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The Courier 412

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The Courier

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THE TRIUMPH SPORTS SIX CLUB
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 LOVELY Mk2 GT6
 OF RICHARD DANE
 PICTURE
 RICHARD DANE

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T.S.S.C. Events Calendar

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CoMment

Support your Register Secretary

BY BEN BROADBENT
GENERAL SECRETARY

Hello to everyone. I cannot believe we are into October already and the season is drawing to a close. Many of the members I have talked to in recent months, have said that they are thinking about parking up their Triumph for the winter and planning for the various maintenance jobs that have been niggling them all summer. Some are even planning major restoration projects. Consequently, yes, I am going to request your support and contributions for the Register Secretary of your model. I'm asking everyone undertaking technical work over the winter to consider sending in a report with pictures for publication in the Courier.

You can simply send the applicable Register Sec a report of the work on your car with appropriate pictures, or you can contact the Register Sec and tell them what you are up to and ask if they can advise on what they require for their own style of articles. There have been many great articles provided by you the members over the years that have addressed new and novel approaches to traditional problems. Accordingly, whatever you are up to, could you consider letting other members know your solutions. Likewise, any reports on winter Events will be of interest to Pip who provides the 'Area Showtime' articles.

In relation to maintenance and restoration projects, where are you going to source the components for the job? Well, yes again, I'm going to promote the TSSC Club Shop. You can obviously order over the phone or online. Likewise, if you cannot find the part you require in the catalogue or online, then you are welcome to phone the shop for advice on availability. There are many high quality and rare parts available at the Club Shop, that have been sourced specifically for Club members.

The Club Shop is a valuable Club resource to be used by all members.

On 27th September a CoM meeting was held that



discussed TriumFest. Many of the issues put forward by members were discussed at the meeting.

It is too late to publish any of the discussions and findings in this issue of the Courier, but I hope to be able to provide feedback concerning TriumFest and other issues discussed at CoM in the next few issues of the Courier.



And finally, as Simon said in the last issue, 'It's your Club... get out there and...'

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NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

DVLA Road Fund Licence Update

Following on from the **FBHVC** information in last month's Courier, about the **DVLA's** changes to their arrangements relating to the abolishing of the vehicle tax disc, there is another change that has not been well publicised - if at all, and it appears to be contrary to the info in the FBHVC journal - if I have in fact correctly understood everything I have read!

I have just taxed one of my euroboxes from September 1st. The information comes at the bottom of the DVLA letter from which I quote:

Will I be able to transfer my tax after the 1 October 2014?

No. The new rules being introduced on the 1 October 2014 will mean that if you are selling a vehicle, the tax is no longer transferred.

The buyer will need to tax it before they can use it.

When you sell your vehicle you will not need to apply for a refund.

DVLA will automatically issue you with a refund of any full months of vehicle tax remaining, once you have notified DVLA that you are no longer the registered keeper.

Where can I find out more information about the changes?

Go to

www.gov.uk/dvla/nomoretaxdisc

Del Holman

Council of Management

HQ 20th Anniversary Open Day at TSSC HQ



Our Scarecrow was...

"Another Triumph For Lewis!"

Sunday 14th September saw our celebration of first opening the doors to our completed HQ, all were invited to join in the festivities, set on the same day as the Lubenham Village Scarecrow Event and combined this made a fantastic day.

New displays in our front showroom with a quality Herald timeline, a selection of the finest Triumph Heralds all with individual with 'tales' to tell (Told to all by Chris Gunby).

A great place to gather is always the 'Herald Members Bar' which was fantastically 'manned' by Angie & Trudi serving up a lovely selection of beverages & food.

The Club shop was in full swing with offers, bargains, advice & those all important 'shiny bits', service items and accessories discounted.

Bern was 'Head of BBQ' and must have done a great job as all the food found grateful homes. Outside there was a superb display of Triumphs supplied by you .. the members, so thank you for turning up in your great numbers.



