3 Spitfire.

I've not seen it, not driven it – heck I've never even sat in a Spitfire before let alone driven or owned one and here I am meeting a bloke at a train station planning to buy it, from a

coupla pix and a lot of email exchange, aiming to drive it 350 miles home.

What's the worst that could happen?

Ever since I was a kid I'd always wanted one – the style of the early versions (sorry to those with the latter rear end!) and preferring the 1300 engine makes it a Mk3 for me. With a



milestone birthday looming I had CFO approval to proceed with this self indulgence. This one fell into my lap as I was trawling to get a feel for availability and prices. I wasn't looking to buy quite at the time but I thought it sounded solid so took the plunge – bit of an Adventure really.

As it turns out Andy – the vendor – has been completely upfront and honest. The car was as straight, and not so straight in places, as he said. I'm very pleased and think I've grabbed an utter bargain. We have a nice pub meal and he puts me up for the night (said he was

SPITFIRE I - II - III Register

a nice bloke). 0530 Saturday we're loading up Zumm (that's her name) with a shed load of spares and documentation and by 0700 I'm



starting the long slog back home 'darn sarf' armed with Peter James insurance, their roadside recovery, a credit card and a lot of dumb optimism.

Most obvious route is the M6, M5 then the cross country wobble back home but I don't fancy pushing a 43 year old unknown motor at high speed down a motorway for hour after hour. So, to kick off, we have a gentle pootle along the A6 for a few hours just to get to know each other and see what's what.

If you've not driven it (and it was a first for me) it's a fabulous road. However, fun though it was, I wasn't making good progress southwards so it was off to the M6.

We stopped for fuel and a coffee before we parted with the A6. As I walked towards the services a guy passing saw Zumm, commented how pretty she was and asked how long I'd had her, 'about 2 hours' was met with a laugh and best wishes for the remainder of our journey as I told him where we were bound.

Regular breaks and modest speed on the motor way (aka 50 and a bit with everything whizzing past us!) proved successful. The traffic gods were also smiling as the north bound traffic was horribly snarled in several places due to weight and a couple of fender-bender incidents.

I was passed by a group of bikers and I met

them again at the Sandbach services.

A huddle had formed around one bike and I enquired, as I passed, if they needed any tools or assistance? Unless you have half a foot of fuel pipe then no not really, came back. I told the guy to follow me and took him back to where Zumm was parked up.

As we approached - and he could see where we were headed - he laughed and said no wonder I was carrying spares! Moments later he was hacking a length off the 2 foot of pipe Andy had packed for us and I was headed for yet more coffee.

Obviously the Karma was good from our deed



and we had a flawless, if rather slow, long and tiring ride home. Nine and half hours after leaving her old home, Zumm arrived at her new one."

Lawrence has offered to send me updates as he gradually works through the 'to do' list of jobs on the car so watch this space.

Recently I heard from **Roy Edwards** whose MkII I featured in these pages back in 2010

He wrote: "You'll see from the photo the UJH 29E is doing well - waiting for a tonneau from the club shop as the hardtop and soft top are not waterproof Unfortunately my Spitfire no longer has the luxury of a garage as we have



road with the original engine and running gear. ("my bhp is bigger than yours" and all that) I'd like to improve the braking performance and add servo assisted brakes Do you have a recommendation - GT6, Mini, etc"

My reply was as follows:

"Not being particularly technical I asked those who are".

recently moved lock stock to Staffordshire and I am renovating the house that's in the photo I have attached.

UJH has over the last seven years had more or less a full rebuild - only oversight was not rebuilding the rear axle which has had a rattle since restoration. Unfortunately the rattle has now appeared to damage my new Rimmer Bros gearbox and the gear select is like a bowl of soup so I will be going to a local garage to get this investigated (There's an idea for the club - regionally managed approved list of garages for members without time and resource to work on their own cars) [Suzie

note: I would think that within local areas members may be able to give opinions on local garages but it there are various reasons why would it be difficult to create such a list Club-wide. Some members may remember that for a while a similar idea was trialled on the website with regard to Triumph parts suppliers but this did lead to some problems. People's experiences with any particular supplier or garage can vary greatly, one person having a great experience with others having the opposite so it is difficult for the Club as an entity to actually put forward any one particular place as good – or not so good.]

Sorry..... Down to the reason for the e-mail - my Spitfire had been stage two race tuned and is probably one of the quickest old spits on the

Guy's suggestion is possibly going to 1500 callipers &/or vented discs. Servos do nothing more than reduce the pedal pressure required rather than improve the efficiency.

I also asked Bernie Robinson at HQ as he's a fount of knowledge and his reply is:

'The Mod we use on the race Spitfires is to use the GT6/Vitesse Front and Rear brakes (increases the Swept area) with a Harder Brake Race Pad. If not racing then we use a Standard Brake pad. Correctly adjusted these Brakes are more than adequate on even a Hot Spitfire.

Brake Discs - we go for Cross Drilled to dump the heat.

4 Pot Callipers are another option (used to be Austin Princess Calipers) But these are like Gold Dust these days and they need a conversion if using wider ventilated discs and to the Caliper Pipe work.

So this is a Difficult one to achieve.

A Company (USA based) called Willwood offer a version of these but they are super expensive I'm afraid.'

It may be that Roy has already made a decision on which way to go with his car but if anyone has any further suggestions I would be happy to forward them on, or even include them in a future article for others to see.

Another recent visitor to our local area was **David Emerson** with his eye-catching Mk3

SPITFIRE I - II - III Register



And finally, the result of another recent ebay trawl – a Spitfire boat – ideal for



these hot summer days we've been

Spitfire. He, together with his wife, Wendy and daughter, Rosie, joined us for Midsummer

having recently!



Madness at the STEAM museum in Swindon, not far from where they live, and then did the return part of the guided route back to the Bruce Arms with us.

We were pleased that they decided to stay and partake of the barbecue and to camp overnight. – very brave of them as I believe it was the first time they had camped, but we hope they'll join us again in the future now they know it's not too painful!

JY Classics Ltd

Haleacre Workshops, Watchet Lane, Little Kingshill, Bucks, HP16 0DR

**Service, Restoration & Sale
of Triumph Sports Cars**



- TR, Spitfire, GT6, Herald, Vitesse
- Pre-purchase inspections nationwide
- Cars bought and sold



Tel: 01494 866087 E-mail: sales@jyclassics.co.uk
www.jyclassics.co.uk



e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



Engine Misfire Update - 4

And still continued - my TR4A cylinder head/misfire issue

After a great day out yesterday at Pencoed classic car show with the S. Wales TSSC (I had a long chat with their AO – first sign of madness?) in my 13/60 convertible, I totally ignored my own advice and turned my attention to tuning the TR in readiness for the Carmarthenshire road run.

MAY 13th

I thought that I would double check everything, so to start off I checked the valve clearances and two seemed to have closed up by about 0.002" (head gasket settling in? Beats me). I then started the engine and let it warm up, with it nice and hot I checked the timing statically, then adjusted it until the engine felt happiest although it was revving high and there was no adjustment left on the carburettors. To get around this, I removed the dashpots and pistons (please note that on some SU carb dashpots you need to mark their positions as they have to go back in the same place, on my carbs the fixing holes are positioned so that they can only be fitted one way) and lowered both the needles (checking with my

depth micrometer – overkill?) in the hope that I would obtain more adjustment, thankfully I did. Then with the jets reset to 2 turns down from being level with the bridge (and



checked with my depth micrometer) I used my carburettor balancer to tune the carburettors (again) and then checked the ignition timing with my stroboscope for reference, it was 20 degrees BTDC. I took the car on my 12 mile test route and it ran very well apart from the smell of petrol which was coming from the float bowl of the front carburettor and some pre ignition if I revved the engine and turned it off. I had new floats and valves and gaskets which I fitted, but nothing I did would stop the (now intermittent) leak!!!

Why do all these other faults occur when they were not there before!

I made a phone call to Burlen and ordered a pair of their **VITON RUBBER** tipped float valves in the hope that they would make a better seal than the standard brass ones (I had installed the type that used a ball valve years ago and they leaked continuously, however, technology has moved on and I would welcome any comments from people who have fitted these type of valves and found them to be successful, no matter what car they have installed them in – please?) and hoped they would arrive in time for me to fit them before the Carmarthenshire road run, but if the float valves were not the problem then the only thing that I could think of is could the pressure of the fuel delivery be too high (but it wasn't an issue before I changed the head), so with this in my mind I jumped on my PC and ordered a fuel pressure regulator. Returning to the car I retarded the ignition timing and then took it for another test run.

All seemed to be fine and the fuel leak did not rear its head, however, I hope that the fuel pressure regulator also arrives in time for me to fit it before the big test, the Carmarthenshire road run in 6 days time.

A point to note is that I do not recommend the settings that I use as being correct for all TR4A's, these are the settings that my car runs better at, I always use the manufacturers base settings then tweak them to suit my car, I'm not saying that this is the right thing to do, but it works for me and after all if all car engines and ancillaries were set to the manufacturer's settings there would be no work for engine tuners.

This took 4 hours!!
May 15th

I decided to take the car along my usual 12 mile test run on the M4, it started well and ran well with no sign of the fuel leak, but when I revved the engine and turned off the ignition there was pre ignition, I adjusted the timing until the pre ignition disappeared and now the engine revs were higher and I had run out of adjustment on the carburetors. I have never been happy with the carburetors, I bought them as reconditioned a

few years ago and the jets have always stuck in the down position when I have used the choke, so as I had ordered new float valves I decided that I should buy new needles and jets and fit them in the hope that I would be able to set the engine up so that I had ample adjustment.

With this in mind I ordered new jets and needles then I removed and stripped both carburetors and checked them out. The throttle discs were perfectly aligned and there was no play at all in the throttle spindles, however, the lug on the body of the front carburettor that keeps the float chamber in position was missing (obviously sheared off in the past and not replaced when the carburettor was reconditioned). I removed the jets and even though I had new ones on order I rubbed them down with fine wet or dry paper until they were a nice sliding fit in the jet bodies, just in case the new ones didn't arrive in time for me to fit them before the Carmarthenshire run on 19th.

It took about One and a half hours to carry this out.

This Stage of epic proportions continues again next month!

Whether 6 cylinders or 4 a TR is more!

Bern

TR Handbrake Lever Extensions

The handbrake on my TR4A had always been a "just passed" whenever I MoT'd the car, mostly it was borderline and needed a few "tweaks" to get it through even with new shoes, drums and cables. A few years ago I converted it from the standard "fly off" set up to the more common and more user friendly (for me) standard TR4A set up by using TR6 parts, however, although my TR was now passing it's mot's without any handbrake issues, I still had to give it a hefty pull when stopping on steep hills to stand any chance of it holding. I was therefore very interested when I came across Handbrake Lever Extensions advertised on a well known auction site and even though I could have made

up a set at my friend's local small engineering company I felt that as it was brake parts I would be better off buying them from a

materials for the application would have been used.



bona fide company who would have carried out the research to ensure that the correct

The Extensions in place

And so I dually purchased a pair and after less than an hour after they arrived they were installed on my TR4A, even after having to adjust the handbrake cables. Before I fitted them I used my torque wrench to turn the rear hubs (raised off the ground and out of gear) with the handbrake on, the handbrake started to slip at 82ftlb.

After I installed the lever extensions I repeated this process and the handbrake showed no signs of slipping when I came to the end of my torque wrench's range which is 100ftlb, so this shows an efficiency increase of over 20%, very handy (pardon the pun).

I will monitor the performance of these parts and report on their performance in a future Courier Register.

These extensions are available for Triumph Stag, Triumph 2000 & 2500, TR4A, TR5, TR250 TR6 & TR7 and are available from **Tony Hart** - Supplying parts and caring for Stags for 40 years.



Tel: 020 8426 1327

www.stores.ebay.co.uk/Tony-Hart-Stag-Parts

TR6 VERTICAL LINK TECHNICAL DRAWING APPEAL

I have been contacted by Colin McAndry with the following request –

"I'm looking for a dimensioned drawing of the larger front upright (vertical link) c/w trunnion and steering arm detail as used on the TR6 (also on TR4A, TR250 & TR5). I know the basics such as kingpin angle and static castor but not the manufacturer's tolerances or the other dimensions.

My intention is to make available a re-manufactured replacement for the original but made of welded steel components. The manufacturer would be a race car builder with very high standards of engineering."

The manufacturer (not Colin) may then be able to supply the parts to other TR owners. If anyone can help either let me know or contact Colin on: 07999 499489 or e mail mcandcol@aol.com

Colin has had several original vertical links measured, but the results have varied very slightly and he wishes to produce as near a perfect component as possible.

TR IVR FORMS

I would like to thank all those members who sent in TR related IVR forms; I received a large batch on 11/07/2013 and have used

these to build up a data base. I sent out e mails to those who supplied their addresses on 13/07/2013 and hopefully those who sent in SAE's have received a reply by now. These initial IVR's for TR's (I'm a poet and I didn't know it) are the start of the TSSC building up a history of TR cars which will help future owners of the cars and for any trends and/or anomalies to be detected.

The list starts with an early Roadster and extends through TR2, TR3, TR3A, TR3B, TR4, TR4A, TR250, TR5 to late TR6, it's very comprehensive I think!

There were some fantastic images and very interesting facts and figures, I became very envious of some of the beautiful TR's that are part of the TSSC, I also noted that many had been recently acquired, so I hope that as Register Secretary I, along with the help of more experienced TR members can be of assistance if needed.

I know that there are members who have not sent in details as I have had questions regarding their cars, so if you feel that you want to contribute to this (confidential) data base please feel free to send details to me via e mail if you find that more convenient. To those who for some reason have not received a reply, please accept my apologies. Your help is appreciated.

Bern

 <p>YORKSHIRE TRIUMPHS A WELCOME RETURN TO GOOD OLD FASHIONED CRAFTSMANSHIP</p> <p>It's our aim to keep Triumphs on the road, preserving them for generations to come. From a minor repair to a full restoration, we have decades of experience delivering the highest quality work & great value for money. We'd be delighted to have you join our long list of satisfied customers.</p>  <p><i>Peter Johnson</i></p>	 <p>TR4-8 Spitfire Stag Herald 2000/2500 GT6 Dolomite</p> <p>01405 839420</p>	<p>YOUR SPECIALIST FOR:</p> <ul style="list-style-type: none"> • RESTORATION • BODYWORK REPAIRS • ENGINE BUILDING • PAINT & TRIM • ELECTRICAL • TRIUMPH & ROVER V8 • MECHANICAL UPGRADES • USED & RECON PARTS • CAR SALES  <p>FOR THE FULL STORY, VISIT: www.yorkshiretriumphs.co.uk</p>
---	---	--



e-mail:

paul_lewis_1966@hotmail.co.uk

Paul Lewis



Fitting a Modern Radio

Well, what a summer, I have been that busy with events and also have had a high work load that the summer as flown by and now we

are all looking at getting the most out of the weeks we have left before some of our cars go into the garage for a well-earned rest. My Red 1977 FHC has been in the spray shop having a new nose cone and front valance along with a couple of NOS doors from TD Fitchett. This will be a slow restoration as I still plan to use the car. The Triton Green 1981 TR7 convertible is being used regular by my eldest son Stephen and apart from a few breakages is going well, he will have to teach him how to fix the car himself though. The Gold TR8 needs little bits re-detailing and is suffering from a coolant leak that is not showing itself to the visible eye, you can smell the coolant when warm but I cannot find where it's going.

Anyway, a while back **Andy Sollis** from the Nottingham Area sent me an article on fitting a modern radio, so over to Andy

"As many will know, the radios when the TR7 was built are a little smaller than today's sets, not quite as deep and not as wide. So the aperture where a radio fits in a TR7 may need a bit of work to get a modern set to fit.

Now, many a TR7 has been seen with a modern radios sticking out proud of the front fascia as there is simply not enough depth for a CD unit. However, with the introduction of MP3s and SD cards etc, there are a few scarce radio units on the market that will incorporate

all these and even have a modern blue tooth function. John Dobbin managed to get hold of one of these radios from EBay, a Clarion unit, FB289RBT. The fact there are no internal workings inside for a CD or tape means it does not have to be so deep, it has the security of having a modern removable front and can connect to your posh mobile phone by the Bluetooth if you like. So, let's have a look at what we need to do.

First of all, the centre console was disconnected and removed from the car to the workbench. The sides of the plastic aperture in the centre console need to be widened as a starter, there is a plastic trim that fits around the radio when installed that needs to fit inside the two side curves next to the heater



switches. [Centre Consol Picture] I started with a Dremmel drill and a small cutting disc, trimming the plastic away so it's half the thickness. You can use the metal cage or the outer trim as a gauge. This however means there are now no sides to fix the radio

securely, so here is where the work begins.

I'm fortunate in that my first job was in modelling (aero, trains and cars etc, not cat walks!) so came across this wonderful stuff called Plastikard which is "plastic card" in a sheet made by a company called Slater's in Matlock, Derbyshire. It's a couple of quid for an A4 sized sheet and they come in various "thicknesses". As you can see in the photos,



I began by making a new inside-side, triangular in shape, with a small in fill at the top. (It was filled in



later I neatened up, doubling the thickness and matching the original plastic). I then had to create a new lip for the cage to grip to that holds the radio unit, but it also acts as a support.

I prefer to use a glue called either liquid poly (by Humbrol/Airfix) for gluing the plastic to the original console or Mepak (made for model railway kit construction) which is a little less powerful in melting the plastic but bonds even better as it has a better capillary action - I made the lip out of three pieces of the same length by dribbling the glue in between - hence the capillary action. (Never try it as two pieces as the bonding process will cause it to warp in to a curve. Using three strips bonded together means it pulls equally and



stays straight.) This was then trimmed and fitted on to the triangular "addition" fitted earlier and left for the glue to set .

Once set it was painted a dark colour to blend in with the original grey, but in fact once fitted, most of the modified area is hidden by the radio unit itself. It would be of little use for me to quote dimensions here for you, but so long as it is wide enough for



the metal frame to fit and the little tabs bent to hold it in place you are well on your way.

The console was then refitted into the car at this point and a terminal block wired onto the power feeds and speaker with a new aerial pulled through.

Our unit also has the addition of a microphone for the hands free kit for the Bluetooth phone, so this was also threaded through at this time and hidden up the top corner of the window pillar. I have used the modern ISO block connectors as come with the radio wired in to the terminal block. Fitting is then as normal, still a bit of a squeeze but at least you get a nice flush fitting radio in your car.

The wiring will need to be tucked under the

radio in the gap underneath it.

Happy Listening!"

Regards

Andy

Many thanks Andy, I have gone down a different path to this and have had an original radio modified to accept a DIN ear phone jack suitable for ipod's and MP3 players at around £50.

The radio looks and works the same but if I press the end stored radio channel selector the music

from the MP3 player plays through the radio.

If you need a DAB radio then you can purchase a small radio that plugs into you headphone socket for around (£25) (Photo Robi radio shown below).

The only downfall is that the arial is the cable. I will have to investigate this more at a later date.



Anyway hope you all enjoyed Stafford and hope to see the TR's are still on the road into the Autumn.

Paul

TSSC Insurance Panel



JOIN US FOR "DRIVE YOUR CLASSIC TO WORK WEEK"!

Join us for a week-long celebration of motoring this September as **Heritage Classic Car Insurance** and **Classic Car Weekly magazine** invite you and your Club to get involved in this year's,

'Drive Your Classic to Work Week'

The week will kick off at the **Beaulieu International Autojumble** on 7th and 8th September before the working week starts.

It will finish with **Goodwood Revival** on the 13th, 14th and 15th September.

Chris Wilkinson, Senior Partner of Heritage, explains: *"This initiative is about maximising the last of the summer season and helping people use their classics to the full, prior to the onset of the autumn. These cars are meant for the road, not the garage, so it's a great way for owners, and fellow motorists, to enjoy these classics in action."*

Classic Car Weekly editor **Dave Richards** added: *"We want classic car clubs to join with us in this national celebration of the classics we love, and get their car on the commute, the school run and their trips to the shops!"*

The classic movement is stronger when we join forces!"

If you wish to get involved, pledge your support and claim your commemorative window sticker by emailing me at the following address:

spearson@norton-ib.co.uk

Tell us about the car you'll be driving and the journey you'll be making so **Heritage** can include you on the roll of honour.

Sarita Pearson
Heritage Classic Car Insurance

Protect your Modern 'Cherished' Car as a Future Classic with Heritage Classic Car Insurance

Although your car may not yet be considered a traditional classic by most specialist car insurers due to its age, Heritage Classic Car Insurance can now offer cover for a wide range of performance and sports cars such as early Aston DB7s and the '964' variant of the Porsche 911 as well as the Boxster and Cayenne models. Mazda MX5, Toyota MR2, MGF, Lotus Elise, and TVRs are also eligible.

As part of this protective policy, mileage needs to be kept under 6,000 per year, while modifications can be covered. As with Heritage Classic Car Insurance's other policies, this policy affords the same discount for car club members as well as free European cover.

Chris Wilkinson, Senior Partner at Heritage Classic Car Insurance, explains: *"Most classic car insurance brokers only offer policies to cars of over 15 or 20 years old, so they don't consider younger vehicles and take into account their value as part of the classic movement."*

"Some cars including those that had a limited production run need to be protected and cherished as they have a huge following already. These are modern day versions of a classic and should be treated as such. This is an exciting policy for owners who plan to cherish their car for the future."

To find out more on this and other services from

Heritage Classic Car Insurance, call

0121 248 9280

or visit www.heritage-quote.co.uk

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



Trevor Collett

The Long Way Round

It was in May 2003 that I last took my Herald up from Surrey to the Gaydon museum in Warwickshire. The draw for that trip was a celebratory gathering of Standard and Triumph, and Standard Triumph, vehicles to mark the 100th anniversary of the Standard marque. When I heard that there was to be another STAR (Standard Triumph Anniversary Rally) at the same venue in May 2013 I knew that the Herald and I just had to return. The pre-event blurb explained, "A celebration of both Standard and Triumph celebrating 110 years of the Standard, 90 years of the Triumph, 80 years of the Triumph Gloria, 60 Years of the TR2 and Standard 8 and 50 years of the Triumph 2000."

In 2003 I convoyed up to the event with the wedgewood blue 13/60 convertible of my cousin-in-law **Darren Groves**.

Since then Darren and his car have gone west – now living in deepest, greenest Devon, but he was up for a return too – just a mere 230 mile hop for him. My wife **Jackie** and I were to be spared an unaccompanied run though; we were to be joined by **Adrian Morris** and his Signal Red 13/60 convertible, he starting out from Loxwood in Sussex.

Many people, seeing Adrian's Herald next to my Signal Red 13/60 convertible, think the two cars are identical twins – they're not, Adrian's has the metal grille, while mine has the plastic version.



If I was to head for Gaydon from home early on a Sunday morning in my 2003 Nissan

on the Sunday – in about five stages. You want



Fairlady Z I would be parked up in the museum's car park in less than 90 minutes, it's motorway virtually from door to door – but that's not the way to do it in a Triumph Herald. What we did do was to leave my house on Saturday afternoon, roofs down, for a leisurely drive along mainly B-roads – route courtesy of Google maps, with the "Avoid highways" box ticked. Four enjoyable hours later the two Heralds and their three human companions arrived at the national showground at Stoneleigh, where we were to spend the night. It had all gone well so far, too well?

The mobile went, it was Darren – with some bad news. They (his wife, my dear cousin, **Michelle** was in the passenger seat), having completed over 200 miles, had got to within 10 minutes of Stoneleigh when their Herald's engine crank had suddenly decided it wasn't going to revolve anymore. What a blow. Rather than head back to Devon they got the recovery service to bring them to join us at Stoneleigh. At least the five of us could enjoy a meal and craic for the evening, and Darren and Michelle

jumped into the other two Heralds in the morning to have a couple of hours at the show.

The stricken Herald was recovered to Devon

know what caused the engine to stop? Darren had the motor stripped down in no time – what he discovered was a valve head had become disconnected from its stem – that should never have happened, should it.

Anyway, back to the main event. There were a lot of very interesting cars in the glorious May sunshine – and I'd love to tell you about every single one of them – but I won't – I'll just pick out a couple.

Of course it is my duty as Specials Register Secretary to hunt out any specials on the field.

The first I came across was a **Fairthorpe**



Electron Minor. Some of you might not associate the name Fairthorpe with Triumph-based kit cars, the marque first appearing in

1954 with the Atom. This first model was a basic microcar with a motorcycle engine, but the following years saw a succession of more

Jackson. It was bought by a friend of his in 1968 and was originally fitted with a 948cc Herald engine.



Over the next few years Brian and his friend gradually modified the car, first fitting it with a 1296cc Spitfire engine, then a Triumph Vitesse 6 cylinder and finally the current Triumph Dolomite Sprint engine.

The rear suspension, originally a Fairthorpe designed independent set-up, has been replaced with a Ford Escort axle with Dolomite suspension, while the front end has had Spitfire suspension

towers fitted.

The radiator has been moved back and fitted into the tail section bodywork behind where the passenger seat would have been. Also the car has been fitted with Escort works-style bubble arches, giving the car a much more muscular appearance.

Don't you just want to jump in this car and head for rolling English roads; you just know it's going to drive as brilliantly as it looks.

On the grassy knoll up above the main display could be found the Dolomite Owners

Club, with over 50 cars parked with a bead over the entire site. If I'm honest I might not have made the effort to climb the hill had it not been for the distinctive shape of one particular car I had spotted from below.

Do you know what it is yet?

BRV24 is a **Latham F2**, a kit car using Dolomite mechanicals that was in production from 1983 until 1990. Wonderful looking machine you've got to agree. It's always been



and more sophisticated cars bearing the Fairthorpe name, the last being the TX-SS, which ceased production in 1976. After that first Atom model all the Fairthorpe cars made use of various Standard and Triumph parts, engines and suspension.

There is a lot to be written about the relationship between Fairthorpe and Standard Triumph... give me time, it's on my to-do list.

The white and yellow Electron Minor at Gaydon is a 1961 MK2 owned by **Brian**
40

surprising to me that there aren't a lot more Latham F2s on our roads – the estimated number built is a mere 26 – what a shame.

new engine in his 13/60 – with an interesting spec – and is back on the road.



Rather than me giving you a potted history of this model I'm going to point you to a web site www.lathamf2.co.uk – it's worth a read.

It had been a great day of Triumph watching, which had to come to an end, and the two red Heralds took up line-a-stern formation and headed back south. Weather was set fair, canvas was stowed and the wind was following. Stopping only to take on sustenance at a canal side hostelry both cars made it safely to their home port – a thoroughly enjoyable weekend. If you feel the need you can see more of my photos of the event at www.flickr.com/photos/trevorcollett/collections. Oh, just to let you know, Darren has fitted a



**PRESTIGE
AUTOTRIM PRODUCTS**

**Guaranteed
Precise Fit**

CAR HOODS
Massive Selection of Original Quality Car Hoops

Hoods & Tonneaus from only **£51.95**

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 Hoops 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

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

41

www.tssc.org.uk/stag
e-mail. benbroadbent@btinternet.com



Ben Broadbent

Restoration Books

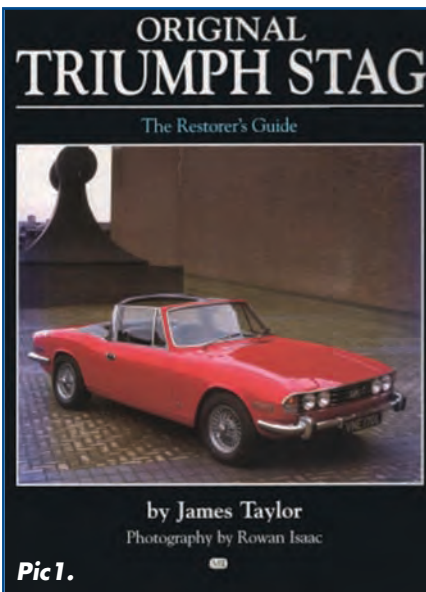
Hello again, I hope you enjoyed the hot weather in July and drove your Stags many miles 'topless'? Due to publishing deadlines I'm writing this article two weeks before the Stafford weekend, so I can't feature the Stag's that entered the Concours, and others that attended Stafford. I hope to bring you such a report in a later issue.

In my role as Club Archivist, I can be sometime to be found not looking at the cars at shows, but rummaging around at the book-

show I came across an old friend from the SOC, he was looking at a Stag Restoration Book (picture 1).

'That's your Stag', he commented, 'No, but the car was restored by the same chap who restored my Stag'. I replied.

In fact the Stag on the cover of the book was one of the early Stags restored by the 'Stag restoration expert' who had undertaken the



Pic 1.



Pic 2.

work on my Stag (picture 2). I then recalled that the owner of this beautiful red Stag and myself had been asked to provide our cars for a wedding in Cheshire in 2009 (a SOC members daughters wedding). The Stag on the book cover was still immaculate many years after it had been restored. I remember feeling very pleased that my Stag was from the same stable and would last a life-time! On that way home from the wedding, I ran out of petrol, it rained heavily and the zip on my roof window broke! Hey ho!

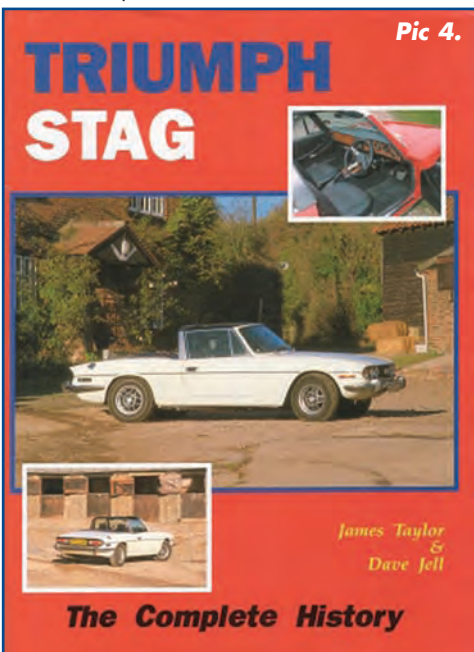
Anyway, enough chatter, the bookstall had an excellent array of material for many Triumphs

stalls, looking at the printed material about various Triumph classics. Well, at a recent



Pic 3. James Taylor

and obviously all the other classic marques. I made a list of the Stag books to check against the Clubs archive records. Some of the books are still in print and can be ordered from the



Pic 4.

Club shop, others are out of print, but available at shows and online sites. Here is a review of what I found. I again turned to the brilliant Stag resource website, www.stagbytriumph provided by **Andy Simons**, for further details of the books I found.

The author of the Restoration book in Picture 1 is James Taylor, the publisher is MBI Publishing or (Bay View Books Limited) and it was published in 1999. It seems to be out of print, but is available as a used copy. It has 96 pages and is a hardback.

The ISBN is 1901432 24 6.

A second book by James Taylor (picture 3) is again out of print. It was published by the Haynes Publishing Group in 1983 as a hardback. Its ISBN is 0854293426.

Mr Taylor returned in 1993 with a further book in 1993 written with Dave Jell. (picture 4) that cover the 'Complete History' of the Stag. Again it is out of print, but was published by Windrow and Greene Automotive Ltd as a hardback.

The ISBN being 1872004431.

The next book I found is very much still in print. (picture 5) The Practical Classic and Car



Pic 5.

Restorer 'Triumph Stag Restoration'. Available from Kelsey Publishing Ltd in softback, it was first published in 1990. It covers issues including buying, bodywork restoration, engine rebuilds, gearbox and suspension overhaul, brakes, steering and hood assembly, plus most other aspects of car restoration.

The next book aims to cater for people looking to buy a Stag, The Essential Buyer's Guide (picture 6) by Norm Mort



Pic 7.



Pic 8.

and Tony Fox is published by Veloce Publishing and was printed in 2009. The Amazon website claim the book looks at the Stag's history and evolution, it features and fittings, the cars performance and problems. Also providing plenty of pictures of original cars and restored examples.

The ISBN is 1845842707

There were a good few other Stag books available on various stalls around the show. Two books that proved interesting were both by an RM Clarke (who wrote many books on various marques) (pictures 7 and 8). These books were printed by Brooklands Books, and provided reprinted articles from the motoring press during the 1970' and 1980's. Again, there seem to be available as used copies.

I decided that, that was enough book hunting 44

for one show and wandered off the view the cars.

There were indeed many, many, beautiful examples on show, but of course I headed back to the TSSC display, briefly stopping at the SOC stand.

I hope some of these books featured can help or even be an inspiration to you as you undertake restoration work. Obviously, as well as these books, there are many other publications and also there is a wealth of restoration expertise within the Club and many excellent restoration workshops that many of you engage to undertake restoration work. The combination of which, keeps our beautiful Stags on the road.

Well that's all for this month.

Next month is the 400th issue of the Courier, has anyone got any special memories they would like to mention? If so email me with pictures, ASAP. Take care

Keep those V8's purring

Ben



With you every mile

Footman James is one of the leading specialist insurance brokers for classic car owners and collectors. We always go the extra mile to secure our most competitive rates for you.

All Footman James policies offer more of the benefits that are important to you.

Policies include as standard:

- The agreed value of your classic
- Specialist claims repairer – choose a repairer you trust
- Limited mileage

AND 24 hour breakdown recovery in both UK and Europe

At home in this market, our friendly UK team is available to quote.

0844 826 9021

Visit: footmanjames.co.uk



Footman James
We share your passion

We can also quote you for your  Modern Car  Modern Motorcycle  Household



Footman James is a trading name of Aon UK 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. * Subject to eligibility criteria. Terms and conditions apply. FP7814.02.13

Aon is one of the world's largest insurance brokers, providing insurance solutions for thousands of customers worldwide. Aon UK Limited negotiates with all major UK insurers. Opening hours: Mon - Fri 9am - 5pm and Sat 9am - 1pm.



www.tssc.org.uk/bondequipe
e-mail. guy@bondequipe.org

Guy Singleton



Sycamore Farm 2013

As I write this the sun is shining and I am looking forward to Stafford. I have heard of a number of Equipes being prepared for the trip so I am hoping for a great turnout – I hope to be able to write reams about ALL the MANY cars that attend the show next month!

Now The Bond Equipe Camping Weekend at Sycamore Farm - a great number of Bond Equipes and other Bonds BUT only 6 drivers and 2 of them were our hosts, Clive and Andrea Steggel. They have 14 Equipes, I think all models of the minicars, scooters and boats and it was great to see the collection. Clive and Andrea were excellent hosts but unfortunately only Stephen Brent, Ron and Josie Winstanley, Bill Pounds and Suzie and I were there to benefit from it.

We'd decided to make a long weekend of it so went up to Nether Alderley near Macclesfield on Thursday. That evening we followed Clive and Andrea in one of their Equipes, and their son Nick in his Cummins engined Land Rover to a bike meet nearby at Witton Albion football club. There were

hundreds of bikes there of all ages (though no Bond bikes as far as we were aware) and a burger van which solved the dinner question.

Friday was a very hot day and we went for a drive into the nearby Peak District, in the end going to Bugsworth Canal Basin, a place we had previously visited by canal, for a picnic lunch. For the return journey Suzie found one of her favourite type roads – a very narrow lane with few or no passing places! An interesting area with some great views.



No, not a Bond Bug – a Bond at Bugsworth!

We were also very amused by the Rainow Scarecrows dotted throughout the village of that name – if you haven't heard of them it's well worth googling them - or even visiting the village next year to see them yourself.

After a quiet afternoon enjoying the sun – and

the shade! - Stephen arrived in his Lancia Fulvia and set up his tent. We then followed Clive and

convertible, then Ron & Josie followed by us then Stephen's Lancia and Clive in the 2L coupe which previously belonged to Cleo Laine with Nick in a Hillman Imp taking up the rear. Unfortunately a short while into the drive the Imp started misbehaving. The one thing it did get right was to break down right outside friends of the Steggels so it was left to sulk in their friend's drive while we carried on.



Our first stop of the day was at the Weaver Hall Museum in Northwich (which is housed within the old Workhouse building) for a guided tour around the exhibits and a chance to look around their model railway exhibition.

On arriving at the Museum we were pleased to spot Bill Pounds' powder blue 2+2 and, although he had already gone on into the

Andrea out for a meal at a local pub, a pleasant evening still and nice to be able to sit outside in the pub garden.

museum he did shortly join the rest of us.

On our return the Sycamore Farm we all repaired to the 'party room' upstairs in the barn for a while with a bottle or two.

During the rest of the day we had a pub lunch, then visited the Anderton Boat lift, ([www.canalrivertrust.org.uk/Anderton-boat-](http://www.canalrivertrust.org.uk/Anderton-boat-lift)

A very pleasant way to end the evening.



On Saturday morning Ron &



Josie arrived in their 2L convertible. We started out with 6 cars, Andrea leading in her blue 2L

lift) an amazing structure built in 1875 to transfer boats from the Trent & Mersey Canal

50 feet down to the River Weaver in massive caissons. It was closed for several years for restoration but re-opened in 2002. A few years ago we did the trip in our narrowboat so

outside – but the return of the rain meant another rapid move under cover. And from that point it rained heavily and steadily most of the night!



Pic by Stephen Brent

28/07/2013



Pic by Stephen Brent

28/07/2013

this weekend was a bit of a recap on areas we'd visited before by canal, but this time by road.

In the evening we set up Clive and Andrea's oil drum BBQ and they brought out tables and chairs for us to eat in comfort. Shortly afterwards we had to move them into the marquee they'd had set up for a previous function when the heatwave broke with showers. The rain stopped and we moved everything back

was seriously monsoon type conditions and with the roof down on the car and rain covering the inside as well as the outside of the windscreen visibility was only a matter of a few yards. Emergency tactics were called for so I pulled off to the hard shoulder under the shelter of a road crossing the motorway to wait for a few minutes until we could see ahead of ourselves. When the rain did ease a little I saw that we were actually on the slip

On Sunday morning Andrea suggested another short run out so we followed her to Alderley Edge – and it really is the edge of the world with an incredible view over Cheshire. We finished up with an ice-cream a bit further along the road then back to Sycamore Farm.

We were then all treated to a guided tour of the Steggel's collection of Lawrie Bond's creations including Equipes, Minicars, scooters, a Minibyke, the Bond Mini Trailer Tent and even the Scooter Ski, Power Ski and Sea Ranger boat!. Not limiting themselves to only Bond designs Clive also has a collection of DKW Hobby scooters and he gave one a twirl around the garden.

All that was left then was to pack up, say our goodbyes, then to head off home. The journey home also had its interesting moments – we were on the M6 about half an hour into our journey when the heavens opened again. It

road into the Services so a quick dash through and under the canopy of the garage allowed us to wait out the storm for another 20 minutes or so. It passed over us and we were able to continue our journey home without having to resort to raising the roof!

Many thanks, again, to our excellent hosts who have kindly offered to host a similar weekend next year – if we can get enough interest to do so.

several of them together at these events provides opportunities to compare notes with other owners, give and receive advice on various jobs on the cars etc.

Moving on to the **Sywell Classic, Pistons and Props, on Saturday 28th and Sunday 29th September.** (www.sywellclassic.com/) Bob Buckby and I have been



So, please can you - the members - let me know what type of event you would like if it is not the type of relaxed camping, driving and barbecue event we have been putting on for you, both for Midsummer Madness and at

looking into this planning to put on a joint stand between the Bonds Owners Club and the TSSC – and any Bond Equipes not affiliated to either club are also welcome. Entry is free onto a Club Stand **BUT the cars MUST be pre-booked**, with a minimum of 5 cars and a maximum of 10 cars on the stand. You can not just turn up on the day as has been possible in the past with Turweston and the Milton Keynes museum.

If you have not pre-booked onto the club stand you would then need to pay the £14 per person entry fee and not be able to get your car on



Sycamore Farm. Is the traditional camping weekend dead? Do you want to be hotel based? etc, etc. Some feedback on the subject would be very useful. Don't forget that, even with camping field based events there is always the alternative of staying in nearby B&Bs, as Ron and Josie did this time, or even just visiting for the day as Bill did. We're happy to continue arranging events – if you, the members, want them and if are willing attend! – but we do need to know what YOU want. [Grump over!]

I understand that the cars – and us, their owners are getting older, but we believe that the cars we own are meant to be used. Getting

the stand.

It may be too late to include you on the club stand by the time this Courier comes out but you are welcome to contact Bob (buckbyrj@hotmail.com) or me (guy@bondequipe.org) to see if passes are available and, of course, welcome to visit us on the stand if you come to the show anyway.

Assuming there is enough interest Bob and I are planning to be there both days.

Finally I have heard from someone who is looking for a good 2 litre Coupe so if you have one or know of one for sale please let me know and I can put you in touch .

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



Barmy Army Boot Camp

Manchester Area

M

anchester
Area Barmy
Army and
squaddies
from several
parts of the

British Isles held manoeuvres in Wigan over a very hot and fantastic weekend. We were put through our paces by very mean looking SASsy personnel. Pete Private Parts, Janet Corporal Punishment,



Stunning Views from Rivington Pike

a people's choice. Congratulations to Jez in his TR, Paul Dale (Derwent Valley) with his Cortina,



Private Parts, General Accident, Corporal Punishment and Major Trauma.

Tracy Major Trauma, Mark General Accident. With a run on Saturday to Last Drop Village Bolton, Rivington Pike and Reservoir, finishing at Leyland Motor Museum.

A fantastic night's entertainment from attacking the assault course to 'stand to attention salute bingo' to playing with your instrument.

Sunday we had a mini run to Botany Bay with



Leyland Motor Museum



Is that Figgy doing the rain dance??



Neil tackling the assault course head on



Reveille or blowing your own trumpet!



2 of the original great unwashed Frank2 and Patsy



And definitely NOT blowing their own trumpets!!!



A motley crew on a bus in Leyland Motor Museum they won the hats in a lucky dip had to wear them as a disguise all weekend



Eleanor and Holly certainly hold their own in the competitions

Kevin Makin (Lancashire Area) with his Vitesse and Car of Show Mark and Tracy Triumph 2000 saloon Mcr Area. Well Done guys.

We had a truly great weekend our thanks go to Pete, Janet Mark and Tracy for all the hard

work ordering us and everyone else to enjoy ourselves and to everyone that came over to support our great weekend.

Powderham Show in July

By Sue Franklin - TSSC Devon AO

Devon Area's stand at the Powderham Classic show in mid July was perhaps our best yet. On a scorchingly hot weekend – complete contrast to last year when the event was flooded and cancelled, we had 22 cars on Saturday and a massive 32 on the Sunday. Our new event shelter was well used for shade and we had



We were delighted that Martin Harcourt was



able to display his unique aluminium bodied Spitfire Special on the Sunday, which attracted a huge amount of interest, especially as he had had to return home on the Saturday with carb problems. In addition to our own members, we welcomed TSSC friends from Somerset, Cornwall and Monmouth

a lot of membership enquiries over the whole show weekend.

We had a nice display of most models, including two Acclains and two smart Herald Estates, and on the Sunday some

Area Showtime



Martin Harcourt's Spitfire Special



of the big 6's returned from the 2000 Register national show which had been at Watchet the previous day.

Sunday saw the steam Torbay Express pass down the line in the morning, saluting us as she went, and back again, under heavier steam in the afternoon.

Area Stand and Display at Powderham



ISSUE 207 SEPTEMBER 2013

ON SALE NOW

ROVER P6 50 YEARS
The innovative, luxurious performer... under its skin and on the road!

ROOTES RESTOS
Two friends share skills to restore a Silettto and Sunbeam Sports

BUYING | RESTORING | REPAIRING
CLASSICS
MONTHLY
SEPTEMBER 2013 £5.99 207

CHASSIS 60

E-TYPE
£110,000
Faithful restoration begins to preserve originality

NSU PRINZ VS RENAULT 8
Pines and pines... perfect for big city streets. Who needs a 911?

GOOD HOOD REVIVAL
Soft top refurbish guide

STAG RESCUE
Fuel tank repair and new wing fitment

PAINT STRIPPERS
8

22 PAGES OF STAFF TECH

THE BEST DIY TECH

- REBUILD: FINAL STAGES OF OUR SUPERB A-SERIES GEARBOX REPAIRS
- RESTORE YOUR RUSTY DOOR MECHANISMS AND SAVE ££££!
- DIAGNOSIS & FAULT-FINDING: BOSCH K-JETRONIC FUEL INJECTION



STAG RESCUE

Final bodyshell repairs and fuel tank restoration.



HOW TO REVIVE A SOFT TOP

Tech guide to restoring a tired soft top and frame.



RESTORING DOOR MECHANISMS

How to dismantle and rebuild seized door locks.

GET OUR DIGITAL EDITION

START YOUR FREE TRIAL TODAY*



BONUS iPad FEATURES Interactive navigation, image galleries, video links, super hi-res images and x9 screen zoom for 'being there' detail!

PLUS Download digital back issues right back to issue 157 December 2009.

AVAILABLE ON YOUR DEVICE NOW



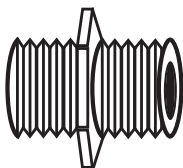
* Free Trial not available on Zinio

OIL FILTER TESTER

by Del Holman



O-Ring



Male to Male joiner



Tube to fit hole in joiner

A Useful Little Tool – an Oil Filter Tester!!

T

his is a tool that I made up years ago to test oil filters! It's use seems more important now that poor quality goods, made in cheap developing countries,

are getting into restoration shows and spares shops.

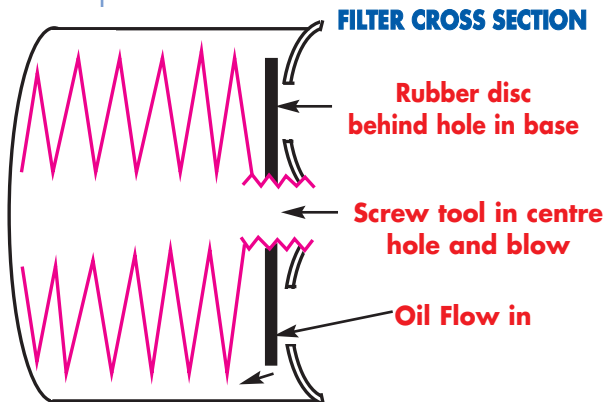
We should all be aware that oil drain-back can be a major problem that can wreck an engine very quickly. All the oil experts tell us that 90% of the wear that occurs in an engine, takes place in the first minutes after a cold start. This problem is compounded when the oil filter at start-up is empty because all the oil in the filter and oil galleries has drained back into the sump. Good quality oil filters for our Triumphs, have an efficient anti-drain valve built into the ring of holes in the base of the filter. The valve consists of a disc of rubber that covers the ring of holes where the oil enters the filter. Oil can easily push the rubber disc out of the way, and full flow is not impeded, but the valve closes as soon as oil flow stops, and prevents drain back.

When you buy a new filter, this tool will enable you to test the valve in the shop to check that it is operating correctly in its dry, factory fresh condition.

The tool consists of a rubber O-ring, a double ended male + male adaptor (supplied with

some filters so that a female threaded filter can be fitted to a female threaded engine mounting), and a short length of any kind of piping that will fit into the bore in the adaptor. I've used a scrap piece of 10mm copper plumbing pipe (about 4 inches long) which is a tight fit, but which can be Araldited in place anyway.

Assemble as shown in the diagram above.



To use it, screw fully into the new filter that you are being offered, so that the O-ring makes an airtight seal. Blow hard into the tube. The anti-drain valve in a good filter should prevent any air leakage and will send you bright red. You can accept that filter. A bad filter will leak air which you will hear and feel. Reject this filter, and any others from the same batch.

Ask for another one of a different make.

Tell the merchant that the dodgy filter is not of merchantable quality because it doesn't do what it is supposed to do, and then just wait for him to explode!