HQ OPENING TIMES

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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Council of Management Meetings

NEXT MEETING - NOVEMBER 2014

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: **Ben Broadbent**
TSSC General Secretary, 28 Forshaw's Lane, Burtonwood, Warrington, Cheshire. WA5 4ES.
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

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Colin Lindsay

Stiff Joints?

Anyone who remembers my article on trunnion oiling from the GT6 Register a few years ago will

remember how much I hate grease nipples. It is far easier for a camel to pass through the eye of a needle than grease to get anywhere through an aperture that's tighter than a gnat's behind, and if push comes to shove – which is what you'll be doing with said grease nipple – then I'd much rather go without either pushing or shoving and take the simpler route. I did this with the trunnions and a cut-down brake-caliper bleed nipple connected to a £1 oil can cost far less than the much-vaunted and expensive Wanner grease guns whilst doing an excellent job. Well, mine haven't snapped yet... and it's so much more convenient to use for frequent oiling, which is the angle I'm getting at.

As above, so below, or as with the trunnions, so with any grease nipple on my cars. Consequently when replacing universal joints on a half-shaft recently the same thought occurred... why on earth attempt to force grease into an incredibly small pipe when there has to be a much easier method. And of course, there is.

I was replacing a badly worn UJ; the photo shows what happened when I tried to use a vice and socket to remove it – it actually split

and the end of the bearing cap came clean off.

This one was quite rusty on the inside; obviously water has got in through perished rubber seals and



Rusted Snapped UJ Caps

the grease has dried out sufficiently for rust to start. This was also a 'sealed-for-life' version with no regreasing option.

Proper greasing of UJs is a must; did you know they were invented in 1545 by a gentleman called Jerome Cardan? Some of those I've seen haven't been serviced since... but they're also known as Cardan joints, Hook joints and Hardy Spicers, and evolved from the far older gimbal method of hinging joints.

As a moving part they require lubrication; as an unseen one, they're often ignored.

On our cars the recommended service interval is 6 months or 6000 miles, so on first fitting you want them to last as long as possible without wear until you can get time to service them properly, which is often time-consuming, dirty and awkward for the

average owner, not to mention expensive if you have to resort to a local garage.

Given that they do require grease – not EP90 oil like the trunnions – this requires more pressure to force into the joint than thin oil. When replacing a new joint they'll come with minimal amounts of grease already inside; this is to hold the needle rollers in place and is not sufficient for driving. There's no point fitting the joint and then greasing through the hard-to-reach nipple; the simplest thing to do

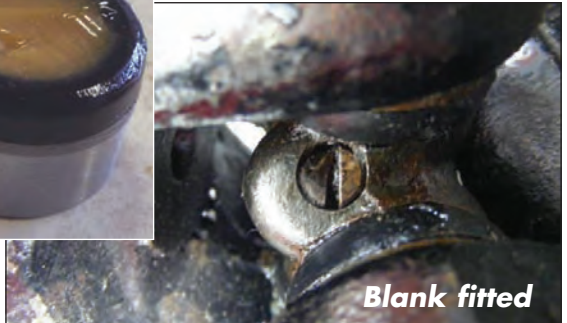
inside is completely full of grease; simply wipe off the excess. I don't believe it's possible to over grease a UJ; excess will emerge around the rubber caps, helping to lubricate the seal and keep it soft, and thereby sealing correctly, for longer than a dried out one.

I'm not a great fan of leaving grease nipples in place after use; they do rust and collect dirt thereby making reuse almost impossible. These small blanking plugs are often lost but not only keep dirt out, they make for better balance of the joint than a protruding



Fill Caps with Grease

is to fill the interior of the UJ with clean grease while it's all disassembled. Pack each end bearing cap fully, keeping the roller bearings undisturbed around the outside – the grease will hold them in place. Then on reassembling the UJ into the halfshaft, you'll find that compressing the end caps on to the yoke forces the fresh grease into every small aperture on the inside and then, having nowhere else to go, it emerges like a tapeworm from the



Blank fitted

nipple will; in fact the Haynes manual states that cars should not be driven with the grease



grease nipple socket. This shows that the

when fully fitted and cut it short at that point. A

nipples fitted, to prevent fouling. Check your UJs for these before throwing the old ones away. I'm very surprised that many of the currently available UJs don't have them supplied in the kit, but you can always make your own. Any small bolt which fits into the nipple aperture will do, measure to where it just protrudes



notch for a screwdriver at one end and it's ready to fit.