Readers

Write

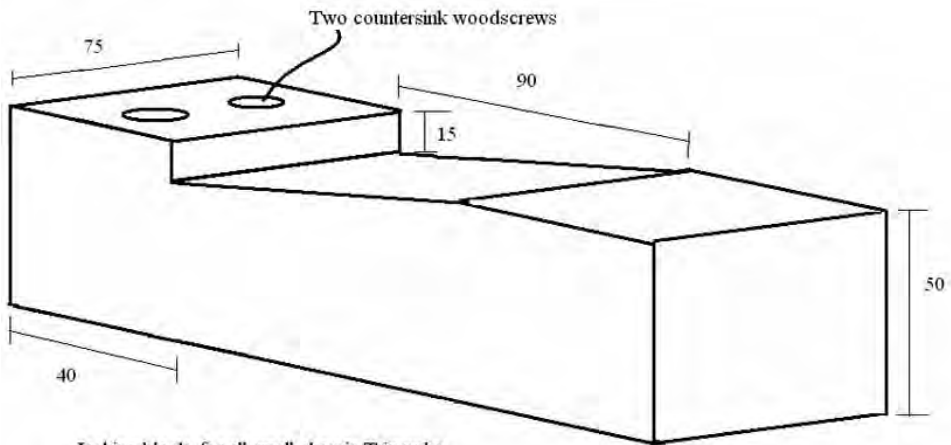


Useful DIY Tools

I thought I would share with all a couple of home designed tools that I have found really useful of late.

This is a design for a wooden block that will engage with the crosspiece and the jack in a way that will prevent slipping. An angled top surface rests on the crosspiece and gives a level lower surface for the jack. As the car is raised, the step prevents the block slipping on the chassis, while the more yielding wood prevents the jack slipping on the block.

It may be made from any piece of scrap wood



Jacking block, for all small chassis Triumphs
Dimensions in millimeters

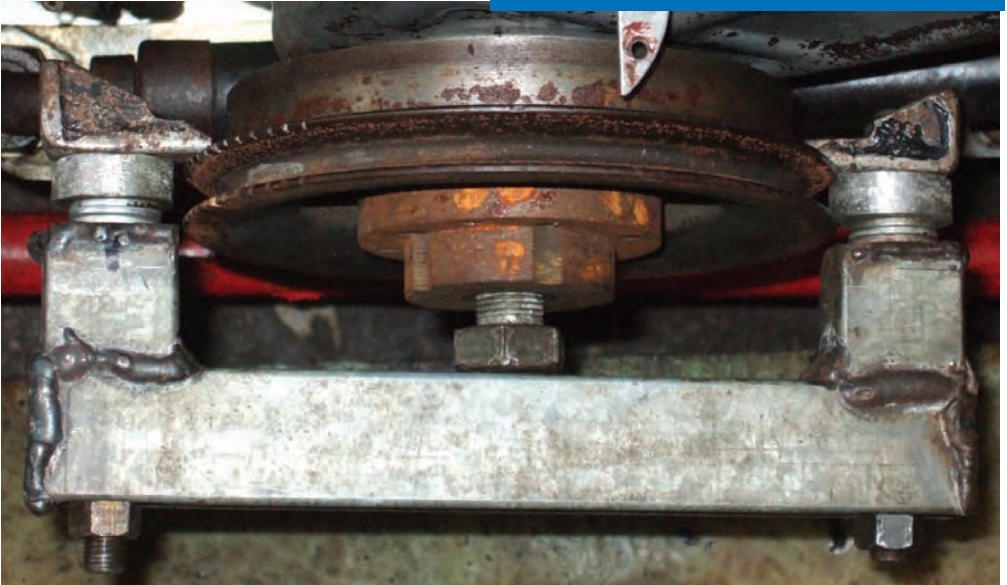
A jacking block for all small chassis Triumphs

Anyone wishing to raise the rear end of a TSSC car will find that the rear crosspiece between the chassis rails, common to all these cars, is a robust point to put your jack under. The problem is that it is not parallel to the ground, and as the back end rises becomes more angled, so that there is a risk that it will slip off the jack. The impact into the wheel well does your car no good at all.

– the millimetre dimensions are approximate – but the forward block that goes between the cross-piece and the differential should be secured to the main block by two screws, else it may split off.

Limited access sprocket puller

The well equipped Triumph owner will know that sprockets, toothed wheels such as those that turn the camshaft, can be a tight fit on the shaft, and there will be no space behind the



wheel to tap it off with a hammer. So sprocket pullers were invented, usually a tripod whose legs have hooked ends that go behind the sprocket, linked to a hub with a bolt threaded through it. They are fiddly to set up, but once the legs are gripping and the bolt is wound into contact with the end of the shaft, the hooks pull on the sprocket and it is soon off the shaft.

But a sprocket puller is a tall item, often taller than the sprocket is wide, and there may not be enough clearance in front of the sprocket. A Triumph example is the crank pulley, especially if you don't want to remove the radiator. So here is a design of sprocket puller that can be used with only a small space to work in front of the sprocket, as well as none behind!

It needs welding together, but apart from that needs no special skills.

The picture will I hope tell the story. A length of square tube has two pieces of similar tube welded on at a right angle. Each 'turret' is drilled along its length for a long stud or bolt that carries at its end a foot or hook, made from angle iron. Mine are reinforced with a triangular fillet to stiffen them. The dimensions may be chosen to suit your sprocket or pulley, but the main bar must be as long as the pulley is wide, plus the breadth of the turrets. The turrets need to be as long as the pulley is thick,

but that may be adjusted as shown in the picture by washers. The open end of the bar and turrets should be welded closed with a piece of tube wall cut to fit, to maximise stiffness. Before welding up, drill a small hole in each component to vent the interior, and prevent gases blowing out a weld. The final detail of construction, not visible in the picture, is to place a small bead of weld in the centre of the main bar, facing the sprocket.

To use, the pulley bolt is loosened a little, so that it may be turned by hand with a spanner. The puller is offered up to the pulley with the hooks in place, and the main bolt is wound out until it meets the main bar. It then holds itself in position. Now wind the main bolt outwards. It will turn on the weld bead, when if the bolt head were flat on the bar, it would meet much friction resistance, and would tend to turn the puller off the pulley.

As the bolt is turned out, it pushes the whole puller/pulley assembly off the shaft, until it may be removed by hand.

As mentioned, this may remove the crank pulley, even in Vitesse that have so little clearance and access between the engine and the radiator.

John Davies

Lancaster

IN THE OCTOBER ISSUE OF PRACTICAL CLASSICS

ON
SALE
SEPT
4TH

Restoration Superstars!

8 STUNNING CLASSICS brought back to life by sheer hard work and craft. This celebration includes a father and son team who have restored a basket-case **Triumph Spitfire** to concours condition.



HOW TO BUY THE BEST BIG HEALEY

www.practicalclassics.co.uk

practical CLASSICS

PIAZZZZA!
Jap supercar for under a grand...

BRITAIN'S BEST-SELLING CLASSIC CAR MAGAZINE

OCTOBER 2013 £4.30

SUPERSTARS

Eight great restos, one amazing day at Brooklands

FORD V8
Restored to tourer spec from a festering wreck

MEHDED!
MGB GT, Trabant, Alfa – 18 pages of greasy Sagas

BROKEN!
We take the XR4i to Essen and break it... 78 times!

58 PAGES OF TECH FILTH

- ✓ Brush-paint your classic like a pro
- ✓ The beginners' guide to TIG welding
- ✓ Austin 7 engine secrets explained
- ✓ Got a misfire? Find it and solve it today
- ✓ 6 compact 240v sanders tested

57 classics inside

Jaguar XJS, MK1 Renault Espace, Volvo Amazon, Ford Transit, VW Beetle, Morris Minor Pick-up, Austin 1300, Trabant, Victor FC

STANDARD 30
FORD POP
FORD CORTEGA
SINGER GAZELLE
MG MAGNETTE
MORRIS MINOR
VW GOLF
TRIUMPH SPITFIRE

Also inside..

October's **PC** also plays host to all the usual technical wizardry you have come to expect from **BRITAIN'S BIGGEST SELLING CLASSIC CAR MAGAZINE.**

So if you want to **learn to TIG weld, cure your misfire, discover the art of coach painting, learn helicoiling** or simply share the workshop trials and tribulations of the **PC** team then accept no substitutes, grab a copy today.

BUMPER 180 PAGE ISSUE!

RIMMER BROS



The Classic Parts Service



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

Visit our website
for prices
and availability:
www.rimmerbros.co.uk

*All the parts and
accessories you
will ever need*

**Free
Catalogues**

tel: +44 (0) 1522 568000
fax: +44 (0) 1522 567600
email: sales@rimmerbros.co.uk

Parts service for Land Rover, MG Rover and Jaguar also available



JAGUAR
from 1998 to 2011



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

RAISING THE COMPRESSION RATIO

How to do so safely and effectively, by measurement and calculation. Appendix

THE DOMED PISTON

by John Davies

Late 2 litre Triumphs were fitted with domed pistons, so that they could take the same heads as 2.5 litre engines and save production costs. The dome slows combustion, just what we are trying to speed up, so if possible get yourself a set of flat tops. If you must keep the domes, do not forget that these stick up into the combustion chamber. Their volume must be subtracted from the **CCV** before doing the **CR** calculation.

The problem is, what is the volume of the dome? Triumph six cylinder domes are 8.66mls. **The Appendix** explains how the dome volume can be calculated from direct measurements of a domed piston. **Note the effect on CR that the dome can make!**

If you don't trust such esoteric calculations, measure the dome directly. Fit a domed piston in the bore, complete with greased piston rings and so deep that the dome is just below the top of the block. The actual depth does not matter. Measure the depth of the piston at the bore wall. Calculate the apparent volume of this cylinder using **$V = \pi R^2 H$** .

Now use the burette method, as used to measure the **Combustion Chamber Volume**, to measure the real volume of the bore above the piston. This will be less than the apparent volume you measure above, and the difference is the volume of the dome.



Domed and Flat Top Pistons

High lift camshafts

Further performance modifications can include re-grinding the camshaft, and/or roller rockers, with a higher leverage ratio. High duration, high lift cams bring the valves further into the combustion chamber, for longer during the cycle. Roller rockers will increase this still more. Reduce the chamber height for a maximum **CR**, and the valves could collide with the piston.

If you persist in using domed pistons with all that, then they will collide!

Appendix.

Measuring the volume of a dome.

A circular dome is a sector of a sphere. Imagine a horizontal slice from the top of an orange. At the centre of the sphere, the circumference of the sector forms an angle with the 'North-South' axis of the sphere.

If the sector is half the orange, the angle will be 90 degrees.

If the sector is smaller, so will the angle.

Where **R** is the radius of the sphere, the volume of a sector of a sphere is:

$$\text{Volume} = \frac{\pi R^3}{3} [2 - 3\cos(\text{angle}) + \cos(\text{angle})^3]$$

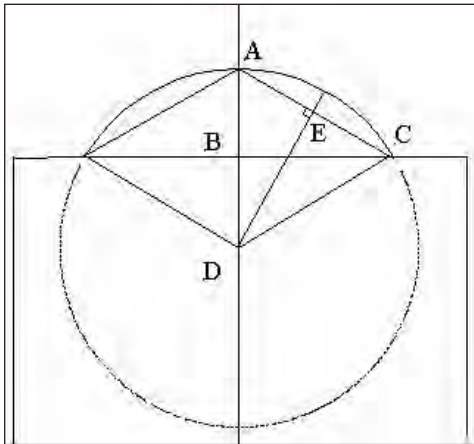
The size of the angle is measured in degrees. If the radius of the sphere is in centimetres, the volume will be in cubic centimetres, or millilitres.

That's fine, but how to measure the radius of this imaginary sphere of which our dome is a sector? You can, by measuring the dome, and applying some more trigonometry.

The diagram shows a side view of the sphere and sector. **D** is the sphere's centre, **BC** the plane that divides the sector from the rest of the sphere. **AD** and **CD** are radii, the first forming a right angle with the plane, **BC**. By measurement, we know the diameter of the sector or dome, which is twice **BC**, and the height of the dome, **AB**. We need to calculate the angle at the centre, which is twice the angle **ADC**, and the radius of the sphere, **AD**.

First, consider the right angled triangle **ABC**. Calculate **AC**, by Pythagoras.

$$AC = \sqrt{AB^2 + BC^2}$$



Staying in triangle **ABC**, now calculate the angle **ACB**, using trigonometry. Call the angle 'Theta'

$$\text{Tangent Theta} = AB/BC.$$

Then draw another radius, **DE**, so that it cuts **AC** at a right angle.

$$AE \text{ will be half of } AC$$

The two triangles, **ADE** and **ACB** are "equivalent"; they have the same angles, though their sides are different in length.

(Proof: the angles **DAC** and **BAC** are the same angle; in each case they are right triangles so the third angle of each must be the same.)

Therefore, the angles **ACB** and **ADE** are both **Theta** degrees. (If **ADE** is **Theta**, then angle **ADC**, which is the angle at the centre of the sphere, is twice **Theta**.)

Staying in triangle **ADC**, we know **Theta** and we know **AE**.

$$\text{Sine Theta} = AE/AD$$

$$\text{So } AD = AE/\text{Sine Theta}.$$

AD is the radius of the sphere.

We can now apply the formula for the volume of the sector

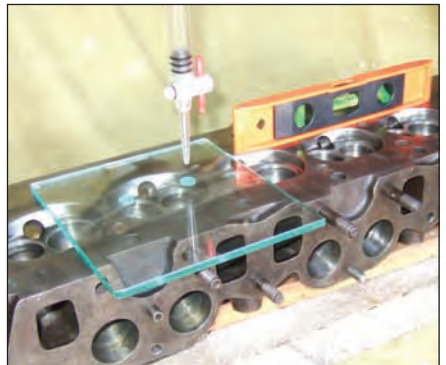
$$\text{Volume} = \frac{\pi \times R^3}{3} \times [2 - 3\cos(\text{Theta}) + \cos(\text{Theta})^3]$$

In the case of the **GT6** dome, this calculation gives a value for the volume of the dome of 8.66 millilitres.

The original **GT6** head had combustion chambers of 45.5 mls, and a **CR** of 9.5.

If you skim your head to achieve a **CR** of 10.5 and forget the dome, you will have a theoretical **CR** of 13.5!

The actual **Compression Ratio** will be much less than this, but you could expect a bit of pinking.



SUBSCRIBE AND SAVE 20%
retrocarsmag.com/subscribe.asp



1950_s - 1980_s Modified Cars

retrocarsmag.com

- The best modified classic cars from across the globe
- The finest event coverage
- In-depth company profiles
- Inside the world's most exciting garages in *The Lock Up*
- The latest news and new products



Available from all good newsagents or call
01732 748084

Exclusive Club Ticket Offer!

The NEC, Birmingham 15 16 17 November

Lancaster Insurance
Classic Motor Show



Enjoy Over 1500 Stunning Classic Cars

Cars for Sale | Live Stage | Auction | Restoration Theatre | Autojumble | 100s of Show Stands | Dream Rides

- **Club Single £16.50** Quote code 2013SC**
 - **Club Family £35** quote code 2013FC**
- Club offers apply to Saturday 16 and Sunday 17 November 2013**



Share your passion for cars!

Includes **FREE** entry into the Classic Motorbike Show**



To book your tickets call 0871 230 1088*
or go online www.necclassicmotorshow.com

Sponsored by



Official Partner



Official Partner



Official Partner



In Association with



Official Media Partner

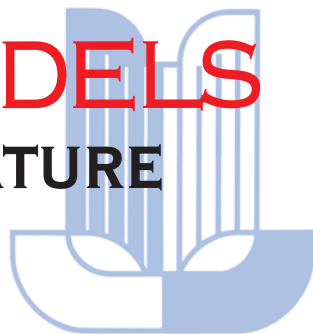


*Calls cost 10p per minute plus network extras. All bookings are subject to a single transaction fee. All information correct at time of publishing. See website for all information. Tickets include showguide to the value of £7.50 **Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket member. Club single tickets save £5.00 off the Sat/Sun door price Club Family tickets save up to £39.50 off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club will also benefit from a commission. ***When you buy a ticket to the Lancaster Insurance Classic Motor Show.

TRIUMPH MODELS

OUR CARS IN MINIATURE

by Wolfgang Puritz



Besides owning my Triumph and Triumph-based cars I have always drawn a lot of pleasure from collecting and building model cars of my

favourite car make (and others as well), and over the years have gathered quite a few of them. Over the years there has of course been an enormous variety even of Triumph models and my collection reflects only a limited insight but it might still be interest to share some information. Some models have obsolete for a while, some of them being manufactured on an industrial

base at mostly reasonable prices, while others have only available in handbuilt quality and limited numbers at sometimes quite high prices. So, this subject is very much a matter of "you can't have everything" but building up a nice personal collection has its very own charms. Generally it has to be said that swapmeets are a good source for older and sometimes unusual models. I have always liked to build kits (as a means of recreation), or I sometimes modify or improve existing models. Although having been interested in model cars before that, I started collecting them in the second half of the 1980s and concentrating on the 1/43 scale which at the time and probably also today offered the broadest choice of models. My personal starting point was – probably the same as some of you – a scale model of the car I actually owned, and as this

was obviously not available ready-made at the time, I had to build it from a kit that was available. So this was my first K&R kit depicting my red Spitfire 1500 and although it turned out rather well it still shows my lack of experience (see photo 1). However this build was a nice



1.

experience for me.

At the time I lived in Aachen in the very west of Germany which is notable because then one of the best known model shops was situated in this town, owned by the Danhausen family which later went on to make the well-known **Minichamps** models in China. This shop introduced me to a broad international range of models and kits available at the time. It must also be noted that at the time model cars were a less industrially organized affair than today, it was more a matter of artisanal or small scale manufacture of either kits or ready-made models. Many of the models were less detailed or less accurate than we are used to today but all the same offered more than we used to get with the **Dinky or Corgi** models of our childhood. Seen with a little distance, all those older models, although having their individual

Triumph Model Cars

imperfections, have very much an appeal of their own which keeps them attractive. In a quieter moment, with a good glass of wine, taking a good look at the model cars collected is always a pleasure.

Building models from kits (at first usually made of white metal or later of resin) involves painting and assembling. Besides collecting ready-made models and outright building of kits the possibilities include improving or modifying existing models, for example

to us of course.

4.



The **K&R** models are still being offered to us today by its owner Stephen Roff and his range of models embraces especially a wide range of Triumphs as many of you will know. They are made with superb detail and, with a little

2.



changing their colour (see photo 2 which is a nineties **Dinky** model now in green colour). All of this is up to one's individual tastes and affinity – overall the trend of building kits has certainly decreased over the years as better and more detailed industry-made models came onto the market. All the same, the number of models available of our Triumphs and Standards (and even more so of other Triumph-based cars) has always been rather limited, and this is the subject that is of special interest

5.



3.



experience, build up to great models (see photos 3 to 5). Many of them can also be ordered ready-built, even to specific colours, but this comes at a price of course. When handling an assembled model, they are always impressive due to their quality and weight, being wholly made of white metal. **K&R** models are great representatives of the high-quality white metal models and a broad range of Spitfires, GT6s, Heralds, Vitesses,

TRs and saloon models are available, each differentiated into the various model variants of the car that were available at the time

models up to a very high standard. Of particular interest for us is the nice Standard Flying 12 saloon offered which is a real gem (Photo 7) Somerville models had ceased to be made a while ago but are on offer again today.

Continuing with white-metal based models, other offerings include the Standard Vanguards and Triumph Mayflowers made by **Kenna** (Photos 8 and 9). The Standard drophead



6.

(Photo 6). These kits can still be easily obtained today from Stephen Roff directly or via his Ebay offerings.



9.

coupe was of particular local interest to me as this was a model that was only built at the Belgian Imperia factory at Liege-Nessonvaux.



7.

Another respected line of models is made by



10.



8.

Well known for their Triumph models is the **Vanguards** range and this is rightly so because they offer a great quality at a reasonable price. Paintwork quality and detailing are to a very good standard as many of you will surely be aware (Photos 10 to 12).

Somerville either as kits or ready made

The one exception from the rule might be the

Triumph Model Cars

11.



Triumph Dolomite where the offering by

13.



K&R is far better proportioned (Photo 13). The Spitfire on Photo 14 looks very much like Vanguards model but is in fact a repainted French **Soldo** model, showing that these are

12.



14.



nicely detailed too. These days the models

15.



16.



made by **Minichamps** (see above) need also to be mentioned as they usually provide models made up to very high standards and detailing. In their very large range they offer a great miniature of the Spitfire Mk.4 (see Photo 15). The beautiful Amphicar (Photos 16 and 17) is also of special interest to us because of its Triumph Herald engine.

Well, I am sure that besides the models mentioned there are (or have been) many more on the market even in 1/43 scale.

Also I have been focusing on the road cars whereas there are also a lot of interesting competition models – subject matter for another article sometime...

17.





TSSC Herts & Beds Area
Present the 20th



THE

TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH DAY at DUXFORD

SUNDAY September 15th 2013

Gates open 10 am - Close 6pm

£12.00 per person

IWM Duxford

Discounted Admission

Normally £17.00 per person

Under

16's go Free!

Discount entry
kiosks Close at 2pm.

Sorry, No Dogs,
Fires, BBQ's - CAA
Airfield Regulations

Location

Jct10. M11

Sat Navs use

CB22 4QR



This year:

SIT IN A REAL SPITFIRE!

Live Merlin Engine Running Display

Traders, Tools, Parts, Camping Display

TSSC Shop & Herts & Beds Raffle

FREE TRADER SPACES!

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.

Camping Now Available at Apple Acre Park Fowlmere www.appleacrepark.co.uk

BOOK CAMPING DIRECT via Email: tony@appleacrepark.co.uk Tel: 01763 208354

TRIUMPH SPORTS SIX CLUB CLASSIFIED



Spezere



1500. A1+ 1978. 38,000 Documented miles from new. FSH including purchase invoice. Soft - Hard tops. S/Steel exhaust. Immaculate. Plenty of spares. Taxed/MOT'd. £4,600 ONO Re advertised due to Time Waster. Rob (South Wales) 01443 218061.



1500 OD 1978. Rebuilt engine inc carbs, new clutch system, new brakes, new suspension, re-sprung, New hood, taxed October and MOT'd May 2014. £2,800. Richard (Derby) 07884 177018



1500 1978 O/D A1. 91,500 miles, FSH/MOT since 1984, 2012 TSSC Valuation £6k, owned 17yrs. S/S sports exhaust, K&Ns, new hood, carpets, interior trim, oil cooler, Kenlowe etc. £3,950. Mark (Bromley) 07956 340325.



1500. MOT Sep 2014 Tax Feb 2014. New s/s exhaust, clutch, starter motor, water-pump. Mechanics & bodywork solid. Call for more details. £2,800. Kevin (Edinburgh) 07709 455808.

MKIII 1971 Royal Blue. Overdrive, hard and soft top, unleaded, same lady owner last 29 years, 11 months tax and MOT, very original, garaged. £4,500. Karon & David (Staffordshire) 01543 685421.



1500 Java Green. S/S Exhaust. Electronic ignition. New discs. MX5 Seats. Soft/Hard tops. Garaged. Owned 14 years. Lovely Condition. £3,200. Patrick (Wallingford) 01491 839037.

1500 T-Reg. Reluctant sale (baby). Catalyst converter, sports exhaust, Kenlowe fan, 6 change CD player. A car practically used ie day to day. £2,450. Jonathan (SE London) 07866 436386.

1500 1978, overdrive, with OE hard-top, hood and tonneau. Plus chassis and NIBs/s exhaust. Owned since 1979. Unused for several years. £975. John (Kent) 01303 269959.



1500. Good reliable runner, MOT 01/07/14, TAX 31/10/13, 92,000 but had reconditioned engine 1992, tonneau, full stainless exhaust, come and see, drive away, lost my garage! £1,950. John (Leicester) 01162 698966.

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!!!

Herald



13/60 CONVERTIBLE 1970 Wedgewood Blue. Twin carbs. Wide wheels. Overdrive. New bonnet. Always garaged. Owned 14 years. Excellent Condition £3,500. Duncan (Leeds) 07746 541628.

1200 SALOON 1967 Genuine Original Cherry Red never restored just cherished! period extras, new carpets, seals, brake and rad hoses MOT 05/14 Smart! - ask Garth. £3,200. Richard (Sleaford) 01529 302603.

GT6



MKIII Overdrive. 59,000 miles, Magenta, Excellent condition, Sunroof, All original, Kept in garage, Serviced & MOT April 2013, Original workshop manual and documented history, Lancaster valuation. Price: £6,500. Richard (Cirencester) 01285 720006.



MKII 1970. Sapphire blue, Non-OD, 3.27 Diff, Rotoflex. Restored early 90's and dry stored last 13 yrs on SORN, further details emailed on request. £4,950. Lester (NE London) eMail: lester@onecs.co.uk

**THE TSSC CLUB SHOP
ONLINE WEBSITE
WWW.TSSC.ORG.UK**

★ **SECURE ONLINE ORDERING**
★ **ORDER CONFIRMATION VIA E-MAIL**

TR7



TR7 CONVERTIBLE 2 Ltr. 5 Speed gearbox. MOT April 2014. taxed 31/12/13. TSSC Valuation £3750. Good looker, reliable runner. Recent history & Bills. £3,250. Tony (Coalville) 07977 138126.

ROLLS ROYCE



ROLLS ROYCE Silver Shadow 1974 MK2. 60000ml, MoT May 14, 2 owners, Extremely Original, v.strong history, straight bodywork, Silver Birch/Beige Piped leather, unique features, e.sunroof (1 of approx only 20) build sheet, £9,000 Jeff (London) 07930 322831

CARS WANTED

VITESSE CONVERTIBLE wanted. 2.0 litre models preferred. From concours to unfinished restoration projects. Will travel nationwide. Chris (Oxtdel) 07785 224422.

GT6 Mk1 or Mk2 (Preference colour green) any condition. Jeff . eMail: j.parfitt123@btinternet.com

You Can Now PLACE YOUR FREE ADVERT ONLINE AT www.tssc.org.uk

PARTS 4 SALE

MORE OVERPAGE

HALOGEN Headlamp Kits. Low-consumption / Ultra-Xenon bulbs. Reconditioned radiators. Reconditioned steering racks. Up rated master cylinders. Used parts. Competitive prices. www.triumph-recycler.com or www.stores.ebay.co.uk /Triumph-Recycler (trade)

6 Spinners. £60. Eric (Bexhill on Sea) 01424 219849.

2000 Engine Rotoflex & overdrive. 2000 cc engine from a Triumph saloon. Seems tight and useable. New Rotoflex axle. J type overdrive. gearbox (in bits!!) Roger (Northampton) 01604 890925.

6 CYLINDER inlet manifolds. Vitesse Mk2 inlet manifold 215493 or GT6 Mk2 Part No. 308671 £35. GT6 Mk3 inlet manifold Part No. 312233 £30. Lindsay 01409 253737.

MICK DOLPHIN CLASSIC TRIUMPH SPARES

- ★ GENUINE NEW TRIUMPH PARTS ★
 - ★ ALL MODELS COVERED INC. FWD ★
 - ★ KEEN PRICES/ FREE ADVICE ★
- TRY ME FOR THAT ELUSIVE PART
01530 271326 EVES/WEEKENDS
E-MAIL FOR PRICE LIST
mickdolphin@tinyworld.co.uk
Visit our Website
www.mickdolphin.co.uk

MIKE PAPWORTH. GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499. (Trade)

NOS Cylinder Head 517610 (517528) Vitesse Mk2/GT6 Mk2 & early Mk3 and some 2000's. Original Stanpart 517610 bare head with guides (stamped 517528). Still in crate! £225. Lindsay 01409 253737.

"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"

WHITE VITESSE 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)

SPITFIRE MkIV/1500 Hard Top. Sebring GT Hard Top in Red - Complete with all fittings/Liners Etc - believed for Mk4/1500 Spitfire - call 01437741175 for further details. Stephen (South Wales) 01437 741175.

DOLOMITE wheels. 4 original Dolomite alloy wheels. Scruffy but appear undamaged. One fitted with unused Firestone 205/60 tyre. £40. Geoff (Exmouth) 01395 264043.

MKII VITESSE engine, original 46k. Collection only. £250. Phil (Nottingham) 07954 094291.

1300 engine 161 miles since rebuild. Spitfire FH engine unleaded head new valves valve guides springs pistons cam followers all bearings receipts to prove (on Dolomite sump) Paul (Exeter) 01392 439751.

VITESSE MK2. Boot Lid, used, some rust. Offers. Power (Lancs) Mob: 07594 604523

SPITFIRE SPARES 1500 non overdrive complete car for spares will separate if enough interest. e mail for images of panels all pretty good. eMail: bernard.littlewood1@ntlworld.com Bernard (South Wales) 02920 315260.

6 CYLINDER engine block. Bare block, Non recessed, Vitesse (HC) Mk2 2 litre, also any application post 1968, ie GT6, 20000, 2500. Crank, rods and pistons also available. £50. Lindsay 01409 253737.

TYPE 9 Ford 5 speed gearbox fully reconditioned and possible to come with rear housing modified (gear stick moved forward 60mm) from £525. Martin. 07400 524942.

SPITFIRE Wheels. 3 Wire Wheels, 5 Hubs &

TRAILER TENT 2/3 berth dry stored since new Trailer Tent fitted kitchen, beds, table, with Awning. £400. Phil (Dunstable) 01582 529389. Eves Please.

DOLOMITE wheels (5 Of) Full set of 5 refurbished Alloys for Dolomite. Bead blasted, cleaned, sprayed and then lacquered. £125. John (Mansfield) 07533 234093.

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

PARTS WANTED

RADIATORS WANTED for most Triumphs so I can keep supplying reconditioned radiators. Will pay/ donate to charity and arrange convenient collection. www.triumph-recycler.com (preferred) or 07092 048730 (trade)

VITESSE MKII Gearbox, Non Overdrive and 1998 engine in good condition Morris (Dingwall) 01349 864742.

HERALD 13/60 chassis. Happy to consider something sound onto which to hang replacement sections. Prefer Central

Scotland, but will travel for better quality. Ian (Hamilton, Lanarkshire) 01698 428112

HERALD SUNROOF. I'm after a sunroof to upgrade my Herald Estate. Martin. eMail: martin.meffert@t-online.de

GT6 Stromberg Inlet Manifold needed to get my GT6 MK3 back on the road! Must be in a useable condition, Jason (Romford) 07788 257765.

SPITFIRE 1500 Shock absorber - spax, gaz, koni. Anyone looking to move a decent con-

dition pair of front shock absorbers for a Spit 1500? Will listen to all offers! Tom (Norwich) 07983 639998

VITESSE ROTO. Urgently looking for a pair of adjustable radius arms for Rotoflex Vitesse to complete rebuild, having discovered the ones I have carefully restored are incorrect! Paul (Bury St. Edmunds) 07913 095854.

SPITFIRE MK 1/2 front bumper in good condition for re chroming. With or without overriders. Chris 07785 224422.



www.tssc.org.uk

The Club Shop will be attending the following Show

Duxford All Triumph Day

Imperial War Museum, Duxford, Sun 15th 2013

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

**TSSC
INSURANCE
PANEL**

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

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

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

Heritage Classic Car Insurance
0121 248 9280
www.heritage-quote.co.uk

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 (Peter James)
- Support from the Club Office
- All four brokers offer a full range of high quality insurance policies, including multi-vehicle.

TRIUMPH TRADE SERVICES

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

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.brodie motorservices.co.uk
COLCHESTER
ESSEX

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



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 JAMHLARS ROAD
CARDENDEN FIFE
SCOTLAND

CHIC DOIG

CLASSIC
SPORTSCARS

VISA DELTA
MasterCard

**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

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!!!

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**

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

HHERITAGE CLASSIC CAR INSURANCE

Tel: 0121 248 9280

VALUATION SERVICE

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

TSSC LIBRARY

TSSC HQ, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

CLUB SHOP

e-mail: clubshop@tssc.org.uk

TSSC HQ, 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, Cloghoge Road, Tandragee, Co. Armagh, Northern Ireland. BT62 2DU.

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

HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG

Tel: 020 8302 0059 e-mail: philw1360@gmail.com

SPITFIRE Mk I/II/III

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

Tel: 01672 514241 e-mail: spitfires@cadley.org

SPITFIRE Mk IV/ 1500

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

Tel: 01495 240884 e-mail: derek.ford@sky.com

VITESSE 1600/ Mk I/ II

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

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

GT6 MkI/ II/ III

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: guy@bondequips.org

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

BIG SALOONS

Mark Blease, 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 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.

Tel: 02920 315260 e-mail: bernard.littlewood1@ntlworld.com

TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA

Tel: 07766 106115 e-mail: paul.lewis_1966@hotmail.co.uk

AMPHICAR

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

Tel: 01684 592985

INTERNATIONAL LIAISON SECRETARY

Rob Newton-Allen, 4 Ash Tree Crescent, Burnham-on-Sea, Somerset. TA8 2JY

Tel: 07768 340121 e-mail: robhnen@breathe.com

YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: chriskbaker_7@hotmail.com

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

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

INTERNATIONAL WEEKEND EVENT MANAGERS

TSSC HQ, Sunderland Court, Main Street, Lubenham, Leics. LE16 9TF

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

INTERNATIONAL CONCOURS ORGANISER

Tony Simpson, Paddock View, 116 Nottingham Road, Codnor, Ripley, Derbyshire. DE5 9RL.

Tel: 07827 891471 e-mail: tonys@sdsdesignconsultants.com

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

Vicky Dredge, 2 Brookhampton Close, Redditch, Worcs. B97 5FF.

Tel: 01527 894125 e-mail: vickydredge@yahoo.com

CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01484 541185

Julie Hazell Tel: 07813 589799

September 2013



Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS



Lincolnshire Camping Weekend Booking Form September 6th-8th



Join us for a Dambusters 70th Anniversary Themed Weekend
Saturday

Convoy to Dambusters related places of interest
Saturday night games, Phil's Fiendish Quiz, Raffle

Sunday
Peoples choice

Convoy on to country pub for Lunch and goodbyes

The price is per unit (not per person). One tent/caravan/folding camper counts as a unit. Electric hookup is free and available on all pitches.

	Cost	No Reqd	Total
Weekend Ticket 2 nights	£24		
Single Night Ticket	£12		
No of people inc children	Free		
		Grand Total	

Please send cheques made payable to:- Lincolnshire Area TSSC

To Garth Jupp
16 Hermes Way
Sleaford
Lincolnshire

NG34 7WH

DO NOT FORGET TO SEND A SAE & YOUR DETAILS

For more information 01529 307302 or garth@juppy.org.uk



AREA DIRECTORY

**IF AREA DIRECTORY
ENTRY IS IN GREY THEN
PLEASE REGISTER
OFFICIALLY!!!
YOU ARE MEETING
WITHOUT TSSC
INSURANCE COVER!**

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.

Please note that TSSC Area Organisers are volunteers and avoid calling after 9pm.

Area	Area Organiser/s	Meet at	On the
------	------------------	---------	--------

SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 07787 795899	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
NORTH EAST	Danny Stroud: 01224 742315	Various - see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs.8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- WITTON GILBERT off A691 Durham to Consett Rd DH7 6TQ	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 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	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
WEST YORKS	Victor Thompson: 01484 541185	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487623 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00.pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
NOTTINGHAM	Claire Hill: 07971 017012	The Shepherds Rest LWR BAGTHORPE NG16 5HF	Last MON. 7pm.
EAST NOTTS	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0121 552 0550 Bill Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR May to Sept W. Mids Police Social Club BIRMINGHAM	1st Tues. 7.30pm. 3rd Tues 7,30pm
WORCESTER	Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Plough Inn, Gresford The Plough Inn at St Asalph	1st Tues. 8pm. 3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927(Liaison)	The Bird in Hand WRENNINGHAM	2nd Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
-------------------------	---------------------------------------	--	---------------

Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 OPX	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	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	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 PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mary Rumens: 01635 868640	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Mike Gooding: 01252 722432	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Michael Wrigley: 07966 257541	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Martin Marrison: 01444 450941	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.
Mickey & Julie Hazell: 07773 623807			

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DORSET	Mark Bland: 01747 838066	Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	The Star Inn - LIVERTON TK12 6EZ	3rd Wed. Eves.
GLOUCESTER	Jane Rowley: 07802 171227	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
SALISBURY	John Moore: 01722 710429	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Derek Giles: 01934 515376	The Swan - COOMBE HILL	3rd Mon. 8pm.
	Steve Hopkins: 01278 653888	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WYDEAN	Alastair Johnson: 01594 811076	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
		The New Inn - Shortstanding, COLEFORD GL16 7NT	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	
INDIA	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	MILAN.	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	lucabellinello@fiscalinet.it	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NORWAY	Knut Skoglund: + 47 91 16 17 78	Emmastraat 206862 GT - OOSTERBEEK.	
PORTUGAL	Carlos Camacho: 00 351 962721862	A Archibald Rd.,KelstoN - AUCKLAND.	
SWEDEN	Odd Hedberg: 00 46 173 17131	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	president@tssc-norway.org www.tssc-norway.org	
TASMANIA	Philip Bellamy: 0041 79 347 1221	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
U.S.A. - NW	Alan Donohue: 00 61 004 35 77 70198	Pomonagatan 4S - 742 36 OSTHAMMAR.	
	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



**ALO REPORT . . . ANDOVER INC SWINDON
AVON . . . BUCKS SOUTH**

TSSC AREA NEWS

AREA LIAISON OFFICERS
Tel. 01524 791607
e-mail: pip1272frank@homecall.co.uk



Unfortunately we will have missed the deadline for any reports on the EGM or A/Os Seminar at the international so a full report will appear in the October edition of our award winning Courier. Remember we are still open to All opinions and ideas from you the members we do not need meetings to listen to your ideas our phone and email details are above this report

We have attended events run by different areas all around the country, we found it is a good way to meet like-minded Triumph members, share ideas, catch up with old friends and unbeatable camaraderie.



Maybe that is the way forward with Stafford? I don't know what do you think? please let us know. For the risk of me repeating myself please get your Area Show times in even in the winter they will give members an idea what you get up to in the summer and brighten up the dark and cold days. Hope to be in your area soon

Pip n Frank

ANDOVER Tel. 01672 514241
e-mail: guy@bondequipe.org
Meetings Cover Swindon/North Wilts area

First an apology for last month's blooper. It was actually the May meeting at the Bruce arms which gave us a chance to have a nice long chat with our hosts as everyone else had stayed home or were busy doing other things.

The June meeting was actually well attended John Rogers from Devizes brought his Lancia Fulvia along and brought his friend Mr Edwards along (sorry, can't remember his first name). Graham also joined us from Hungerford although without his Spitfire as there had been a small hiccup with the timing of his MoT test. One rather nice surprise was when Lawrence turned up for the first time in his recently bought Wedgewood Blue Mk3 Spitfire. (Read more about this car in Suzie's Early Spitfire article this month)

July's meeting at The Bruce Arms was well attended, it looks as though the word is starting to get around to people in the area as we were visited by Lawrence and David in the latter's TR5, an MG TD belonging to a couple who had seen our advert about the meet when they had been camping at the pub with their VW camper, and even a couple with their

modern BMW convertible. This meeting is not exclusive to Triumphs or even classics - we'll welcome anyone who wishes to join us there with a vintage, classic or just interesting car - or even in a Eurobox if the 'interesting' car is having a quiet evening at home! - or just an interest in such vehicles. The August meeting at The Plough was the second time in a row we could sit outside there - a record I think!

Great to see Lawrence again in his Mk3 Spitfire this time bringing David, whose TR5 had been left at home that evening due to a problem with the fuel pump. He is considering putting a Bosch fuel pump into it so was interested to look at how the one in Bob's TR6 had been installed. Lawrence continues to enjoy sorting out and - most importantly - driving - his car and plans to write more pieces for Suzie's article so look out for these over the next few months. We were also pleased to see that John had brought Sue out for a treat - well, a meal that she didn't have to cook herself - as did Robin with Ann.

The next meetings will be:

- Thursday 12th September - The Plough, Grateley, SP11 8JR**
- Wednesday 18th September - The Bruce Arms, Easton Royal, SN9 5LR**
- Events**
- Sunday 29th September - Shalbourne Show, SN8 3PU**

Guy & Suzie

AVON Tel. 01454 327059

Apologies for missing last month which unfortunately means I can't remember what I have reported on. Castle Combe Action Day was very hot and better organised than previous years. Sadly we did not get a great turnout for the club stand, but hopefully those that attended had a good day.

We did manage to put on a display at Tortworth show in July and left the show just before the downpour. In August I know that several people are going to Hay on Wye show which should also be a good event.

You may be surprised to learn that our **Christmas meal is planned and booked for Monday 2 December**. It will be at **The Washing Well, Codrington** (normal meeting place) and costs £11.99 for two courses and £13.99 for three. Menu selection and £5 deposit (non returnable) will be required at either our **September meeting on 2nd or October meeting on 7th**. If you wish to pay in full that will be fine.

Hopefully the pub details will now appear in the Courier as we have agreed it is the right venue for our monthly meetings.

It was good to see Colin at the meeting and also Dave one of our newer members who is restoring a Vitesse which we look forward to seeing on the road one day along with Linda's herald when it is finished.

As soon as I have panto details, I will take bookings for that as well - hopefully end **September/October**.

Jane

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

Hi, Well, time seems to fly by yet again! Looking at the date, showing in month eight, only 4 months left of the year! Just to be confirmed when passing one of the local hotels who have put out the 2013 Christmas bookings now available signs! Ohh dear!

Now, let's go back a little to go forward. At the beginning of July, one of my sons had his sports day so I had half day holiday off work. This was opportune as it was the Ace café classic car night! So, with him home, happy his school house



TSSC AREA NEWS

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

team won the day, Mum at home looking after all, I saw the opportunity to head for the Ace early. With sympathy from my wife as I hadn't been able to attend the Ace for several months due to the Pneumonia (yawn!) I headed down and was sat outside the Ace café with the sun shining, beer in hand by 5pm! Superb! I took the 2000 as I had time to move car around and get her out. Dan was there with several members of his family in his lovely Jaguar! Nice to see South Bucks members Simon and Tracy in their TR6 and Ken in his Herald convertible.

On the 17th July we had the South Bucks monthly meet, with two friends not seen for a while! Robin and his dog in Rob's Mk2 Spit and Gary who was not in a club car, but nice to see you! Robert, Simon and myself made up the rest of the small group, but a lovely evening made for us to be outside and enjoy the summer evening, and nice to see several Triumphs in the car park. Somehow I was collared into looking at a Morris Minor owned by a lady who was leaving the pub. I think it was a person who doesn't know much about cars, and presumed all 'old' cars were the same so thought it was something to do with me!

We had a family holiday which I'm sure won't be much of an interest, but a place we did find may well be of interest! It's the Schlumpf museum in Mulhouse, on the French / Swiss border. It was pure accident that we found it as I had booked a hotel in between home and our destination in Italy. As we driven it twice before, I knew Mulhouse was on the way. If you ever have the opportunity to visit, it's a real must. It is simply staggering to see the sheer number and quality of the collection. I believe it's the largest collection of Bugatti's in the world.

I won't go on much more for fear of boring you, but its well worth having a look on line and reading the story and seeing the images. How this is not a film is beyond me!

As you have probably gathered, I'm very much into my motor-sport. I was watching the GP when the tragic events took place in Imola May 1994. Roland Ratzenburger being killed on the Saturday practice and arguably the greatest driver ever, Ayrton Senna on the Sunday.

I managed to find the memorial in the park area along side the track at Imola and paid my respects.

I was planning to attend the Windsor farm show on Sunday 4th August but my back decided we weren't! Yet again, it's the after effects of the Pneumonia (dear god, do I talk about anything else?!) as I haven't been able to exercise, my lower back stopped me going anywhere.

Simon with the TR6 did attend and reported a good show with a good collection of Triumphs with the Thames area in operation.

On the day of writing this, it was the Croxley green show which was really well attended with several hundred vehicles of all types and values. Great number of Triumphs which was really pleasing to see. There is a second chance to attend the **Croxley green show on Sunday 15th September** from 10 am till late. It's combined with a traditional steam fair, which is great but does cut down the number of car parking spaces, so be early! No booking in required, just a donation to charity on entry.

So, what else is going on in **September? 7th September** there is a **classic car show at the Cookham regatta**. It's a Uxbridge and district event so you may need to check with them first. **The Ace café classic car night is Tuesday 10th Sept** from 5pm till late. Usually a big turn out as last summer event of the year. **18th September is the South Bucks monthly meet at The Squirrel, Penn Street, near Winchmore hill** from 7pm on. **Saturday 21st** there is a classic car event at **Clivden**, again, this is a Uxbridge and district event, so you will need to check as booking maybe required. There is also a classic car show attached to a show near **RAF Halton near Aylesbury** on the same day. Worth checking on line as I couldn't see details before I had to send this report in. Take care,

Carl

What a meet we had on Thursday! The weather Gods were kind and we basked in 30 degrees of heat while elsewhere in the UK it lashed with rain! Once again, we had the use of the field and nobody felt the urge to move to the bar as the temperature dropped because it didn't!

There was a real family feel about the evening. Ian and Kaylee had brought their son, and Neil started up his grass cutting tractor to give him a little ride around. Andy of the Triumph/BMW 2.5 had a go in Charles' borrowed MGF and thought it down on power compared to his usual chariot!

Keith had brought along a hood bag for a 1500 Spitfire which wouldn't fit. He had everyone scratching their heads until Tim W pointed out that it was designed to go with a hard top.

It was amazing how many people knew that once it was suggested. Tim SJ's 2 litre Spitfire made it with no dramas as did "Gerald the 948 Herald" looking resplendent in his Monaco Blue paintwork.

I was so busy talking to people, I forgot to count cars, but there were two lines of impressive cars in the field. Among them was a Mimosa yellow Stag belonging to first time visitors, Brian and Penny. Welcome to you both.

Our long lost cousins from Ramsgate turned up and were warmly welcomed. Peter and Donna, Sharon and Wayne turned up in the strangest Triumphs I've ever seen but it didn't matter: it was good to see them and catch up.

So as darkness fell we strolled and chatted between the two lines of Stags and Specials, Heralds and Spitfires, Gentrys and moderns. The chips n dips were served out in the marquee and nobody seemed inclined to leave. It was the kind of evening which keeps you going during the long winter months when, gathered round the fire, someone will say, "Do you remember that August meet....."

Despite all this poetry, business was conducted. I can report that Ray and Phil the Stag attended the event at the Bredgar and Wormshill light railway on the 7th. July and had a good time. Three cars made the trip to Amberley heritage centre on the 21st in glorious sunshine and a couple of cars went to the Chorley Wood classic car show. Everyone had a good time.

For this month, there is the Faversham Charity Car Show on the 10th August and the **Old Timer rally on the Leas in Folkestone on the 26th**.

Looking even farther forward, Mike T is organising a block booking for the **"Gears of Change" event at Quex Park on the 8th September**. I would also suggest a club run to the **20th All Triumph Day at Duxford on the 15th September**. Please let me know if you'd like to join either or both of these events. All for now.

Phil R

CHESHIRE Tel. 01625 425845
 www.tssccheshire.webspace.virginmedia.com
 e-mail: cheshire@tssc.org.uk

News is a little sparse this month due to holidays and things like that. This year the weather for the Wilmslow Show was a lot better than last year. This wasn't difficult as the Show was 'cancelled due to weather' last July! Quite a different format to other car shows, as the theme is a local show with added cars rather than the other way round. A man parked a few cars down the row takes his Model T to the shops (yes, really) and explained the pedals to me. When asked about brakes he explained the art of predicting the requirement to stop well in advance.



CHESHIRE CORNWALL . . . COVENTRY

TSSC AREA NEWS

Cheshire Continues

I believe 6 cars made a small tour round the Cheshire countryside to the Dog in Peover, in what I understand was excellent weather. Adrian and I had intended a more complicated run (well, longer anyway) but time and other commitments meant an old run was once again recycled. By the time you read this in the Courier I may have the photos that Sam took during the run (and therefore they'll be on the web site). And if you think that Mike Banks leaning towards narrow roads was an issue, think again. On Guernsey even the 'main' roads are narrow and the norm is to drive on the pavement if the oncoming vehicle is wide (like a lorry).

The bad behaviour of Adrian's GT6 when it gets hot under the bonnet has now been traced to the electronic ignition. Cool the distributor (technical solution, with cold water!) and all is well again. So, it's back to points.