I'm currently trying out methods of regreasing UJs that have reached the service interval and will report again in due course; not as easy as it sounds as of course, they're still on the car... the aim is to find a simple, cost-effective method that requires no expense or major effort.

Wish me luck!

Colin



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ST Review Magazine Archive



The Standard Triumph Review which started life as The Standard Car Review (incorporating Triumph News) was the Trade and Dealership Journal of the Standard Triumph Company, throughout the 1960'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 car model news, also dealer information, technical articles, road tests and general interest articles gathered from all around the world. Also featuring throughout was the delightful period advertising of the times, from the Triumph factory suppliers and manufacturers to period accessory makers.

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



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The Standard Triumph Review

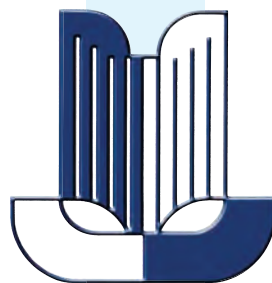


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Phil Willson



A Million Revolutions?

As promised last month, I'm getting technical again. I'm going to go through the transmission system and explain some basics. The sums are fairly simple and I hope you find some of the results illuminating. This month I will examine some of the numbers you may have seen in your handbook such as rear axle ratio, road speed per 1000 rpm and tyre sizes.

Next month I aim to look at speedometers and their calibration. This will all lead on to an article about the options you have if you feel you want to change anything. This all started because I have seen a number of

the base of the differential unit. The rpm @ 70 mph figure was calculated by me directly from the mph/1000 rpm column ($70/15.7 \times 1000$ and $70/16.3 \times 1000$).

At 70 mph you will, I hope, be in 4th gear. In that situation the drive from the engine goes directly through the gearbox so that the propeller shaft rpm is exactly the same as the engine rpm. This then is fed into the front of the differential unit which reduces the rpm by a factor of 4.11 and transmits this to the driveshafts.

These are directly connected to the wheels and tyres. **See Picture 1.**

So far, so good.

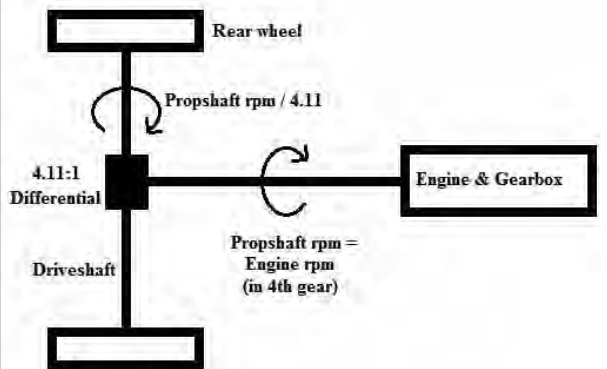
Table 1: RPM/road speed figures from the 13/60 handbook

Model	Engine	Axle ratio	Prefix	mph/1000rpm	rpm @ 70mph
Herald 13/60 Sal/Conv	1296	4.11:1	GE	15.7	4460
Herald 13/60 Est	1296	4.11:1	GE	16.3	4300

questions on Facebook and various forums about fitting alternative final drives to Heralds. This is usually so that they will cruise using lower engine revs and therefore make longer distance work less tiring. However, there is a good reason why each engine type has a particular final drive ratio, which I shall try to explain.

As is appropriate for this column, I will use the 13/60 to illustrate the principles. The relevant figures can be seen in Table 1. The GE prefix refers to the unit number stamped on

Picture 1: The effect of the rear axle ratio



Taking the final figure for a saloon or convertible from table 1 we can do the sums:

1. At 70 mph the engine is spinning away at 4460 rpm. The differential unit divides this by a factor of 4.11 so the driveshafts and wheels are rotating at 1085 revs per minute.