The events list tells me **The Cholmondeley Castle Classic Car Rally is on the 1st of September**, and the **Staffordshire Classic Car and Bike Show is at Uttoxeter Racecourse on the 29th**. After that it's **the Restoration Show in October (27th)** and the **Classic Motor Show at the NEC on 15th to 17th November**.

Our next meeting is on **Thursday 5th September at the Cock and Pheasant**. As run season has now finished, we revert to the normal format where we stay at the C&P and I aim to turn up around 8:45.

Henry

CORNWALL Tel. 01872 573763
www.autos.groups.yahoo.com/group/cornwalltriumphs/
e-mail: cornwall@tssc.org.uk

As I write there are classic cars everywhere. It seems that the fantastic weather has brought them all out. I've even had the Stag out for non-club runs! I met up with the TR Register after one of their evening runs at The Driftwood Spars, St Agnes and we had a good chat. They are very keen to join in with us for future events, which is great news, so you might see a few TRs on our future runs.

Other good news is that the future of The Hawkins Arms now seems safe; Adam & Alex have now bought the freehold of the pub, so that they are now working for themselves instead of a landlord. They are always very welcoming to us and make sure that we are looked after, something that has taken a bit of getting used to, but is very nice. The new Chef also seems to be working out and the food is very good.

July was very busy with shows; Wadebridge Wheels and Boccannoc Steam Fair amongst them.

Owing to my work commitments I didn't make either this year, which is unusual, but I do know that plenty of people went to both, so I'll try and catch up and let you know. Boccannoc was probably very nice, usually it rains like mad and the field gets very chewed up, but this year it was dry and hot, so that would have made a big difference.

Our July meeting was VERY quiet, but it gave us the opportunity to plan next year's calendar. Once this is finalised I will email it to everyone on my email list. If you're not on my list and want to be, please let me know and I'll add you; I try not to swamp you with emails. We also had two new members at the meeting; Frank & Heather are rebuilding a Herald 13/60 Estate. This is Frank's first rebuild and he will be after a lot of help, but that's fine and then there was Tony and Debbie rebuilding a Spitfire 1500. Tony is an old hand at car rebuilds and hopes to have his done very quickly, but we're looking forward to see how such a tall bloke fits into a Spitfire!

During the winter we hope to reinstate our Sunday pub lunches and have chosen pubs all over the county to try and persuade some more of you to join us. In October we hope to go to the famous Gurnards Head Hotel, (Gurnards Head) Zennor. This is somewhere that we have wanted to go for a long time, so hopefully we can finally find out what all the fuss and good food is all about! We are also trying to finalise our Christmas Dinner/Dance, which looks like being at The Metropole, Padstow again. It's was very nice last year, so we thought we would revisit it and make sure that standards hadn't dropped! It will be either 7th, or 14th December. Let me know if you want to come, we usually have a great crowd, you don't have to dress up, but most of us stay the night (but this is not mandatory).

So, here's our diary for the next couple of months;

SEPTEMBER

Fri 6th – Sun 8th Swanage Folk Festival, Dorset – Graham & Karen Whiting

Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 22nd Route 38, Trerulefoot

OCTOBER

Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 13th Lunch at The Gurnards Head Hotel, Zennor

I know you're all out there enjoying the sunshine, 'cos I've seen you. Long may it continue.

Happy motoring

Mike

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

Hi Everyone. What a long month, lots going on and at last plenty of good weather and plenty of events starting with Hollowell Steam Show on the Sunday the 7th July, this was a first for us all but not the last, a very big show with over 50 Steam vehicles and as many again model ones, lots of stalls and plenty going on. We travelled there in a 5 car convoy and had a most enjoyable day out.

Then it was the Heart of England meet at the Griff in Bedworth on Tuesday the 9th, a glorious night weather wise resulting in a turnout of 75 cars and commercials and 2 motor bikes of which 9 were Triumphs, plus a Scimitar and our group from the TSSC which is now growing in numbers nicely, a really enjoyable evening in very good company.

On Sunday 14th 6 of us in 3 cars travelled to Evesham for the Riverside Steam and Vintage Rally, a red hot day but a little disappointed with the show and the footfall was very low, still had a good day out though and chose a very scenic route to return on which helped to improve on the day.

Our next outing was our favourite the Dalos (Drive and lunch on Sunday) Day Run on Sunday 21st. We all met up on the



A5 in the layby opposite the Copper Kettle Diner near Mancetter. 17 of us in total in 8 cars, 2 Spitfires, 2 Herald convertibles, a TR6, a GT6, a Jaguar XJR Sport and our leaders of the day Keith & Trish in their Mazda Eunos, this being the first run to be planned by them they were a little apprehensive, but they shouldn't have been, it was a lovely run through the lanes and villages of north Warwickshire and Leicestershire finishing at The Unicorn in Orton on the Hill for lunch. This was a good choice the food being very good and also at a reasonable

TSSC AREA NEWS

price and the service was excellent, once again a great day out in great cars and great company. Well done Keith & Trish.

Tuesday 23rd was the 2nd meet of the month for the Heart of England another lovely warm sunny night, not quite so many as the previous meet but still a good turnout of nearly 50 vehicles including 8 Triumphs and again our little group is growing in numbers, another pleasant evening in pleasant company and as always at this meeting a few different vehicles we hadn't seen previous.

Sunday 4th August was the day of the Mary Ann Evans Hospice Run from Nuneaton to Bosworth Water Park. The day started



great the sun was shining so we were really looking forward to starting out, jumped into the "Smiffy Spitty" all excited turned the key and nothing, flat battery, never mind out came the jump leads and off we went, things could only get bet-

ter or so we thought. Arrived at the Hospice expecting the battery to be well charged by now, turned off the engine and tried to start it again oh dear it was still flat. Paul and Joan pulled over in their Spitfire and gave us a jump start, he then checked out the charge rate it was zero, the alternator had packed up, so he left his car running to charge up my battery, many thanks Paul. We could still take part in the run as the battery would get us round. Steve then offered to stop at his house as the run was going past his door and pick up an alternator he has had for about 10 years and the plan was for it to be fitted when we arrived at Bosworth Water Park, great we thought it can only get better now and we can complete the run. So off we went in a convoy of 6 cars in our group no problems now or so we thought. After about half a mile a metallic scraping noise from the nearside rear (which we have had slightly for a while) began to get worse and after about 2 miles it became horrendous so into a lay by we pulled to take a look, couldn't see anything in particular but decided we couldn't carry on, we suggested that the others carried on and we would limp home. They were having none of that so with Keith and Trish living nearby we left the now poorly "Smiffy Spitty" on their drive way and hopped into Steve and Sharons Herald Convertible with them to continue the run. The weather was now becoming a bit overcast so after about 12 miles Paul & Joan diverted us into the Griffin Inn at Nether Whitacre, what a splendid idea. While we were in there the rain started to come down quite heavily so another pint was the order of the day. After the refreshing interlude we were off again but the rain continued so another stop was the order of the day, just before the end of the run. We were now well behind schedule but having a great day out, hey it was better than sitting in the rain at the water park, when we eventually arrived at our destination nearly all the other cars had departed as the rain was still falling heavily. There was only one thing for it back to Keith & Trish's for a picnic in their lounge. What a day, nothing like expected but still a great day out. We then limped home in the "Smiffy Spitty" and yes we made it but only just. A big thank you to everyone in our group for helping us out when we had problems and making it a day to remember.

The problem turned out to be the nearside rear drive shaft and bearing, so off to K D Triumph for Karl to work the oracle for us, we had new bearings and U J and Karl provided a drive shaft and hub and reassembled the unit at a very reasonable price, well done Karl excellent service once again. Unfortunately couldn't get it refitted in time for our monthly meet on Tuesday the 6th so had to go in the beama.

Our monthly meeting at The Bull & Butcher, Corley Moor was well attended with 18 cars on show, a lovely sunny night and a good mixture of classic cars with 7 Triumphs and 11 other mar-



ques, interest is certainly growing. A special welcome to Chris Suffell from Rugby in his TR6 who now intends to join the TSSC. Also a special thanks to all the Heart of England members who also came along.

Our next Dalos Day will be on Sunday 1st September to be planned by ourselves, details to follow but provisionally we will meet at the Baginton Oak, Baginton ready to leave at 12.30. If you want to join us let us know by Wednesday 28th August so we can book the meals. Order of the day colourful shirts let's see who has the brightest.

Keep them Triumphs roaring

Phil & Lyn

Forth coming events :-

Saturday & Sunday 24th/25th August Coventry Festival of Motoring <http://www.festival-of-motoring.co.uk/>

Tuesday 27th August HoE meet at the Griff

Sunday 1st September Dalos Day Run to be planned by Phil & Lyn details to follow.

Don't forget that snazzy shirt.

Tuesday 3rd September our monthly meet at The Bull & Butcher, Corley Moor, 7.30pm

Saturday & Sunday 7th/8th September Shackerstone Family Festival <http://www.shackerstonefestival.com/> we camp the weekend, everyone welcome to join us.

Sunday 15th September Gloucester Warwickshire Steam Railway Classic Vehicle Day <http://www.gwscr.com/> email jim@clarkuk.net

Sunday 22nd September Kettering Vintage Rally & Steam Fayre. M C Spittle, 64 Durban Road, Kettering, Northants, NN16 0JB

email :- cranfordrally@ntlworld.com
<http://www.ketteringvintagerally.co.uk/>

CUMBRIA

Tel. 01229 474077

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

www.tsscumbria.co.uk

What a difference a spell of warm weather makes, the Distington show on the 7th July must have been one of the best ever a far as attendance goes. Last year the show was cancelled because of a waterlogged field there was no chance of that happening this year as it was one of the warmest days we have had for years.

At times it was difficult to see our club stand as it was crowded with people very interested in our cars. We had all different marques on display apart from two Spitfires. Mike and Esther's TR7, Ray Kelly and his TR6, Anne and I with the GT6, Nigel's Spitfire, Dave's Spitfire, Simon's Vitesse convertible, Rod with his Courier Van and Roger's Acclaim. Phil was going to bring his Spitfire but unfortunately for him it would not start and Tony and Helen's Spitfire is having its engine rebuilt. I have been going to this event for quite a few years now and I don't remember seeing so many people.

You don't need me to remind you that the good weather continued for the rest of the month until it came to the weekend of the Ripon show 28th July. We were joined on the club stand by four of the Lancashire group with their cars. They were doing



CUMBRIA DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Cumbria Continues

their annual pilgrimage to the local hostellers. A few members camped for the night on the show field and as usual the event shelter was erected the night before. On the Saturday night there was a huge thunderstorm and the wind flattened the event shelter. Fortunately for those that were camping they were sheltered by the buildings. The wind wrecked the top and bent all the poles but left the sides unscathed. Parts for these shelters are not sold separately so a new canvas and poles will have to be bought. We were not the only ones who had damaged tents. Alick's Spit6 was finally out of the paint shop three days before the show and with many hours of work it made it to the show field. He has had it painted in pearlescent yellow and looks very nice. You may remember that the car was going to be written off at the end of last year when an uninsured driver hit him in the side. After many months the insurance company agreed to pay for the repairs. Please get your cars an agreed value and it will stop most of the hassle we had trying to get this repair.

Forthcoming events: **14/15th Sept Selkirk show.** There are 6 places booked for those who would like to go plus the usual camping. **The Fell Run** that was cancelled in the Spring, due to the snow **will be held on the 29th Sept.** Places are available for those wishing to take part.

Safe motoring

Roy

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

July was a fun packed month for us. Several of us embarked on a trip to Wigan for the 2nd Manchester camping weekend. It was very warm when we arrived, in fact too warm to pitch a caravan and erect an awning, but we managed it at a leisurely pace. Once all had arrived Paul and I went for a 'reconnoitre' to locate a nice pub for some pub grub.

Wow, what a find, great food, excellent décor, good service, and proper beer. We could have stopped there all night but we had to return to camp because we were in the Army now and we had strict orders to obey.

The Manchester Gang put on a fantastic weekend and there was never a dull moment. I won't say any more as I am sure there will be a full article in the Courier in the future and I don't wish to spoil your enjoyment when you read all about it.

Angie and I would like to thank Kim and Paul for chauffeuring us about all weekend as we were Triumph-less due to mechanical failures.

Next on the agenda was our annual visit to the Village Fete at Long Lane. It was up to its usual high standard and certainly the Pork Cob's did not disappoint. Nigel had a very lucky run on the bottle tombola winning several prizes on each attempt. I won nothing so went to the pub across the road for a commiserating drink...well that was my excuse. I understand that the Fete raised an amazing £4,000.

As this year's Peak Run was a little wet we decided to re-run the actual route once again in the hope that we could take in the breath-taking scenery which was clouded in mist. This took place on 4th August, a day which was forecast to be very sunny, but turned out to be changeable. Several classics including Aidan and his son in their very nice GT6 plus my modern set off from Belper. The Peak District did not disappoint as the views were stunning and the route itself absolutely brilliant. Even though we were re-running we still managed to get lost. Well it all adds to the enjoyment of the Run.

The August meet was the second attempt to visit another local car meeting and this time we made it. For those that wished we travel in convoy from Smalley Common and when we arrived found the main car park full of all types of classics and other interesting cars and had to park in the overspill car park which was also full of the same. A very pleasant evening was had by all.

Dates for your diary:

3rd September – Monthly meeting at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm. All welcome.

6th to 8th September – Lincs camping weekend.

1st October – Monthly meeting at Smalley Common Ex-Serviceman's Club (DE7 6FY) from 7:30pm. All welcome.
Regards

Colin

DEVON Tel. 01548 821348
www.northcotts.clara.net/tssc/devon
e-mail devon2005@tssc.org.uk
<https://www.facebook.com/groups/134271493433942/>

What a difference a year makes! 2012 was a complete washout with the Powderham Castle Historic Vehicle gathering cancelled completely due to the fields being waterlogged at best, or flooded for much of the area. This year the main problems were dust and heat, with temperatures touching 30 degrees tempered only by a slight sea breeze. On Saturday we had 22 assorted Triumphs on show and on Sunday we had a massive 32. Centre of our large stand was Martin Harcourt's stunning aluminium Spitfire Special which attracted a lot of attention on the Sunday. We took a lot of membership enquiries and met a number of Devon members there, including Tim & Dawn Hills and their friends Morton & Lilian from Denmark. Darren Groves made it to the show this year in his Herald on the Saturday, now with a newly installed engine, and he brought along with him Trevor Collett, Specials Register Secretary for TSSC – what a shame they did not get to see the Spitfire Special. It was a glorious weekend, and we made full use of our new event shelter, shielding us from the sun this year. It also acted as a garage overnight for our 13/60! The show itself was very well attended with a huge variety of vehicles on display. Cars from tiny 1920s examples, through to a beautiful DB5 and a Ferrari Testarossa were spied. Traction engines and commercial vehicles were very well represented. The steam vehicles made a terrific noise to welcome the Torbay Express as it thundered by on the main line, its own whistle blowing a noisy greeting – a nostalgic moment for many of us.

The sun continued to shine on us for Club Night at the Star Inn – we were out in the garden all evening again – two months running must be a record.

The real record however was the massive 16 cars attending, including Bob's very nice MkII GT6 which we have not seen before, welcome to him and little Pip. Following Powderham, Tim & Dawn brought Morton & Lilian along too, so we were able to admire not only Tim's Burlington Arrow recently back from its trip to Denmark, but to see for the first time Morton & Lilian's new Triumph, a TR4A but with a V8 engine with Holley carb – some beastie but sounding very sweet indeed.

The following week, still in brilliant sunshine, we took our Stag to Boconnoc Steam Fair for the first time, meeting up the camping group of the Treleavens, Dan and the Watsons there. A couple of years ago, we had come across an early, believed to be a prototype, Stag with the commission number of LD82 at a show near Kingsbridge. At that time we were told that the present owner had just acquired the car, having known the previous owner for some 20 years when it had been stored and not used. Eventually Mike had managed to buy it and believed it was an original factory produced car. At Boconnoc however we found out a whole lot more! Steve Chudleigh was there with his own Stag, and was amazed to recognise RNK 5 H as being

his previous car. He had owned it in around 1981. The story that emerged was that he had bought it from a garage in Shaldon, when it had a straight 6 engine installed. The previous owner had apparently removed the original Stag V8, replacing it with the straight 6 but retaining the auto box. During his ownership, Steve had replaced the straight 6 with a Ford Essex V6 engine, and at the present time it has a straight 6 but



now with a manual box. Pictured are Steve's present and past Stags.

The weather could not have been more different a fortnight later. Our intended trip to Mt Edgcombe failed along with Ian's Herald on the A38 and a group of four Triumphs ended up at our place for loads of coffee and our picnics in the lounge.

LOOKING FORWARD

We will make our now annual trip up the M5 to **Thornfalcon Show near J25 Taunton on Sunday 1 September**. We plan to meet up at 9am at Exeter Services so why not join us for this great informal show. It is usually over around lunchtime, so we will drive back over some of the slopes of Exmoor once again. **North Devon** sub group will meet as usual on the **second Thursday of the month, the 12th**. As usual, contact Steve for details. **Devon Group's Club Night at the Star will be Wednesday 18th** and the second **Route 38 Cafe meeting is planned for Sunday 22nd**. Once again we will meet up at 10am at Pear Tree Cross, Ashburton, aiming to get to Trerulefoot for 11am.

Christmas is coming – and we have booked the **Dartmoor Lodge once again for Saturday 23 November** for our evening meal. Price is held at £21 and we will require your deposit cheques (payable to Sue Franklin and sent to Willowbrook, Diptford, Totnes TQ9 7NJ) by the middle of September at the latest please. This is needed to secure the booking, with the remaining £11 per head needed with your menu choices by **10 November** please. If you are not on email and want to come please ring us asap for details of the menu.

Still to look forward to are a drive with lunch on **6th October in the East Devon Area**, more details by email and in the next Courier on this one; Rob, Helen and Alice's **Treasure Hunt on Sunday 3 November** and the first sight of the much sought after TSSC Devon calendar – will your pride and joy be featured for 2014?

DEVON DIARY

- Sunday 1 September Thornfalcon Show, Taunton**
- Thursday 12 September North Devon Meeting**
- Wednesday 18th Club Night at the Star Inn**
- Sunday 22nd Route 38 Cafe Meeting**
- Sunday 6 October East Devon run and lunch**

Sue & John

IMPORTANT NOTE

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

This month's report may be a little short and disjointed with no pictures as I had serious car accident. I was in the MG and it was turned in to the meat in a sandwich between a transit and a Shogun and I had to be cut out and had a ride in an ambulance. I am now at home a bit bruised and shaken but in one piece. Hopefully my back and neck will recover quickly and I can get in the Spitfire.

My office before the accident I have got the spit (Eric) chassis back round to the side of the house with hopes of progressing the trailer but that will have to wait now and the Spit (Talullah) threw a rear wheel bearing on the way back from Hodderston, the same one as in April this has been sent back awaiting reply.

Out and about - Barley lands, there were 6 club cars, 3 Spits 1 Stag 1 Toledo 1 GT6. We were the first club invited in to the show ring. And we had some fun with the commentator.

Later on there was a how loud is your car competition with the crowd voting for the best noise from a car and this was won by lan in his Spit (rose).

A surprise visitor, the STIG, was driven around the show by Lesley in her Stag so we had STIG in a STAG And the car of the show was a GT6, we all had a full fun day.

Hoddesdon, this was a car show in the high street, there was 4 club cars there 1 Stag, 1 Spit, 1 Vitesse and Joe's mini of course. The cars attracted a lot of attention especially the Herald of Mike's that had just been featured in Triumph world and with it being in the high street there was shopping opportunity and a very nice coffee shop just opposite us. Of course the girls managed to buy a few bits in the local shops!

Classics on the Common, a mid week evening gathering this, 3 club cars and my MG as the wheel bearing had gone on the Spit, a Stag and 2 Spitfires, we had a fish and chip supper from the local chip shop, Paul Neville was there with his Spit as well, he finished off all the chips but missed out on the ice creams a nice selection of cars as always, a nice way to spend a summers evening.

Ash Green, a 06:00 start for me, putting the drive shaft back on the Spit before the 10:30 meeting to go to the music and car festival on a local village green. We had 1 Stag and 2 Spits but we had a good spot on the green, sitting by our cars, we could hear all the bands clearly, this was both a blessing and a curse depending on which band was on but over all a good day out. Followed by a meal at the Ship public house in east Tilbury for some of us.

Club day - 5 Triumphs, 1 2000(Sapphire), 1 Toledo(Kermit), 3 Spits (Primrose, Talullah, and a silver one) but 20 people and if you work the maths out, some were in modern cars. We had a very nice silver spitfire just been re built with a lovely painted job in Porsche silver. Kirk picked up a puncture as he pulled in to the car park but as he managed to change it with out needing a push or assistance, he only gets a mention on the break down vest and not a full wearing of it!

A big welcome to all the new members with and without their cars, it was nice to see you.

Southend breakfast run - club cars, Stag (Winifred) and 2 spits (Rosie and Toby's blue one with new seats) I was a passenger in the Honda and even that was painful (not Janet's driving, and there was no way I could get into the Spit) there were 9 1/2 of us for a hearty breakfast and a good chat, Toby seemed to chat to every one and as the sun was shining it made a good morning, something different that we will repeat and hopefully next time Wes will not get a parking ticket. After wards we drove back looking at all the cars for sale along the garages stopping and looking at a few.

Up and coming



**ESSEX
HERTS & BEDS . . . WEST KENT**

TSSC AREA NEWS

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

September 8th Colchester lion's car show in the lower castle park

15th Club day Halfway house A127/A128

27th-30th Autumn Run Friday New Romney old railway, Saturday Brands Hatch Historic Sports car racing. Sunday toy collection and Rye toot shopping. Monday antique shops and Morgan car museum. You can do 1,2,3, or 4 days, it is a mix and match tour please get in touch direct and I will give you Premier Inn details

Don't forget the Christmas dinner and dance in December. A few of us are already making plans having sent deposits off for tickets. Essex should hopefully be well represented.

Happy birthday this month to Ian on the 7th, Lesley on the 22nd Dave Bullman on the 28th Our very own little Jack on the 28th hope you all have good birthdays.

A big welcome to new members for Essex, **Paul Brown, David Matthews, Jack Reddish, Barry Mortimer, Jacqueline Boreham and Jon Bradford.** Please pop along to the club meeting we would love to meet you all in person.

Allan & Janet

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

Matt our Publican made two choices and had to toss a coin to thin down the choice, he had eyes on Jo and Derek's snazzy Stag and Rays Burlington. So the result was Ray has a rather garish chromed plastic cup to keep and will be added to the Les Read Kingfisher Shield which is presented each year.

I kept out of the decision making and Ray came out the winner, (well head or tails) he has won this before in 2010, but he always attends what we arrange so to me this supports the supporter's and its quite an exceptional car, even though he made it in his lounge.

Jo and Derek's Stag had just won car of the show at a previous event so they already have something to be proud of. Thanks to all who attended, 17 cars and 27 members.

By the time this is posted we will have tooted up to the Willington Dovecote for fish and chips or a picnic. Had a few glasses at the Panshanger airfield revival, popped into see the cars at The Club International at Stafford and made a free ride on the steam trains at Quainton.

We are now heading for buttoning up the arrangements for Duxford, the Running Merlin engine (ear plugs ready) is a definite, the sit in a Spitfire (aircraft) is now on, we have more traders than before and there will be a Triumph Trio singing and playing while you rest in the sunshine, I have all the volunteers I need but if you're there on the day and want to lend a hand that would be nice.

To cover some of our costs we have to sell our raffle /lucky number tickets (his was done by Duxford, but not this year), the advantage is we don't pay the VAT.

There is no payback from Duxford from the entrance fee's. We cant run an event of this size on fresh air so you're support will be gratefully received!

The holiday season is coming to a close and I hope you have had a good season running your cars ...the last Blast is **Duxford September 15th** please come along and make it a good one

Thanks

Pete

I was unable to go to the regular meet in July so Del has kindly penned the following together

Steve

After the dreadful weather of the day of the July meeting, the turnout was definitely a sixes meet. Three Vitesses of Richard, Chris and mine, and Jim's TR6 all with their hoods down; an interloper, who could certainly keep up was Colin's Dolly Sprint, all in excellent condition, not forgetting Anne's Hurricane. We've been promised another Vitesse next month when Michael brings his Vitesse too.



Discussions ranged from Chris's Message-board item about replacement UJs at the bottom of the steering column and the clamp between the two parts of the column, just above your knees, and sources of replacement rubbers to rebuild the original UJ (it was thought that Chris

Wittor had a supply of Superflex rings), to local sources of good quality spare parts. I was able to do two valuations for Richard and Chris - so



easy when the cars are fresh from a good refurbishment, and approaching Concours standard. There must be more and more cars out there that are at A1+ condition.



Trips for the month were a casual pub meeting at The George at Yalding, and the Deering Arms run, not forgetting Stafford. Mention was also made of a casual meet at the Peacock pub out in the Goudhurst area, but not much detail about that, which was thought to be the same Sunday as Stafford.

Don't forget Duxford on 15th September. And don't forget that we'd like to have a discussion at our West Kent meeting on the 24th. The topic will be about how we manage the organisation of the many trips we all take part in, when a lot of us are, shall I say, older, and are able to take time out to travel, cruise, visit family around the world, or family in need of help locally. The problem is that we don't all take part in all of them and certainly there is no reason why the registered AO should. Sometimes we have to withdraw at short notice. The area, with an AO, has to be registered with the club in order to be covered by the club's insurance should anything go wrong on such a trip, but how can we spread the load over more shoulders?

Your ideas will be welcome.

Del

Thank you Del for summarizing the evening, as he mentions, we do need to sort out our structure and volunteers for the forthcoming year, so please make an effort to attend the September meeting. I will not be at the August meeting as Turkey and the Dardenelles beckons, but will of course be at the September meeting.

Having just returned from the Dering Arms run, I can confirm

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

LANCASHIRE LEICS & RUTLAND . . . LIVERPOOL



TSSC AREA NEWS

we had a lovely run to the pub in Pluckley, 1 Stag, 1TR6, 2 Spitfires, and 2 Vitesse so quite a good turnout. There lots of nice classic cars there, Astons, Maserati, MG, An SS 100 replica that Del got all excited about. One particular car that attracted a lot of attention was a lovely Austin Atlantic. There was a hasty scramble to the car park at one point to put up hoods, luckily we could lower them for the run home.

Kind regards to all

Steve

LANCASHIRE Tel. 01257 482569
www.tssclancashire.yolasite.com
e-mail: Pamela23@tesco.net
Facebook: TSSC Lancashire Triumph Sports Six

Hi all. What a brilliant meeting we had in July, a fantastic turn out with loads of Triumphs on the car park including TR6's, GT6's, Vitesse and a TR7.

I would like to welcome David Moore to our meeting, even though he has been a member of the TSSC for many years, after the restoration of his GT6 over a period of 8 years he lost interest when he found he had no more to do, and is now hoping to re kindle his interest, it was nice to meet him and we hope he will continue to attend.

Some members attended the Manchester Barny Boot Camp weekend and thoroughly enjoyed it well done Manchester for a great weekend. A handful of members attended the Ripon Classic Car Show which was well attended, I believe a lot of beer was downed at various watering holes and fish cake butty's were discovered.

Debbie & Leyland have organised a **Sunday drive out** which will take place on **13th October**, more details nearer the time. A few members will be attending the **Fairhaven Lake Show on 8th September** and by the time you read this the TSSC International at Stafford will have taken place so I will give you an update in the next Courier.

See you all soon. Drive Safe

Mark

LEICS & RUTLAND Tel. 07530 307371

Just back from our area trip to Skye and now off to Cornwall on business so Graham is filling in for me this month.

Neil

The area visit to Skye with 6 classic Triumph's and 2 modern was a great success but very hectic. No doubt Neil will prepare a report of our visit to the Talisker Distillery on Skye and our progress there and back in due course. Lovely weather for most of the trip until we were almost home and back in Leicestershire, when the heavens opened and the roof down cars sheltered under a road bridge.

We had an excellent turnout for our trip to the Kimbolton Charity Classic & Country Fayre show on Sunday 14th July. Unfortunately as we had booked under the banner of the TSSC club and so had the Northampton and Coventry area's, so we found ourselves all squashed into one allotted space. Next year we will book as an individual group and enjoy the large space every other classic car group enjoyed this year.

Still a good show with lots and lots of cars, good food available and lots going on. Also a nice drive along the A14 at speed and in convoy.

The following Sunday and it was off to the Beaumanor Hall Classic Car & Transport Show. We had arranged to meet at Quorn station as usual but when we arrived the North Leics MG club had already filled the parking spaces. I parked my Dolomite Sprint in amongst them. A "real car" came the sarcastic comment, I replied that in 1969 I had traded in my almost new MGB Roadster for a Triumph. 15 love. It all went quiet. Considering that they, as always, win the best display for a club stand at the show, I saw no sign of the bunting, white chain link fences and do not touch signs in their cars!! Must

have big boots. Weather was changeable but a good local show and we had a good location for our display.

The following week and 17 of us were off to Skye in eight cars.

Sunday 11 August and we intend to visit the Redgate Farm Animal Sanctuary in Markfield and put on a display for their open day. Lots of stray and rescued animals to admire, just to admire, not, I repeat, not to bring home.

The following weekend and it is the Stafford International and on Monday 26th August Launde Abbey. Then the Lincolnshire camping weekend and finally, Duxford.

Who says owning a classic car is boring.

Graham

LIVERPOOL Tel. 0151 5491267
<http://www.triumphliverpool.com>
e-mail: triumphliverpool@gmail.com

Hi Folks. It looks like the moving of our meeting to the 1st Tuesday of the month has been a success, our August meeting saw a large attendance, with an unusual Continental flavour. A warm welcome was extended to Filippo Nalli from Rome, who is studying English in Liverpool over the summer. I can think of a few places more appropriate to get a "handle" on our language but "der ya go"! His Uncle owns a 1965 MK2 Spitfire, and sought out a local Triumph Club to attend during his studies. We all had a good chat about the merits [and pitfalls!] of Classic ownership, and are looking forward to hearing more about his Uncle's Triumph. In addition we had a couple of new attendees, so welcome to Peter, Derek, and also Martyn, who's shift patterns kindly allowed him his 2nd visit. There were also a Dolomite, Herald, Spitfire & GT6 in attendance, all glistening in the setting summer sun! It appears our Tool Pool will see a few additions - notably an engine crane, which seeing as the majority of our cars are still off the road seems a wise move? You should also have received an updated mailing list, allowing us all access to our contact details, if in future you do not wish to be included, please mail me and I'll remove you from the list.

Show-wise we are gearing up for Stafford, having won the Masters last year Lol is taking a well earned break from Concours entry, no burning the midnight oil for him this year. Wish I could say the same.

We'll have quite a strong presence at Stafford, although not as much on the car front as Concours duties, an impending baby arrival [our best wishes to Suzanne & Lee] and as mentioned, all our other cars appear to be off the road!

The Speke Vintage Festival proved to be getting better each year, it was refreshing to see a show with a theme for a change - even to the extent of vintage buses transporting visitors to and from the city centre, what a great sight it was to see such transport on the roads again. As discussed at our last meeting, there's a fair few shows throughout September, further details of which you should be aware of by now.

There's also the small matter of the Ormskirk Motorfest, again we have a strong presence there, and if last year is anything to go by will be another cracker.

That's all for now, as ever, if you have any queries please get in touch at triumphliverpool@gmail.com or of course pop along to our meetings on the **1st Tuesday of the month at the Derby Arms, Knowsley Village.**

Cheers,

Alex

**IMPORTANT NOTE
to ALL: If I don't reply
to your email
I Haven't received It!!
Bernard Ed.**



M25 EAST . . . MANCHESTER

TSSC AREA NEWS

M25 EAST

Tel. 07938 526324

e-mail: herald1360@virginmedia.com

www.tsscm25east.webs.com

Hi all, once again. I can't believe how quickly the summer is flying past, lots of days out under our belts and only a few more to go before the winter stops play again. After last month's Beatles themed report (did you notice ?) it's back to normal this month.

Myself and Brian popped over to a new show in Harlow. It was ok for a first attempt with a decent amount of cars. The organisation was a bit haphazard but still can't complain too much as one of us won a little trophy hee hee. That weekend signalled the start of a spell of really hot weather and we went 'en mass' to the show at Maldon Park. It was a very nice setting and with a nice breeze from the river to cool us down. The show seems to be going from strength to strength, 2 fields full of cars and a fair bit of toot to sift through as well.

Our first camping weekend of the year saw us head down to



the show at Ardingly. 3 groups camped and we were also joined by day trippers, Brian and Chris, on both days. On the Saturday we put all the cars in the post war car display area but it was in the middle of nowhere and not many people seemed to be walking around the cars. We rectified this on Sunday by blagging a space for a clubstand in the main arena. A much better position to show off our pride and joys. A couple of lads from the Southern Area helped swell our numbers with their Vitesse and 2.5 PI, good to meet you lads. Think we'll try for a joint clubstand proper next time. The weekend didn't pass by without incident though, ha ha. First of all Paul, Lesley and family arrived late Friday evening only to find that when putting up their tent, there were no poles. They were, unfortunately still back at home, in the shed. Ooops!! Thank god for mobile phones and internet. A quick call to the local 24 hour Asda and a new tent was purchased. It was erected in record time and after a few glasses of wine and some beers everyone was happy. Incident 2 happened on Saturday morning. Brian, travelling down to meet us had a stone shatter his windscreen. By the time he arrived there was a nice big hole



on the drivers side for him to see through. A lot of gaffer tape later and a borrowed pair of Donna's sunglasses to keep glass splinters out of his eyes (they did suit him ha ha) he was ready for a windy drive home. Our 3rd bit of trouble involved me. We brought the cars back to camp in the late afternoon and when I tried to drive mine I kept getting shocked every time I touched the gearstick. One of the Overdrive wires had dropped out of the switch, shorting out on the gearstick. A stripdown and a bit of tape and it was fixed. All went swimmingly Saturday night, lovely weather, BBQ and a few boozy drinks. Sundays disaster involved Lesley W who unfortunately got one of her contact lenses stuck in her eye. A trip to the St Johns Ambulance didn't bring any joy but being dead of strong stuff she bravely lasted the day before heading off to A & E that night. Glad to report all is well now.

All setbacks aside, it was a great weekend.

All the gang were invited over to Vince and Amanda's for a BBQ at the world famous 'Bar Shed'. Graeme, Lesley and Malcolm, Lisa and Kevin, Mike and Sue and myself, Donna and Lucy were all present. We had a fantastic afternoon/evening with lovely grub and plenty of boozy stuff.

Thanks so much you two. Oh, and the settee is fantastic!!

One show we hadn't been to before was the Dacorum Steam and Country Show. A few of us made the trip and glad to say it's a deffo for next year. It was a proper show with all manner of vehicles and machinery present. There were also medieval re-enactors who, amongst other things, demonstrated with great gusto the art of the 'Barber Surgeon'. They took great delight in telling, and showing, how battlefield wounds were treated. Apparently the best surgeons could take an arm off in about a minute and a half. Very gruesome but very interesting. We were also invited into the arena for the classic car parade. Brian had his day made when the commentator got very excited about Lightning. Oh, and I also acquired a couple of new chairs as well ha ha.

We attended the Military and Classic Car Show once again and had 11 cars on display over the 2 days including Barry and Laura who were out with us for the first time in their Vitesse Convertible, hope you enjoyed yourselves and become regulars. This year was much better as there were lots of aircraft flying, none last year due to the Olympics no fly zone. We were treated to aerial displays from a Spitfire, Hurricane, Huey Helicopter and the amazing Memphis Belle B 17 Flying Fortress. Apart from the military aircraft there were also acrobatic planes and a bi-plane complete with wing walker, rather him than me ha ha.

The Herald/Vitesse wind deflector competition is now in full swing, Colin showing his one off on Saturday and Maics new and improved version wowed the crowds on Sunday. They both score top marks, very different designs but equally effective. It looks like we're going to need a new TSSC Flag soon as our blue one has seen better days. It's been in use for years but it's getting a bit threadbare now. Donna did machine the edge but it frayed again in the wind.

So, that's my ramblings over for another month except for me to say - by the time you read this it will be September and only a few weeks of outside car shows left. So, if you haven't had the car out for a while hurry up.

All the best

John

- September Events -**
- Saturday 7th – Buntingford Classic Car Show**
 - Sunday 8th – Gears of Change**
 - Sunday 15th – Hornchurch Past and Present Funday (Clubstand)**
 - Sunday 22nd – Kents Classic Car Show**
 - Saturday 28th – Kingsfold Vintage Rally**
 - Sunday 29th – Battlesbridge Grand Motorbilia Day (Clubstand)**

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

We would like to start our Area news by thanking **Pete n' Janet, Mark n' Tracy**, for the brilliant entertainment at 'Manchester Barmy Bootcamp' doing what Manchester Area do best (drunk & debauchery in a field) I think that could be our motto. It was a great weekend. Thanks also go to the friends and members that came over to support our weekend. Friday night was filled

NEWBURY . . . NORTH EAST



TSSC AREA NEWS



with fun and games with plenty of the locals joining in the frivolity. Saturday we had a run through the beautiful Wigan, Bolton and Leyland countryside calling in at The Last Drop Village, Rivington Pike and Reservoir and Leyland motor Museum. Saturday evening the squaddies tackled the assault course and had a fantastic evening of fun and games. Sunday morning we did a mini run to Botany Bay where the general public enjoyed our cars and also had The People's choice.



Well Done!!!! to the winners Jez TR, Paul Dale Cortina, Kevin Makin Vitesse and Car of the Show was Mark n Tracy in Triumph 2000 Syd (certainly becoming a winning habit Mark) Well you know they say 'pictures say a thousand words' the Area Showtime has all the evidence of us having a great time and once again thanks to everyone who organised or got involved.

The Area meeting was very well attended with 35 members present, a massive welcome to our new members Rufus with his TR6 and Aaron & Charlotte GT6 Mk3, it was a busy meeting with the Area BBQ and Stafford on the agenda a full report will be in the October edition of the Courier.

Patsy has suggested an out of season get-together at **Shaw End Mansions in Cumbria, in February or March.**

A stunning mansion divided into self-contained apartments for groups of four with lovely grounds, price is likely to be around £90 per couple. Lots of interest already, let me know if you're interested.

Woodsmoore Classic Car Show Stockport £5 per car entry for charity will be held 26th August so please get yourselves along there.

Due to a small response **Duxford** will be booked by individual members all details are in the Courier and I do have some flyers and details.

Don't forget the **Cumbria Fell Run on the 29th September.** Everyone is welcome on any of our events with or without a Triumph and for all new members. We have a Tool Pool with a small collection of specialised tools (hub puller, spring lifter etc.) for a nominal hire charge to book one of these see Les. We have several services on our own website (TSSC Manchester Area) from Paul Cottrell MOTs etc., handmade cakes Trish Bowden, Shinerama Martin Robinson polishes etc. to Magic Detail the Phillpotts for specialised shiny Triumphs (which we can recommend)

Summer Holiday 2014 will be Northern Ireland!

The week has been pencilled in mid-August. Prices for B&B, lodges & camping/caravanning are being considered along with Liverpool-Belfast ferry. Let me know if you have any ideas!

Dates to remember in September

Tuesday 3rd September Area Meeting

Sunday 15th September All Triumph Day Duxford

Sunday 29th September Cumbria Fell Run

Pip n Frank

NEWBURY

Tel. 01635 868640

e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

The weather for Cars in the Car park was fine and warm, which was a welcome change. It was good to see Jim's Vitesse and Dave C's GT6, both for the first time. There were in fact two GT6's, a Vitesse, a Stag and three TR7's. The voting was close, but Colin with his Stag was the winner, Malcolm in GT6 second and Ian in TR7 was third. We planned to get a photo of the three TR7's with a pleasant background of grass and trees. That was until two chaps decided to sit on a tree stump and consume their drinks right in the middle distance of the shot. Ian saved the day and bravely asked if they would move for a short while which they obligingly did so we managed to get a good shot. One for next year's calendar I think.

The meeting at the end of July was well-attended with several Club cars in the car park. It was good to see Roy again in his Midge.

Have had confirmation that there will be a **Classic Car gathering** as part of **Shalbourne Village Show on Sunday 29th September.** This is a very pleasant, relaxed event and you can look round the manor house garden. There are activities and stalls of various kinds to look at, as well as a wide range of classic cars, including some unusual and rare ones.

The Dunstan Green Classic Car Show in Thatcham will be on **Saturday 12th October.** This is in aid of charity (Macmillan Nurses I believe) and all donations are welcome. There is no need to book – we just turn up. This is part of the Thatcham Festival of Arts and there are other things going on in the town during the day.

We need to start thinking Christmas!! So all ideas would be very welcome.

Meetings

11th and 25th September at the Berkshire Arms, Bath Road, Midgham starting at 7.30p.m.

Events

29 September Sunday Shalbourne Village Show
6th October Mystery Sunday Lunch: pre-booked only
13th October Saturday Dunstan Green, Thatcham Classic Car Show

Keep 'em flying

Mary and Dave R.

NORTH EAST

Tel. 07917 738091

e-mail: northeast@tssc.org.uk

<http://tssc-northeast.blogspot.com/>

Hi all. A very brief report this month as I was away in Scotland while the meeting was on and family and work are taking precedence lately. Being as it was August quite a few people were away doing other stuff as well so the turnout was low.

There were quite a few went down to the Silverstone Classic but I don't know how it went.

Joe has done some ferry price investigation for CLM next year, different route with a sailing across from North Shields and more continental driving. More investigations are needed.

The only car news I have is mine, still up on stands, though the new diff is now keeping it company in the garage.

Rich and Helen were very pleased to receive the card and gift that we prepared for their wedding. Everything went well and they enjoyed a honeymoon trip to America with, I think, some driving on Route 66. Maybe. We'll see some pics at the next meeting. Congratulations to you both. Should see you all in September. All the best

Mark



NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

NORTHANTS

Tel. 01234 740548

www.tssc-northants.org

e-mail: d.richardson13@sky.com

Good news is 'Joy' my long awaited Spitfire has now made her debut, although to being with we had a problem where when she got hot she conked out as the fuel seemed to evaporate. Dave soon traced the problem back to the petrol pump, where the metal was heating up and expanding a valve was dropping out preventing the petrol being pumped through, so a bit of locate later she is running as good as new, and I am enjoying running around in her.

'Joys' first major outing was up to the Peak run, this was a fantastic weekend even though the weather wasn't that good with very high winds on the Sunday which saw eight of us holding on to one tent to get it down so it didn't blow away. The entertainment on the Saturday night lived up to its high expectations, there seemed to be quite a lot of naughty school boys and girls around, which was the theme for the evening. During the day there was a run out to Derby pottery and a treasure hunt in the local area, so we see some of the local country side. Sunday was the Peak run itself leaving from Belper market place and ending up at Chatsworth house, a lovely backdrop for displaying the cars. And the surprise came when 'Joy' won third place in the show.

Kimbolton two weeks later was a great show and one that all of Northants enjoys, the weather was lovely and there was a great turn out of classics of all makes.

Silverstone classic again was a good weekend with plenty to do and see, it was a shame we only had 10 cars during the whole weekend as the area we were in was right in a prime position and the amount of interest in the cars we received from people was incredible, we will certainly be doing this one again. Next the International, a long way to travel for 'Joy' but if she makes it there and back at least we know there are no more Gremlins under the bonnet.

Northants area meet every **2nd Wednesday of the month at Overstone Manor, Overstone**, from 8.30 onwards, look forward to seeing you there.

Dave and Angie

NORTHERN IRELAND

Tel. 028 9029 2722

e-mail: northernireland@tssc.org.uk

Hello fellow Triumph fans. Due to the traditional July holiday fortnight in Northern Ireland there are few club events in this month. However what we lack in quantity we more than make up for in quality with the excellent run organised by Alan and



Some of the cars at the beginning of our July run.

Pam French. The start point was Six Road ends outside Donaghadee. There was an excellent turn out of club members and some specially invited club friends. These included Michael Delahaye and his wife with their JBA Falcon (the car was used in the 1990/91 TV series The Chancer) and Neil and Rosemary Faulkingham who own a Triumph TR3A

but came this time in a modern car. They also own a MG Midget but we don't like to talk about that. First stop on the run was the ruins of the Cistercian Monastery at Grey Abbey for a guided tour (many thanks to the guide, Steven) and then it was off to lunch at Harrison's restaurant and garden centre with its spectacular views over Strangford Lough and a chance meeting with another club member William Stewart (unfortunately without his GT6). After that it was down to Portaferry for the start of the tulip run/treasure hunt and finally a BBQ at Alan and Pam's house. An excellent event, not least due to Alan and Pam's hard work and a very good time was had by all. Much to everyone's surprise at the BBQ the entire club got an invitation to the join club member Gary (Morrison) and Caroline to celebrate their marriage at the evening reception on Monday 9th September from 8pm at Lissanoure Castle, Loughguile. It should be some party

Eagles Rock Speed Hill Climb on the north coast took place on the 20th July. It was a blazing hot day (over 30 degrees) and the organisers' main concern was the tarmac melting! Two club members competed, Michael Hudson and Paul. Paul set a new personal best time for the hill (112.57 seconds), nearly five seconds faster than in 2012. However this did not even come close to matching Michael's time and he set a new club record for the historic class on this hill at 105.70 seconds. Michael came second in class (4 points) and Paul third (3 points). In terms of the 2013 Northern Ireland Hill Climb Championship these hard won points moved Paul to third position in class 16 and Michael to fifth position. Two weeks later was Craigtanlet Hill Climb. Paul was the only club member competing while Alan Forsythe took part in a special cavalcade of vehicles associated with the event over the years in his TR3.



Alan Forsythe in his TR2 taking part in the cavalcade at the Craigtanlet Hill Climb Centenary.

Paul managed to shave 3 seconds of his previous best time. There is only one championship event left to run this year, Garron Point on 17th August, and both Michael and Paul are entered. See next months Courier for the results.

17 club members attended the August monthly meeting and there was the usual exchange of parts etc (for example a 1500 gearbox for Alasdair's Spitfire and a boot lid stay/bracket for a Herald) Paul brought along copies of some old articles from the Standard Triumph Review including Ahoghill to San Sebastian in a Standard 8. Ahoghill is near Ballymena in County Antrim and Phillip Bickerstaff lives nearby; he is sure he will be able to track down the author of the Article or his family. Douglas Hogg confirmed the arrangements for the Sperrins run on the 24th August and also confirmed that the **Antrim Hills Run on 21st September**. I send out details of all runs by email so please make sure I have your email address. Alan French also confirmed that the club event on the **7th September** will be a static show at **MOVILLA CHURCH, NEW-TOWNARDS**. This is a charity event and there is no entry charge for the driver and car.

The cost per passenger is £3 but we think this includes tea and a bun or sandwich. We will be meeting at Six Road Ends Donaghadee at 1.00 p.m. and travelling the short distance to the event so we can arrive together.

Nortel Social Club have relaunched their restaurant. It is now called The Standard and we were given some 10% discount vouchers to encourage us to try it. The menu looks good and we intend trying out the restaurant - with the name Standard, how could we resist?

NOTTS EAST PETERBOROUGH . . . SCOTLAND CENTRAL WEST

The area meeting on the **4th September** will include a presentation covering many of the club events so far this year plus a discussion on a proposed new event for later in the year - an exhibition of Triumph related paintings and drawings. That is all for now. Regards

Jacqui and Paul

NOTTS EAST Tel. 07976 163006
Tel. 07837 110325

NEW AREA!!

First meeting in September!!!! We are on the east side of Nottingham and we have now got a lovely new Venue. LARGE CAR PARK, Pub with real ales and GOOD FOOD and best of all, lots of Triumph Enthusiasts! We would all love to see you, everybody welcome (please make yourself Known)

Adrian & Nigel

PETERBOROUGH
Tel. 01778 560507/01780470358
<http://www.tssc-peterborough.webs.com>

On a beautiful clear summers evening in August the only precipitation forecast was the meteor shower that was due around midnight. So what happened to our August TSSC Peterborough meeting?

When I arrived at the Red Lion there were only four regulars and two new members present. It was like that for much of the meeting until Colin turned up later having battled with a fuel sender unit - more of which later.