2. Also, at 70 mph we are travelling at $70/60 = 1.167$ miles per minute = 6162 feet per minute.

So combining the results of 1 and 2, each revolution of the wheels is moving us $6162/1085$ feet = 5.68 feet = 68.15 inches along the road.

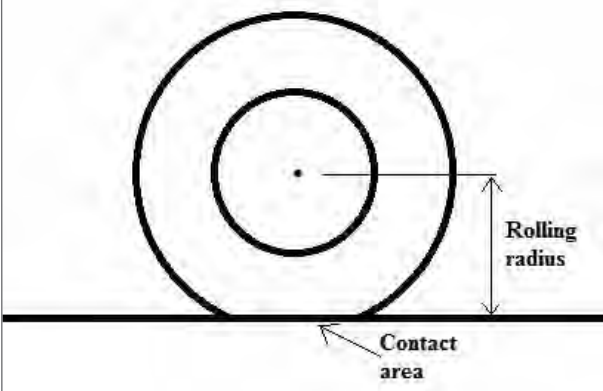
Using the $2 \times \pi \times r$ formula this equates to a wheel radius of 10.85 inches.

Doing the same calculations for the estate car we get a driveshaft rotation rate of 1046 rpm and a consequent wheel radius of 11.25 inches.

These radii may well have been correct at the time since the cars were specified with crossply tyres (5.20×13 for the saloon & convertible and 5.60×13 for the estate car) so I have not been able to check them. Most or even all our cars by now have radial tyres and these have a different profile.

When you look at the tyre, correctly inflated and sitting on the ground, there is a flat contact area (Picture 2). If you measure from the ground up to the centre of the driveshaft (hub cap off) then this is the effective rolling radius of the

Picture 2: Effective tyre radius



tyre, which is the measurement we are interested in. It will always be less than the tyre radius measured anywhere else. It will also vary according to the tyre size, tyre pressure and the weight of the load being carried.

My estate car is fitted with 155/80 x 13 radials and the rolling radius measures approximately 10.75 inches.

Because it is a smaller radius then it must turn more times to cover the same distance and, according to my calculator, the engine will be doing around **4500 rpm at 70 mph**. This serves to illustrate the fact that different tyres will have a different effective radius and therefore have an effect on car performance. I will cover that in a bit more detail later.

Now for the Surprising Bits

Earlier we calculated that saloon wheels will be going round at **1085 revs per minute at 70 mph**.

So after an hour the wheels will have turned **$1085 \times 60 = 65,100$** times. You only need to cover **1075** miles for the wheels to have turned **a million times!**

So a tyre that has covered 20,000 miles in its service life will have rotated over 18 million times. Wow! I didn't believe these figures when I first calculated them but they are correct. As a double check, 18 million rotations x 5.68 gives the number of feet travelled. Dividing this by 5280 converts it to miles and gives an answer around 20,000.

Diverting just a bit, just think of these numbers in terms of the other components as well. Wheel bearings and UJs will have rotated the same 18 million times in 20,000 miles. Anything in the line of the propshaft including the crankshaft, gears and gearbox bearings etc. will have turned around 75 million times. So, if you are lucky enough get 100,000 miles out of your engine then the crankshaft would have rotated nearly 400 million times. Each piston will have gone up and down 400 million times. In fact the figures will actually be quite a bit higher since some of the time you would have been in the

lower gears when you would have used more revs to cover any distance. Or stuck in traffic when you covered no distance at all!

Now that really isn't bad, is it? It's all entitled to be a bit worn after all that work. Perhaps these numbers will convince you that regular oil changes are essential to give the moving parts the best protection possible and remove all the contaminants that build up in the oil with use.

Now back to tyres. I have shown above how tyre radius affects the overall gearing of the car.

In **Table 2** I have given the actual figures I calculated from the handbook for the original crossply fitments.

I have then used an online calculator (http://www.carbibles.com/tyre_size_calculators.html) to compute the figures for the modern equivalents that I would use. (I am sure it's possible to buy 135 width radial tyres still but in the interests

which is 0.18 inches less than shown in the table, so allowing for everything (including errors in my measurement!) it is very close.