So with just seven of us and a mountain of chips and sandwiches (we normally cater for 20) we set about our business - and the new guys must have been wishing they had skipped dinner at home! By the way welcome to Peter and (another) Doug. Hope to see you at our October meeting as I know neither can make September.

Doug B had sent apologies as an urgent business meeting had cropped up and Steph, his wife, had been to A&E that day with a suspected broken wrist. At time of writing I have not had an update but suffice to say we all wish you well Steph! Other than that I can only assume that holidays must have clashed with our monthly meeting as this was our poorest attendance in many a year.

On a more positive note we do have a decent contingent going to the TSSC International at Stafford. Hopefully there will be a report on this next month. Sav is in charge of making sure plenty of photos are taken of our cars at Stafford for next year's calendar. On the subject of the calendar Michelle kindly handed over some nice photos of her Herald looking very smart at her daughter's wedding, where it was used to transport the bride and groom. What a great start to married life!

Other forthcoming shows include the Maxey Classic Car show and Hunstanton Kite Festival and Classic Car Show. These both fall on the same weekend as Stafford so offer a more local alternative. Then on the Sunday of the bank holiday weekend there is the Stamford Classic car show. Again this is a really local show and well worth a visit if you don't have plans over the holiday weekend.

Back to Colin and the troublesome fuel sender unit. Colin's packed up on the Spitfire so he bought a new one that was of noticeably poorer quality. It was interesting talking as a group about how good quality parts for our classics seem to be harder and harder to get. As automotive technology advances, and modern cars become more and more reliable, so it would seem our classics suffer from ever cheaper sourced products with poor reliability. One well known and very well established supplier was mentioned by several members with hardly a good word to say about either the parts or the level of service offered.



TSSC AREA NEWS

I won't mention names but do just beware - cheapest parts are not always the way to go if you want a reliable classic.

Before I sign off Doug B has asked me to offer his collection of club Courier Magazines to a good home. He has every issue from 1999 to 2012. As he says they just take up too much room and the club are now offering them on a disk. So if anyone wants to take this lot please get in touch.

That's it for this month. Our next meeting is on **Monday 9th September at the Red Lion, West Deeping**. Any time from 8pm will be great and we look forward to a bumper turnout. In the meantime enjoy your Triumphs while you can. Summer will be over soon!

Paul

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624
e-mail: centralandwestscotland@tssc.org.uk

The August meeting report will be in next month due to copy date. The run of good weather has meant a lot of classics being out and about. White Stag and white Herald 1200 convertible spotted in Glasgow area. After a run of two consecutive week-end shows we have had a break before Stafford. A chance to check things over, or in my case wait for my new overdrive unit, holidays and suppliers of suppliers are slowing things down. I have still to sort out the Vitesse's storage too, amongst other things.

Report on Muggdock Weekend Get Together. Well firstly thanks



to those who helped out in my absence. I arrived on Saturday evening to find all set out and food waiting. Much appreciated. Once the public dwindled away, we had the place to ourselves.



This was the test for the two caravans. With the peasants in tents and a large communal tent. There was a music event still running, but once dark we were off through the country park on a ghost walk. There have been reported sightings and strange goings on recorded here before. Probably not as strange as us though charging through the undergrowth scaring everything away. Once the dented torches had been retrieved for the umpteenth time, and everyone negotiated the bridge without falling in the burn (we did find a frog, Ian kissed it but nothing happened) we eventually ended up at the Muggdock Castle ruins at midnight. Being away from the city glow it was dark. No ghosts just strange people with torches. Reverse the route and we got a little split up but the torches and noise of exploring could be seen and heard about a mile away. Back at camp the large midges were biting so we eventually turned in. Well the (Give It Aldi) whisky debate went



SCOTLAND CENTRAL WEST SOMERSET . . . SOUTHERN

TSSC AREA NEWS

SOMERSET

Tel. 01278 653888

e-mail: somersetsssc@gmail.com

Scot Cent West Continues

on a while. Next day bright and early (well some of us) and we set up the display area for the cars 10 in total with 2 micro caravans. The sun was shining all day and it was declared the hottest Area meeting since records began. The public were out in force and the cars drew much interest. We also had the theatre screening of the Triumph archive films and car related items. Although the weather was so good people only came in for a short time. The venue was superb. Families and pets came too, a lot to keep people busy while still having a car event. We will have to have this as a regular event, possibly at a different weekend? End of season? Or start of season??

Report on Erskine Hospital Show. This was a surprise event. I was picked up in David's Vitesse and we made our way to Erskine to find the place filling up. Well organised by staff. We



set up the Area, again in the sunshine. At mid-morning the place was full with every type of classic and modified car. The place was jumping we had 10 cars plus a Daimler on our stand. It was a good show for meeting up with other clubs and owners; there are a lot of us about. All proceeds went to the Hospital,



the burgers ran out, but a very good turnout, the organisers gave their thanks to the Area, so well done guys and girls. We now have variations of most models for our stand, just need GT6, Bond, Kits, anyone?? Thanks to all area members who helped with gazebo, food, cooking, transport over the two shows, really much appreciated, we should have return visits next year if we so desire.

More stuff next month with Reports on Stafford and Kirkintilloch (should be interesting).

We will discuss the arrangements for the shows each month at the meetings. I will put as much info in the News as possible. Remaining Dates for 2013.

**Scottish Ford Day 1st September-
Dunfermline Bus Museum.**

**Selkirk Show 15th September possible camping weekend
with Cumbria (Roy Ross).**

There are no more stands booked at shows; a majority decision to attend would be needed.

NEXT MEETING will be on **Wednesday 4th September.**

Please come and say hello at the meetings or shows if you can, (and lots of you have been).

Triumph On

Gregor G.

Hi All. July started with a great turnout and display of cars at our monthly meeting, with almost all members bringing their cars, the scene in the car park would have been complete with the addition of a GT6, so I must try harder next month. Nice to see Dave and Ashley again fresh from their travels and a new member Colin Fowler with a very nice Vitesse, hope we didn't frighten you off and we see you again soon.

July 14th saw 5 Somerset cars (3 Heralds a Spitfire and a GT6) travel to Powderham for the Crashbox C C C show. I had to stop off at Bridgwater Services for what must have looked to some, like a clandestine passenger. But Steve's wife was glad of the lift so nothing untoward really! We joined Devon on their stand and enjoyed the company of 30+ cars (thanks Sue and John)! This really is a show NOT to miss, so perhaps worth penciling in your diary for 2014!!

On the 28th 2 cars (Eric, Ann and me) attended the TOWC show on Paignton Green. Again some fine weather with just one shower, and around 370 cars on display. It seems to me this show ALWAYS has its own climate and the only real rain I saw was on the way home just outside Taunton. (Derek).

A good turnout at the West Somerset Steam Rally at Norton Fitzwarren braving the usual weather for this event. It doesn't seem to matter what happens all summer it always seems to throw it down the first weekend in August in Taunton. We had a good display of Triumphs on the Saturday including Andrew's Herald Coupe and Martin's 2000 both from Somerset and a nice Vitesse and a Herald estate from Devon. Found a very nice MK1 GT6 parked up in the field recently transported down from Scotland, hope to see it and its owner at one of our meetings. A few hardy souls braved the conditions for the whole weekend to be rewarded by a good selection of real ales in the beer tent and the usual evening entertainment.

The weather was good enough on the Sunday for all of the cars to do a parade around the ring.

By the time you read this we should have our plans for the **Restoration show at The Bath and West Showground in November** in place but will need volunteers to help, so don't be shy in coming forward, it should be a laugh if previous years are anything to go by.

That's all from us this month

Steve and Derek.

SOUTHERN

Tel. 01252 722432

<http://triumphsoutn.zum.com>

Hi all, first a few words from our intrepid leader.

Well folks, another month gone by, soon be Christmas. I hope my carrier pigeon got through last month. It has been suggested that I move on and go modern, but my methods are tried and trusted so I will continue as get no grief this way.

Friday 28th June saw us journey to Cornwall but I won't steal Mark's thunder. It was a lovely trip down. I did notice that Stella (the stag that is) was drinking water by the pint (no not beer). I kept topping up every morning before we left the B and B which got us through the day, temperature running normal. Monday morning saw us leaving for home, topped up water, fingers crossed and away we went, all went smoothly and arrived home with the top down. Checked the water next morning, another pint had been consumed. To be continued next issue.

The weekend of 13th/14th July saw David, Barb and I at Ardington on the Saturday. We met up with Mark S and Jackie, Mark G, Vanessa and the children. Of all the places to meet....yes you've guessed it, the Beer Tent. A fantastic selec-

NORTH STAFFS



TSSC AREA NEWS

- Sept 3rd Regular meeting, Seven Stars pub, GU32 3PG
- Sept 15th Surrey Classic vehicle gathering, Rural Life Centre, Tilford, nr Farnham. GU10 2DL
- Sept 19th Roaming meeting, The Tichbourne Arms, Tichbourne, nr Arlesford, SO24 0NA
- Sept 28th Herald Classic car Show, Alton
- Sept 28th Kingsfold Show
- Oct 1st Regular meeting, Seven Stars, GU32 3PG
- Oct. 6th Goodwood Breakfast Club, Italian Sunday
- Oct 20th Sunday Lunch Meeting, TBC

That's all for this month folks, don't forget to email your photos. Take care

Mike

Mark

NORTH STAFFS Tel. 07939 603061
e-mail: triumphsportssixstaffs@gmail.com
<http://triumph-sports-six-staffordshire.blogspot.com>

I was hoping the July meeting would be one of those warm balmy summer evenings that would be perfect to sit outside, have a drink and admire the members cars. I said I would not mention the weather again in these reports, but I have to admit that was a mistake, because after weeks of sunny hot days it rained all day on Wednesday our meeting day and we had to hold the meeting indoors.

The local car show on Sunday 7th July was a very hot day and this was a new venue and only a few attended.

So few that it was wound up early so we could all go home and watch Andy Murray win Wimbledon, and I think its unlikely to be held again.

By the time you read this we will have been to one of the better shows of the season at Shugborough with around a thousand vehicles attending.

The International Family Weekend will have also have been and gone, at which we will be taking advantage of the Avenue of TSSC areas outside Bingley hall to try and attract more local members to the area and support the Club. To aid our efforts



with the display area Aaron & Ian Hissey have set themselves a target to get a Spitfire rolling chassis ready to display at Stafford! Last Pic here from Dave
The Full

Story of this has been purloined by Our Editor Bern for Derek Fords' Spitfire MKIV /1500 Register in THIS issue! So read the full story there (Pages 24 & 25) Hence why this report is a lot shorter than it would have been!

We will be promoting the International at Shugborough so let's hope we get a good turn out for the International weekend.

Next Meeting 25th September

Events:

31st August Eccleshall Show
29th September Stafford Classic Car Uttotter

Dave

tion of real ales enjoyed by all.

Sunday saw Mike and Val, Barb and myself and David going to Clandon Park. Lots of interesting cars. A dry and hot day. Lots of cold drinks, which did included beer! I will add that Stella is at the Doctors so the 2.5 PI had an airing and performed well. Stella hopefully will be back this week, which will keep me poor, I'll have to cut back on the beer. Thanks



Our roaming meeting at the Flowerpots was a good evening; the car park was just about full when I arrived. I hadn't even had time to get a pint in before I was accosted by Lee who asked if I could take his Spitfire up the road to identify a noise coming from his rear nearside wheel.

Well I didn't go far, I didn't dare, it sounded as if the wheel was about to fall off, the bearings were shot.

We had a very pleasant evening with some good ale. We also had a visitor, a guy from Arlesford (sorry can't remember your name) turned up with his dog in a red 2ltr Vitesse, nice to have met you.

Mark and Vanessa plus kids and Jackie and I were off to Ardingly on the 12th of July for the weekend. We just hoped that it would not be a weekend like last year's Ardingly with was sodden.

We arrived (eventually) after taking the scenic route to the showground early evening. Set up and managed to get a few burgers on the barbee before hunting down the beer tent (sorry CAMRA refreshment area). Forty plus ales were on for the weekend, so much choice, so little time.

We saw George and his mate from the Thames area but I hunted down John Hill AO from M25 East to see if we could join them on their club stand, unfortunately they didn't have one but we kept together on Saturday in the non-club area but on Sunday John had blagged a plot in the main arena for club cars.

The weather over the weekend was scorching hot and walking around trying to see everything wore you out so we took shelter, you know where, when our intrepid leader's gang turned up.

There is plenty to see and do at this show and is well worth spending the weekend there as you cannot take it all in one day. There is something for everybody.

23rd of July was the TR registers annual bbq at Hursley House near Winchester. Again a lovely summers evening with the usual motley crew turning up. This event gets bigger every year not just with the TR's and other triumphs, but with some unusual and exotics cars as well.

This year the number of cars exceeded the space in the car park and overflowed into the adjoining field.

Our regular meeting for August at the Seven Stars was well attended with twelve club cars out front, unfortunately we were outdone by our guests, the MG club by two cars, but with twenty six classics in the car park I think we outnumbered modern cars. As always there was the usual good humoured banter between the two rival Marques.

Aaron has now got a floor in his Spitfire and is now waiting to get a MOT on it. Henry is in the middle of a rebuild on his GT6 and although he says the bodywork is in pretty good shape he reckons the chassis looks like an abstract work of art.

The next major outing for a few of us will be trip to Stafford for the International weekend. Word has it this could be the last event for the club at this showground, so got to make it a blast.

Up and coming events

Sept. 1st No Goodwood Breakfast Club



SUFFOLK SURREY . . . SUSSEX

TSSC AREA NEWS

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

Nice dry and warm evening, so not only were there many Triumphs in the car park but lots of modern cars as well. Welcome to Marc Duszynski who came along to his first meeting in a recently acquired brown Spitfire. Hope to see you again. Welcome also to two people, both named Paul, who came with their cars from Norfolk. One car was a nice, saffron 1300 Spitfire. The other was Herald 1200 in light blue with a white stripe and with a Vitesse engine implant, and now called a Herald 2000. This is a lovely car and only after with discussion with Paul was it realised that the front bonnet and wings had been extended by about 4 inches to enable the bonnet to close without fouling the radiator and engine. Imagine the first daunting steps of maybe taking an angle grinder to the bonnet and convincing oneself that this is going to work.

Triumph World magazine featured the Club Triumph Historic Counties Run and, having come third, Russell and Colin featured in this in Russell's GT6 (ex-Chris GT6). One gets points for visiting specific counties, optional counties and points of interest. It starts in Cambridgeshire and ends in Lancashire, via Scotland. Well done.

Work on Justin's Spitfire progresses. The next job is to change the throttle from rod to cable operation. Then get the bonnet on and aligned before it goes into the body expert for repairs and new panel sections.

As this was the replacement Fill-the-Car-Park evening we had the usual informal concours. All cars attending are entered into this and the questions are basically: "car one would most like to take home"; "second car one would most like to take home"; and "car one would not want to be seen in". Graham's magenta GT6 came first, Paul's Herald 2000 was second and the winner of the last category was Colin's car, but he called foul as it says in the rules (his rules) that one cannot vote for Colin's car. Chris has bought another TR6, this time in Damson. If all goes well it will be used in the next 10 Counties run instead of his new green Stag. He is now the proud possessor of a flying helmet and goggles. Perfect for when pretending to be Toad and driving his TR3A.

As mentioned last month, I had the handbrake cable to adjust on my Vitesse. Well it's done but one also has to take the seat belt fixings off to get the rear carpet out or risk damaging it. Then it's simple. Except that the brakes then decided to bind on one rear wheel. Managed to loosen it enough to pass the MoT but it's a job to do soon to take all apart, clean up, lubricate with some metallic (as opposed to rubber) brake grease I obtained from Rimmers and put on some new brake shoes whilst I am at it.

The next meeting is **3rd September** followed by the **1st October** and **5th November**. So, see you at the **Sorrel Horse, Barham** on **3rd September** at 8:00pm.

Peter

SURREY

Tel. 07966 257541

At our July meeting we had a smaller than usual turnout, I could imagine that the very hot weather and summer holidays have conspired to reduce our numbers and swell those nearer the beach! We still managed 10 of us and a decent selection of Triumphs, from 2500s to Vitesse and Heralds. Some, as mentioned last month were there in spirit, being variously in car hospital, dry dock or simply a lock up nearby. They were

ably represented in the car park by other brands of car posing as honorary Triumphs.

Once again, in amongst the eating and drinking we mullied over a number of subjects. The Otto Cycle itself, without which we wouldn't really have a club, came up for discussion and a brief(ish - thanks Con!) explanation. Us older, experienced members easily forget the days when we first opened the bonnet and stared at the metal lump with a book in our hands..."The starter motor is under the distributor". Mad checking of the index..."the distributor is above the starter motor". Oh, that helps a lot. It's therefore interesting and educational to go back to the basics of how it should work and remind ourselves of these when discussing why it doesn't work. So from there we talked Advance Curves and why they are vital to run a variable speed engine. Then we got onto Dynamometers, not literally you understand, the pub isn't quite that well equipped, but a print out from one was making us ponder why the figures were considerably different to the expectation.

So, 10 of us were there, if you are reading this and are local to our venue, pop along and join the fun, we'd love to see you and your car. Don't be shy, you've got nothing to lose we all gain friendship, knowledge and self help.

Best regards

Michael

SUSSEX

Tel. 01444 450941

So we had our meeting on the 7th August and there seemed to be much progress on the various projects Ian still having problems getting his Gt6 to run sensibly and he thinks it is down to weak mixture. He has richened up the mixture as far as he can but it still doesn't run very well so he has booked it in to CCK Historics for a rolling road session. It will be interesting to see how it goes after that. I did take Ian out in my six cylinder to show what he should be getting. So fingers crossed it will get sorted!

Pete's pimp my ride. So Pete's Herald is his everyday workhorse and is used every day but now Pete has started to "Pimp his Herald" and put some chrome 8 spoke weller wheels on it! We look forward to the next addition.

Clive and Pete are progressing well with Clive's Spitfire and it is now at the painting stage and the roof in black and priming the rest of the car.

Colin's new Dolomite was at the meeting, it arrived with most of its rear lights working in the wrong order that was interesting! Colin's first long journey will be going to Stafford in a week or so's time so hopefully this will be resolved before then.

Talking about interesting electrics Will's sorted out his brakes from last month but this month he had a number of electrical failures on the car so it looks like he has a possible fuse issue. Hopefully the advice given at the meeting will help.

Dave was collecting bits for his GT6 and bought a radiator off me so thanks for that.

Doug's 2000 back on the road and having amorous attractions from a cat. He is working on his GT6 and is hoping to get it back on the road soon

I've booked myself on the track day on the **25th November** at **Goodwood** so I am gradually preparing my car for this. I believe that Clive and Bob will be participating too.

Several of us are going up to Stafford going up on the Friday. So Bob, Clive, Pete, Colin and myself so we will report back at the next meeting. See you next month. Regards

Martin

NOTE to ALL:
If I don't reply to your email
I Haven't received It!! Bernard Ed.



THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

TSSC AREA NEWS

Hi all, I do hope you have been making the most of this glorious summer. We have been busy going to shows and enjoying the Fox & Castles beer garden. There are still plenty of shows to attend so get in touch and we will help to book them up if possible. My Vitesse is coming along nicely although still having tantrums ever now and then recently leaking brake fluid out of the rear wheel cylinder and wrecking another set of brake shoes. I changed both sides just in case. Also I fitted the original Stromberg needles to try and improve the rich running. This has transformed the running & driving, no longer choking everyone I hope.

SOCIAL EVENINGS AT THE FOX & CASTLE - 4TH JULY.

It's a lovely sunny evening and we are out in the beer garden. With Julie and I we have George B, Graeme C, Mick & Julie C, John P, Stuart C, Mike H. Triumph's in the car park were :- Graeme's TR6, Mick's Spitfire 1500 and our Vitesse. Work on our Triumphs has been: - Graeme TR6 has got an embarrassing horn blowing when turning at low speeds. Mick's Spitfire is back on the road and reliably run to Scotland and back. Julie's raffle winners were:- George won a TSSC £5 voucher, Mike won a bottle of wine, John won a tub of Swarfega, Stuart won a set of funnels, Mike C won an adjustable spanner.

18TH JULY - We are still bless with another sunny evening and once more endure the pub beer garden. To keep Julie and me company we have John C, George B, Mick C, John P, Chris C, Graeme C, Tony H, Mark M, Mike H. Triumphs in the car park tonight were George's Vitesse, Mick's Spitfire, Chris's Spitfire. Graeme's TR6 and our Vitesse. Ongoing works on our Triumphs has been:- Mick's Spitfire has a new fuel pump and overdrive switch. Chris C is looking to rebuild his AC Delco dizzy on his Mk3 Spitfire. It's using a Lucas system in the meant time. Graeme has hopefully sorted out his horn problems on his TR6. Mark is getting John P to sort out his Vitesse rear diff and suspension. Tony has sold his TR8 Coupe and will be looking for a four seater classic to replace it. Julie's raffle winners were:- Mike C won a bottle of wine, Tony won two cans of lager, John C won a set of funnels, Chris won a pair of screwdrivers.

SHOWS & EVENTS - 7TH JULY HEATHROW CLASSIC CAR SHOW. We have arranged to meet up in the Fox & Castle car park. Once we are ready we take our little convoy of Graeme's TR6, John and friends in his Mk1 2000 saloon, George & Chris in his Vitesse Mk1 convertible and me with Shane Mk2 Vitesse convertible, Julie followed with Emma in the eurobox. Once there we claimed a space for ten Triumphs and hoped they all turn up. We set about setting up. Triumphs on stand were Graeme's TR6, John's Mk1 2000 saloon. A random Herald convertible. Simon & Tracy in their TR6 (first time of meeting them hope you enjoyed yourselves). Andy S in his Vitesse Mk2 convertible. Trevor's Herald 13/60 saloon. George's Mk1 Vitesse convertible. Mick C Spitfire 1500. Peter H Spitfire 1500. Our Mk2 Vitesse convertible. Andy & Paul parked up opposite in a Herald 1200 saloon. Mike & Judy were in their VW Golf convertible as well as David & Sue in their MX5. Other Triumphs amongst 350 classic's on show were :- Two Herald 13/60's, a Spitfire, Three Tr4's, Two Dolomite's, a TR5, a TR7, a TR2, a GT6 & TR6, Seven Stag's & Standard Vanguard. It was a lovely and hot sunny day and other attractions were Auto-jumble, Charity & Trade Stalls, a Craft fair indoors, Kiddies rides and inflatable's, raffle prize draw, bands and singers. Food stalls and club bar. A great day out and a lovely show.

14TH JULY MAIDENHEAD SHOW - Julie and I meet up with Trevor at the Shire horse (E.Berks meeting venue) pub. We

travel a short distance to the show ground and park up our Vitesse Mk2 convertible and Herald 13/60 saloon next to each other, set up a gazebo, banner and flag before having a lovely cuppa. The field fills up slowly and we wander around the Auto-jumble stalls and garden shop next door. The show officially opened around 11am and car groups were invited into the arena, where they picked their best and runner up of that group (there was a strong Ford following). Of the eighty classic cars and twelve motor bikes there, Triumph numbers were:- a TR8 convertible, another Herald 13/60 saloon, a Herald 1200 convertible, two Stags, a Tr4 and a Dolomite Sprint. We had wonderful sunshine and a good day out.

20TH JULY RIPLEY EVENT - I have Shane with me today in the Vitesse as we travel to the Ripley Event. Once there we park up next to George in his Vitesse Mk1 convertible. Julie is still working and plans on picking up Emma and her Mum on the way to the event. Other Triumphs on show with the other 140 classic cars, 14 Tractors, 16 scooters, 4 motorbikes & 11 Harleys from the local chapter, were Mike & Barbara in their Stag, David H in his TR6, Barry & Toni in their Herald Coupe, Barry in his Stag, Seven more Stags, a TR6, a Mayflower, a Roadster, a Renown, and a TR5. There was a lot of entertainment in the arena from singers, dancers, tug of war competition, a parade of groups of chosen vehicles. Around the site was the usual trade stalls, art & Crafts, charity stalls refreshments, plants sellers. A display of thatching and a dog show. It was a nice warm day but overcast. We had a great day.

21ST JULY UXBRIDGE SHOW - We are in convoy Julie & Emma in the euro box following Shane and I in the Vitesse. Once on the show ground we set up the event shelter put up the flags and banners while the show ground fills up. Julie is soon making teas & coffees for us on stand. They were, Trevor in his Herald 13/60 saloon, Simon & Tracy in their TR6, Graeme in his TR6, Harjot in his Stag, Peter S in his Mk2 2000 saloon, Tony & Penny in their TR8 coupe (their last drive as they had sold it the day before.) Ken & Sharon in their Herald 1200 convertible, Peter H in his Spitfire 1500. The amount of cars on show was down as last year was cancelled due to flooding, this also was the same for the Auto jumble & traders but it still took a good few hours to take it all in. The food stalls were also quite pricey (packing a lunch next year). Triumphs on show in the two fields were three Stags, two TR6's, three TR4's, a TR7, a Renown, two Vitesse's, a TR2, a GT6 and an Amphicar. The TR Register had four TR4's, three TR5's, three TR6's, a Stag & Mk2 2000 saloon. It was a glorious hot summer's day

Our next meetings at the **FOX & CASTLE** are from 8 pm in **September on the 12th & 26th and in October on the 10th & 24th** Please come and join us for a warm welcome or call me on 07773623807.

Upcoming events September

- 1st Berkshire Show Easthamstead Park
- 1st RSPCA fete & car show Chobham
- 15th Surrey Classic Vehicle Gathering Tilford
- 15th All Triumph Day Duxford
- 23rd Brooklands Autumn classic Breakfast Brooklands
- 29th Kempton in Steam car show Kempton October
- 13th Autumn Motorsport Festival Brooklands November
- 15th/17th Lancaster insurance Classic Motor Show Birmingham (NEC)
- TBC Aldershot Town Centre Aldershot

Mickey & Julie



TSSC AREA NEWS

NORTH WALES

NORTH WALES Tel. 01691 600215
www.wrexhamgandtriumph.co.uk
email: helenahill@btinternet.com

Hi, everyone. Tuesday 2nd July saw another well attended monthly meeting at The Plough. The start of our meeting was delayed as we received a telephone call from Malcolm making a plea for petrol. He had run out approx. 20 miles away, and had John and Alan as passengers. Kevin volunteered to take a can out to him, so off he went, and in time brought John and Alan back for the meeting to go ahead. We waited and waited, but still no Malcolm. When he eventually arrived, very late indeed, it would appear that his Jaguar V8 ran out again before he had reached a garage! Anyway, he had managed to get some more fuel, and all was well in the end. A good evening was enjoyed, with Pat organising the raffle again with some very interesting prizes.

On Sunday 7th July many of our group drove to Burton-on-Trent for a brewery visit. We did not attend, but at TR Dereks suggestion we met up for a visit to Chirk Castle. Derek and Anne took the TR, we took our Spitfire, and Julia and Alan took her Spitfire. We enjoyed one of the sunniest days of the season so far, and we also enjoyed a BBQ, when we eventually got it lit. As Derek was unloading from the car, he discovered that he had not got the matches. Julius Spitfire has a cigarette lighter, but it doesn't work. We did manage to scrounge some matches in the end, but by this time we were all pretty hungry. Alan had brought a bottle of wine, which he duly discovered was a cork-top, and guess what, no corkscrew! This bottle was opened with a screwdriver. Amazing what you can do when you need to.

Sunday 14th July saw six Triumphs and an MG attend the Caerwys Classics Show, us in the Spitfire, Mick Cohen in his Stag, Roger Bryant in his Vitesse, Sam Evans in his Spitfire, Helen and Andy Jones in their Spitfire, Brian Preston in his GT6, and last but not least, Kevin Hedley in his MG Midget. It was a really large show with a great variety of cars and motorbikes, and a good auto jumble. The sun was bright all day, but there was a lovely cool breeze, so you could wander or sit and chat in comfort. The journey to and from the show was perfect with roofs down on all our cars, apart from Brians GT6 of course. To see Micks Stag with the hard top off was amazing, it's been a fixture for as long as we can remember.

Sunday 21st July was the Bodelyyddan show. Tickets, routes and meeting places were well organised by Spitfire Sam. A really good turnout of our Chester and Wrexham group with 18 cars in all:- Spitfires, Herald, Vitesse, GT6's, Stag, plus MG Midget, MGB's and MGC. The gazebo was erected to shelter



from the sun whilst taking of food for all and wine for those not driving:- then browsing the wonderful display of classic vehicles in a really attractive setting. Bob and Roger made a pact before walking around that they would not talk each other into buying another car, because it was at Bodelyyddan 2 years ago that they convinced each other that the Jaguar XJS's were

becoming real classics, and within a short period of time, Bob had purchased his, and we had ours!

A different type of discussion took place between Midget owner John and Roger, regarding the for and against merits of sheep breeds in Wales, John having been a sheep farmer, and us still farming them. Strange what you can talk about at a car show. Spitfire Sam brought our latest Paddocks purchase, an up-rated anti-roll kit for our Stag, which is now fitted. By the time the gazebo was packed up and in the Stag and we were leaving, many of our group were just lazing around enjoying the late afternoon sun.

Friday 26th July saw a number of us at RAF Shawbury, an event arranged by Sam Jerrett (MG). It was a very early start as we had to be on site promptly, as cars have to be checked going into the base. As Sam had just undergone surgery, he had previously asked if we would take over the arrangements of getting everyone there, so we met some of our group in Ellesmere at 7.30 a.m., and then "picked up" people travelling from Chester direction further down the road. A great day, the weather was very kind enabling the air displays to go ahead as planned. These included a Falcons parachute display, a Spitfire which, after giving a fantastic display, landed at Shawbury, and a Chinook helicopter, which are amazing when you see them put through their paces. The last display of the afternoon were enormous model aircraft, Vulcan, Lancaster and more. Many photos and video films were taken.

The next day saw the beginning of the Llangollen 60's weekend. Eleven of our cars attended on the Saturday, Julia even allowing Alan to drive her beloved Spitfire. The ladies all dressed up in 60's gear, even one or two of the men! We parked



up just behind Glyndyfrdwy station, where there was a large classic display and some stalls.

We were all given passes to enable us to travel on the trains running between Llangollen and Carrog, and also the two old buses being used. We took the open top bus into Llangollen, browsing the shops and eating ice cream, then returned on a steam train back to Glyndyfrdwy. Another great day out.

The following Tuesday was our OFFAL run, with over 20 people meeting at Dearnford events centre off the A41 for coffee and a chat before setting off on an enjoyable drive organised by Phil and Ilene. We finished up at the Cock O Barton for a lovely lunch. There were not many classics on this run as the weather forecast was rain, and it poured down, but another good day with great company.

Let's keep using these great Triumphs, and remember, our monthly meetings are at the **Plough Inn in Gresford, first Tuesday of the month at 8.00 p.m.**

Forthcoming events:-

1st September:- Cholmondeley Castle, Cheshire, SY14 8AH.

3rd September:- Monthly meeting at the Plough Inn, Gresford.

15th September:- Car and Motorbike Show, St. Asaph, LL17 0UY:- (Off the A525, follow road signs for The Tweedmill).

24th September:- OFFAL.

28th September:- Classic Weekend at Sleep Airfield.

29th September:- Walled Towns Run.

Regards,

Helena & Roger.

SOUTH WALES Tel. 02920 315260
 www.triumphwales.moonfruit.com
 e-mail: gwyndjevans@dolomite1300.plus.com

BERT HARPER-ASBRIDGE

It's with great sadness that I have to report the sudden passing of Bert Harper-Asbridge. Bert was a highly respected TSSC S. Wales area member, a friend and a gentleman. He will be sadly missed by all S. Wales TSSC area members. Our hearts go out to his widow Gwyneth and we hope that we will see her at future meetings. God bless you Bert, you really were one of the best!

BARRY ISLAND CHIP SHOP RUN JULY 4th

Well, what can I say, 11 club cars and 27 members, what a great turn out on a day that did not promise the best of weather for that evening.

It was great to see new area member Ian in his immaculate Jensen Healey, new TSSC member Paul (who brought along 2 bottles of wine for our next raffle, a great and well appreciated gesture) & son Neil in his immaculate Spitfire 1500 and Howard & Carol in their three wheeled Lomax (forgive me if this is incorrect). The Rowlands family in their Minor (Ant, Jane, Matthew, Amber & hound) were there in force as well as the Evans' (Dolly), Littlewoods' (13/60 Convertible) & Griffiths' (TR6). Paul Johnny Breakfast Price brought daughter Arianne (Spitfire 1500), Young Eddie brought Mo (he told me he had no luck pulling in Aldi's earlier on – 13/60 saloon), Mike The Cake chauffeured Jack (Spitfire MKIV) and Action man brought Pete & Mai in the Red Tardis (although I'm sure I could hear Stephen hammering away on his drums in the boot).

We left the meeting point on time and in the lovely sunshine took the direct route to Barry Island, finding enough parking spaces for the 11 cars along the seafront. As there were so many of us we took a stroll to a Chinese cafe that we had used in 2012 and were lucky that at the time it was empty. Everyone elected to eat there and all agreed that it was excellent value for money, I had sweet & sour chicken in batter rice & chips, Michelle had chicken curry rice & chips, Jack had ½ a chicken & chips and Emma had fish & chips, total cost £16, unbelievable value!

After everyone had eaten Gwyn & Howard had to start off for home as they had holiday packing and other things to catch up on, the rest of us took a nice stroll along the promenade and had ice creams while we walked. It was a really nice evening and after a long chat by our cars we all agreed that what we had in numbers was surpassed by the quality of those there, we then "saddled up and headed for the sunset". PJPB turning off to head home through the 5 mile lane followed by Action man while the rest of us continued to the M4, with cars turning off at junctions along the way.

Thanks to all those who attended.
 Cheers

Bern

PAUL & BARBARA G'S RUN JULY 21st 2013

"Buzzing", I think that's the correct term, I was absolutely buzzing when I returned home at around 7pm after leaving my house 8am. Twenty five members and 12 club cars (11 different models) took part in the run. Roll of honour as follows :- Paul & Barbara G (TR6), Bern & Jack (TR4A), Mikey J (GT6), Rob & Pete (Vit 6 Convertible), Action Man, The Hammer & Mai (Herald 13/60 Conv), Young Eddie & Mo (Herald Saloon), Mike the Bass & Sandra (Spit Mk3), Paul & Neil Watson (Spit 1500), Gwyn, Tim & Babs (Dolly), Steve Wright & Rhys (Vit 2L Conv), Rob & Sue (TR6) and Mike "The Cake", Damien & Cake (so was that 26 members? Spit MkIV).

TSSC AREA NEWS

It was great to see new members Steve Wright, Rhys and Sue attend their first S. Wales event and we hope that you enjoyed our company as much as we all did yours. Rob Wilsher and Paul and Neil Watson are also relatively new members and it was also great to see those guys again.

After meeting at the rendezvous point we travelled in a convoy made up of blocks of four cars so as not to disrupt other road users using some A roads but mainly B roads through Magor, Chepstow, past Tintern Abbey (I think I saw area super hero Paul Johnny Breakfast Price rebuilding it) and then we took a breakfast break at



The Old Station Cafe, as the name implies it is a converted train station with a fantastic picnic area, model railway and art gallery, Paul & Barbara had arranged for a section of the car park to be cordoned off especially for us. We stayed there for quite some time such was the character of the place and the warm welcome that we received, while we were there area Ambassador Pete had finally found a cup of tea large enough to quench his thirst (see image).



We then continued on our way towards Monmouth, through the beautiful Forest of Dean, there were many "separation points" but with our (still in its infancy) convoy strategy and Paul & Barbara's regrouping points we all managed to keep together. We continued towards Lydney, Cinderford, Littledean and on to Newham where we parked up alongside the river Severn in a parking area that had toilets for a short break, then it was on our way again towards Whitecroft, Coalbrook, Lydbrook then on to Coleford where Gwyn, Tim & Babs had to leave for home as they had relatives visiting them, the rest of us parked up and had lunch in Kaplans Cafe (highly recommend as the food and service was first class) where Paul & Barbara had arranged for the entire first floor of the cafe to be reserved for us (mad cousin's in the attic?). After an extended stay Paul G announced that his TR was not running well, Steve Wright, TSSC



TR reg Sec Bern & TR6 Guru Rob Wilsher gave their assistance, the sparks at the plugs were weak, but the plugs were dry, new plugs, leads and a coil were tried and although the new plugs gave a better spark it was all pointing to an injector issue. Injector cleaner was added to the tank and Paul later reported that "the misfire had all but disappeared" so hopefully the injector cleaner has cured it.

We then set off passing through Perrygrove, Tow Green & Tutshill where we joined the A48 travelling towards Gloucester, then just before we reached Nibley we all pulled into a beautiful picnic area where the area cooks were produced and fresh tea and coffee was brewed, Paul G produced a cake, Mike "The Cake" produced a cake, Rob & Sue produced a very large bowl of strawberries and Barbara G produced a batch of

South Wales Continues



plain scones with jam & cream (a major effort as Barbara is a self confessed "non cook", I beg to differ Barbara, they were



first class!). The rest of us produced our appetites and we had a great time in the beautiful weather, talking about all things Triumph and the S. Wales area in general. Then all too soon it was time to leave for home (5:30pm) so we started off in convoy with the various cars taking their various turnings for their houses, there was a bit of confusion as Myself, Paul G, Mike the Bass, Rob and Action man arrived at the M4, we had lost Young Eddie and Mike the cake, we circled the Coldra roundabout a few times and Jack used my mobile to call Mike the cake, I signalled to the rest to carry on as I prepared to double back to help with any problem Mike or Eddie had, but just as I was about to turn off the roundabout Jack made contact and Mike and he said that they had made an "unplanned" fuel stop (knowing Eddie there was probably a nice looking young lady serving) and for us to carry on, so I circled the roundabout again (getting dizzy by now) and joined the M4 westbound and soon caught up with the Vitesse and Herald. The 3 cars then pulled in at Cardiff Gate services where we said our goodbyes.

Ten minutes later I was sitting in my back garden with my second can of beer reflecting on what an absolutely fantastic day it had been, first class planning by Paul & Barbara G, beautiful scenery, scorching hot weather (soft tops down all day) a great selection of the world's finest marque's models and the wonderful company of the people who had taken part, and what we had in numbers was far more than surpassed by the quality! On behalf of all who took part a massive thank you to Paul & Barbara G!

BARRY WATER FRONT (OR BEHIND THE TRAIN STATION) SHOW JULY 28th

Eddie and Mo were kind enough to take my Daughter Emma and Mike TC brave enough to take her friend Sinead so that I was able give my TR a good test run with the new Surrey top



installed and not have to take the Herald or Toledo, thanks to the three of you, very much appreciated.

We met at Junction 33 M4 Cardiff West Services and were very happy to see that Mark and Gerry had brought their cars from West Wales to join us, good effort lads.

So, nine cars carrying 16 area members left at the allotted time to drive to Barry in the morning sunshine. Our new "convoy initiative" was again put into practise and we all arrived together to find that the show area gates were locked! While Rob went to find a marshal we were pleased to see Paul Watson arrive (he was running late due to a lost wallet, but thankfully he had found it), so there we were Bern & Jack TR4A, Gerry Rover 150, Mikey J. GT6, Paul W. Spit 1500, Eddie, Mo & Emma 13/60 Saloon, Mike TC & Sinead Spit MKIV, Paul & Barbara TR6, Action Man & The Hammer Red Tardis 13/60, Mark Frogeye, Rob & Pete Vit6 all waiting. When the gate was finally unlocked we were marshalled into an area that meant we had to drive over railway tracks and Mikey J & Gerry wisely decided to take their cars around to Barry Island Funfair where 2 parking spaces were found for them. The rest of us quickly set up our gazebo and area Banner (in the singular, oops my



fault, sorry everyone) and after the first 9 kettles had finally managed to fill Area Ambassador Pete's new mug the rest of us finally had a tea or coffee as required. Mo produced a case full of her excellent pasties and right on cue Ant arrived! An excellent turn out considering the bad weather that had been forecast for the day. After we had refreshed ourselves we took a stroll across the railway bridge to Barry Island in the lovely sunshine, while walking through the funfair Pete found a tea



cup which was even larger than his mug, unfortunately he couldn't separate it from the fairground attraction it was attached to! Then just as we got too far away from our cars to run back the heavens opened, some dashed into the shops while others took refuge in a bus shelter, Mike TC, Mark & myself carried on to the esplanade which is under cover, Mark & I were entertained on the way by Mike TC running around trying to retrieve parts of his umbrella! We sheltered from the downpour under the covered esplanade and when the rain abated we were joined by the rest of the group and we decided en masse to dine in one of the many chip cafe's and had a great early lunch of various dishes all accompanied by chips, fantastic.

After our lunch we went back to our cars and Rob cranked up the cookers for more tea and coffee supplemented by more of Mo's pasties. The hours flew by and soon it was time for more tea and coffee and Mike The Cake's creation of the day. The next thing I knew it was 4pm and time to start packing up, so like a well oiled machine we all pulled together and we were soon ready to depart.

WEST MIDLANDS WIRRAL . . . WEST YORKS



TSSC AREA NEWS

We left in convoy formation with cars turning off for their homes at various points along the way, and I know it's a bit "old hat" but I will keep on saying it as it is still very true "what we had in numbers was more than surpassed by the quality of those who attended" thank you to all the area members who turned out and once again made the day out so very enjoyable, what a great bunch of people you are.

Cheers

Bern

WEST MIDLANDS Tel. 07969 024999

We were a little down in the number of people attending the August meeting at the Drakes Drum for a couple of reasons. A few members were absent attending the Club Triumph 10 Countries meeting, and with all the Children off school quite a few people were away with their kids taking I am sure a very much needed vacation. Even so we still had on display on the pub forecourt 16 fine examples of the cars we all love. Two regular members Kelly and Mark had problems starting one of their cars at home and in typical Triumph tradition, Paul and Carol, with Ann and Roger set off from the Drakes Drum to try and assist. That's one thing I really like about a club like ours, if anyone is in difficulty there is always someone who is willing to step in straight away and help.

I forgot to mention at the meeting that early in the month Luke celebrated his 21st birthday, sorry Luke I am sure that everyone at West Midlands Triumph Club send you their very best wishes for your birthday, we will try to buy you a cake at some later date.

The Stafford International was just on the horizon at our last meeting and I have already got my travel trailer loaded up and ready to go. I think that as an area we will not have as many people attending this year as they did last year, and this is no reflection on this years organisation. It is just bad luck that so many people have family commitments which this year have clashed with the dates of the International. I am sure that it will be just as well attended, and those West Midlands Area member who will be present will be doing their little bit to make the event a success. Personally I am really looking forward to camping for the whole week end and meeting up with old friends and I hope making some new ones.

Our next meeting at the **Drakes Drum** is on **Tuesday 3rd September** and don't forget the **Stoke Prior Steam Rally, Little Install Fields, Stoke Prior, Worcestershire** is to be held on the **13th, 14th and 15th September**, so if you would like to attend one of the Midlands areas great week end events then get your application form filled in and sent off asap. If there is anyone who wants an application form and cannot download one from the Internet, the either drop me a line or give me a ring and I will send you one.

Until we either meet at the International or the **Drakes Drum on the 3rd**.

Cheerio,

Roger

WIRRAL Tel. 0151 339 4150

Hi de Hi folks. Here we go again with the September report. I am just having to write this very early this month as I will be away during the latter part of July and early August, so would not be able to get it to the Club HQ before the deadline of 8th August. So here we go. I refreshed my memory regarding what I had written for the July 'Courier' and note that I wrote it on the 5th June and said 'summer had finally arrived' In future I am giving up weather forecasting as shortly after I wrote that

the rains came and it turned out to be the coldest June for umpteenth years.

What has happened in our Area lately? On Thursday evening June 6th a run around the leafy lanes of Cheshire took place ending up in a rural hostelry deep in the countryside. This outing was organised by the North Wales Area and was attended by cars from Wirral, Merseyside, Cheshire and Stafford as well as the organisers from North Wales, a very enjoyable evening was had by all.

A number of us attended the Burton Village Fete on 8th June. The highlight of the afternoon being a low fly over by a restored World War 2 Dakota aircraft, much older than any of our cars. On 14th/15th June the 'Pageant of Power' took place at Cholmondely Castle. A very interesting event with cars of all ages taking part. On Sunday July 14th we had a good turnout of our cars at the Clwyd Classic Car Club annual show at Caerwys. This year was exceptionally well attended, probably because it was super sunny weather and quite a lot of money was raised for the designated charity which this year was for the North Wales Air Ambulance.

Several of our number will be attending the Llangollen 60s weekend on the 27th/28th July. Camping is available and there will be steam trains and old buses around the site, with I believe some free rides.

In August which will have come and gone by the time you read this several will have attended the Astle Park Steam Rally and the North Cheshire Classic Car Club event, this year being held at the Vauxhall Motors plant in Ellesmere Port. Also no doubt a number will have been on the annual pilgrimage to the Stafford County Showground for our very own event.

And finally albeit a touch early, a note for your diaries, Dave has made a tentative booking for **Saturday 14th December for our Christmas Dinner** at the usual venue, the recently refurbished '**Cottage Loaf pub in Thursaston**.

That's it for this month folks, I will be back in print in November. In the meantime its hoods down and enjoy the sunshine while it lasts. Cheers

Ray

WEST YORKS Tel. 01484 541185 www.tssc.org.uk/westyorks

We had more like our usual meeting this month, the exceptionally warm weather of July was nice, but it was good to get everyone together for our usual silly quiz and natter.

First of all a very warm welcome to Dennis and Lyn, new owners of their red Mk IV Spitfire and a hello again to Dean with his unusual Herald 13/60 convertible, you have to see it to get this? Hope you enjoyed the meeting and that we'll see you again.

We discussed an up coming **Sunday lunch time meeting**. It's uncanny how similar minds work. Vivien and I had thought of suggesting a few dates and possible venues when Bob (our trusty treasurer) brought a couple of ideas, one of which is to visit the **Standedge Tunnel** and visitors centre. For those of you who are unfamiliar this is the largest, longest and deepest tunnel in the country (waterways). There's a visitors centre, some where to get lunch and you can have a trip on a boat through the tunnel. Bob had spoken to someone there and apparently they'd welcome us. It was agreed we'd like to do this as a Sunday meeting and a provisional date of **22nd September** was agreed, I'll sort out details with the people there and make an announcement at our next meeting so more details to follow.



West Yorks Continues

As our last Pie and Pea evening was such a hit, we've decided to have another go. It was agreed to organise this for October, with cooler nights I'm sure hot pie and peas will be very welcomed, so don't have your tea for that night before you

come to the meeting.

We also have an advance date for your diaries. Our post Christmas meal will be the same venue as last year on the 18th January 2014.

Let's hope we had a smashing International event last month, and sincere thanks from all in West Yorkshire to the people who make it happen.

All the best

Victor.

Triumph Sports Six Club

Co-ordinated by Notts and Derwent Valley Areas of the TSSC.



Christmas Party Night 2013

Saturday 7th December 2013 at the Hinckly Island Hotel.

3 course meal followed by 80's/90's disco only £30 per person.

A £10pp deposit required by 30th June to reserve your place, with the final payment required by 31st October 2013.

Complete the form below and send it to:

Claire Hill, 12 Ivy Grove, Kirkby in Ashfield, Notts. NG17 8JL.

Please make cheques payable to Derwent Valley Area TSSC.

For more information contact either: Claire Hill on 07971 017012 or Colin Wright on 01773 531580.

Details can also be found on our website www.derwentvalley-tssc.org.uk

Accommodation at Hinckley Island Hotel is available at the discounted rate of £50 for a double room and £40 for a single. Contact their Central Reservations team on 0800 652 8413 quoting "Christmas Party Night" to book your room.

Please reserve me places for the TSSC Christmas Party Night on 7th December 2013 at Hinckley Island Hotel. I have enclosed my deposit of £10 per person.

Name..... Membership No.
Address
..... Postcode
Home phone Mobile phone
Email address (required to keep you updated).

Does any of your party have any special dietary requirements? YES/NO. (If so please provide details overleaf).

Table with 3 columns: Deposit received, Final payment received, Tickets issued