However, the effect of modern tyres is to lower the gearing slightly.

As well as the effect on engine revs it also means that the speedo will over-read a little, maybe up to about 2.5%. This, at least, is the legal way round as you will be travelling slower than you think. An under-reading speedo is not legal.

This brings up a point that I will look at next month: All 13/60s had the same speedo calibration as far as I know. However, as noted in **Table 1**, the mph / 1000 rpm figures varied according to body type and tyres fitted. Interesting – they can't have both been right.

Wheel rim width	Original crossply tyre	Calculated rolling radius	Modern radial tyre	Calculated rolling radius
3.5J (1)	5.20 x 13	10.85 inches	145/80R13	10.62 inches
4.5J (2)	5.60 x 13	11.25 inches	155/80R13	10.93 inches

of roadholding I have not included them here.)

Table 2: *Crossply and radial tyre radii for Herald wheels.*

Note 1: *Herald saloons, convertibles, 1200 estate*

Note 2: *Herald 13/60 estate*

You will see that modern tyres have a smaller radius than the old ones which confirms the measurement done on my own car. Even then, there will be variations between manufacturers and according to the tyre pressure and load carried. If you remember, mine measured up at 10.75 inches,

Just for information at this stage, in **Table 3** I have listed the figures for all the 4 cylinder cars in the family. Careful study of the table will show you that, in general, the larger and more powerful the engine becomes then the higher is the diff ratio. (Note that the higher the ratio, the numerically lower it is. I.e. The highest ratio diff in the range is **3.27:1** and the lowest is **4.875:1**.)

Also, notice the effect of overdrive, which



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Model	Engine	Axle ratio	Prefix	mph/1000 rpm	rpm @ 70mph
Herald	948 single carb	4.875:1	G	13.25	5280
Herald	948 twin carb	4.55:1	Y	14.2	4930
Herald	1147	4.11:1	GA	15.7	4460
Herald 13/60 Sal/Conv	1296	4.11:1	GE	15.7	4460
Herald 13/60 Est	1296	4.11:1	GE	16.3	4300
Spitfire Mk 1, 2 & 3	1147	4.11:1	FC	15.7	4460
Spitfire Mk 1, 2 & 3 (O/D)	1147	4.11:1	FC	19.1	3660
Spitfire Mk IV	1296	3.89:1	FH	16.7	4190
Spitfire Mk IV (O/D)	1296	3.89:1	FH	20.8	3360
Spitfire 1500	1493	3.63:1	FR	18.0	3890
Spitfire 1500 (O/D)	1493	3.63:1	FR	22.6	3100

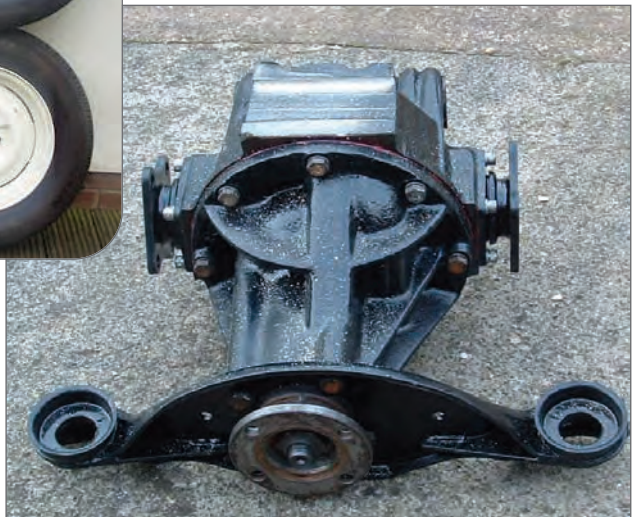
reduces engine revs by about 20% compared to 4th gear.

I hope that all made some kind of sense but, if not, then you now have a month to take some paracetamol before the next instalment!



**What's your
Rolling
Radius?**

**What's your
Axle Ratio?**





e-mail.

spitfireIV-1500@tssc.org.uk

Derek Ford



Master Cylinder refurb

I think I may have covered this item before, but as my Master cylinder decided to self destruct this week, it seems like as good a time as any to repeat myself.

As the photos show, a leaking master cylinder causes havoc with the paint on the bulkhead, so this is really a job to do over the winter whether required or not.

I have seen some mats that fit to the area under the cylinders to absorb any spillages, I think I may well invest in one. (Garth, do we have these available?).

Right, to business. Start by removing the pipe to the offending cylinder, if you don't already have one a brake pipe spanner is a must here. The last thing we want is a rounded off pipe end. Cover the end of the pipe with a finger off a disposable glove and cable tie on to catch any drips.

Next lift the rubber gaiter off the end of the cylinder, underneath you will see a clevis pin, washer and split pin. Remove and place carefully to one side.

You now have two choices, either remove the two ½" bolts holding the cylinder to the bracket, or remove the cylinder complete with bracket. I chose the latter as my brake

servo was getting in the way of everything on this job.

Taking the unit to the bench, empty the remaining fluid (if there is any) into a waste container and clean the outside of the cylinder with a wire brush.

To dismantle the cylinder, firstly remove the large rubber boot from the end of the cylinder. Underneath you will see through the grime a circlip, remove this with pliers and you can then pull the forked operating rod out of the end of the cylinder. Beware the piston is now



free to fly out, although from experience they normally need to be encouraged out.

Turn the cylinder over and bang the end against the bench to encourage the piston out, you may have to clean inside the cylinder with

Give it a Clean off with wire brush



some fine emery to allow the piston to pass the grimy end. Once out clean the assembly off and

you can start the disassembly.



Prising Metal Clip off spring

Begin by prising the metal clip holding the piston onto the assembly (see pic) you will need to bend this back down before reassembling. The spring should then be unhooked from the metal clip and the parts laid out as in the picture below.

The parts kit required is an **SP1963** available from most motor factors.

Remove the large and small rubbers with a pick **observing which way around they go**, cleaning the components well before

Fine emery at end of cylinder to clear the grime



The assembly laid out

Service Kit



reassembly. When the bits look like the last photo it's all back together.

Next clean the inside of the cylinder, I like to use some fine wet and dry, 1200 grit. To just polish the inside. Gently does it!

Once you are happy that everything is nice and clean (an airline can be handy here) lubricate the cylinder with some fresh brake fluid and gently push the reassembled piston back into the cylinder. For the next part you need two pairs of hands, push the piston into the cylinder and place the forked operating rod into the end of the cylinder. Using your third hand position the circlip in place to hold the rod in. Once it has

snapped into place in its groove there only remains the rubber boot to replace on the end of the cylinder.

Then you can replace the cylinder back into the bulkhead carefully refitting the pipe to avoid any crossed threads or damage.

Once the rod is connected to the pedal with the clevis pin and split pin you need to bleed, either the brakes or the clutch, dependant on which cylinder you have been working on.

Derek

Piston Seals Removed



Reassembled Piston



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Suzie Singleton



Beaulieu & Sebring Hardtop

I write this having just spent the weekend at Beaulieu Autojumble. We were very lucky with the weather and managed to get rid of a few bits and pieces (but I still don't understand why the van wasn't much easier to pack afterwards when there was less to fit in – the perennial question!)

While there I spotted two TR4s which would have been nice to take home, but both were well beyond my budget – the larger version



making nearly £19k in the Bonhams auction.

A little while ago I heard from Martin Busuttil in Malta who had a question about his car, wondering if it was overheating as the temperature gauge would go up to about halfway so he asked whether he should fit an electric fan



and if overheating was the cause of the pinking he was getting.

We were able to reply that the cars would normally run with the temperature gauge at about half so that, if it was reading accurately, then the car was probably not running too hot. We did mention that it would be possible to get a thermal imaging camera which would show what temperature the engine is running at, but that, as the thermostats usually open at 88 degrees, we thought it should be just above this. Pinking can occur when the car is running hot or if the ignition is too far advanced so this gave Martin two avenues to follow. (I'm sure there are many of you out



there cringing at my simplistic 'technical' advice so, if you have a more comprehensive reply, do please let me know and I can forward it to Martin.)

We did also comment that the MK III used the smaller radiator and improved cooling can be had by installing a full width one from a MK II Spitfire. This could be enough to help on Martin's car in the Malta's weather.

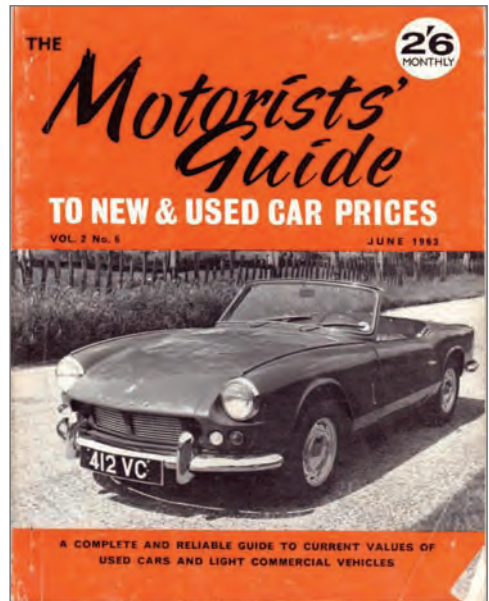
Martin kindly sent me the IVR numbers for the car and some photos. It turns out to be quite an early Mk 3 dating from early 1967, fitted with overdrive. He bought it from the UK about 4 years ago and has enjoyed it so much that he's now looking for a Mk I or Mk II GT6.

Seeing **412 VC** at Donington last month reminded Guy that he'd seen her somewhere not so long before. After a bit of a rummage amongst our automobilia he managed to dig out this copy of the Motorist's Guide dated June 1963,

The publication also contains a road test of the car which comments that

"For the modest sum of £640 it offers some splendidly joyous motoring."

These days that figure may in some cases be many times larger, but I think many people



would still agree with the sentiment.

I recently heard from Brian in Anglesey who has a Mk3 Spitfire. It came with a fibreglass fastback hardtop with generally Lenham style

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MOTOR SPORT NOVEMBER 1963

lines but also with two 'Bermuda' style windows in the roof. Looking back through the series of articles I wrote a few years ago on the



aftermarket options, I think it may possibly be the **Williams and Pritchard 'Sebring'** version, the wording on the advert mentioning optional windows in the roof. Brian tells me that, to go with the roof, but not shown clearly in the photos, are *"the*



two gutters that go on the side, the rear parcel shelf and the angled petrol pipe that goes on the inside of the top to the filler cap."



Anyway, Brian would prefer to run the car with its original outline so he is planning to sell on the hardtop kit. If you might be interested in this then please do contact me and I will put you in touch with Brian. If you happen to have a steel bonnet for his car then he would be interested in that as the fibreglass one currently on the car doesn't quite line up correctly.

The only other example I had of a closely similar top was one belonging to Mike Carter some 5 or

so years ago.

And finally, off on one of my tangents, I found another 'alternative'



Triumph, this time offering a Triumph 10 and even a Triumph 11!

PS. Guy tells me the reason the van didn't pack as easily at the end of the autojumble may have had something to do with the bits he'd bought!



ISSUE 221 November 2014

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GT6 Mk I - II - III Register



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Andy Cook

Timing Chain & Sprocket Change

A

fter a high mileage

you may well start getting a rattily timing chain on your car. Better to replace it before it

gets too bad. If you are really unlucky you may experience a problem like I had on the GT6 last year. It was running



2.

Photo 2 Timing chain sprocket had lost it's teeth, here's the old one and the replacement.



1.

Photo 1. AA recovery! I had a lot of jokey comments about the AA van colour matching my car!

hand, nor could the mobile tuners. So in the end it got AA recovered back home.

When I checked further I found that the valve timing was 90 degrees out and on stripping down found that the crankshaft timing chain pulley had lost all it's teeth allowing the chain to jump.

This is a pretty extreme case and I've never seen

roughly on the way to the SEM meet at Leatherhead, then in the morning after camping over it refused to start. After trying all the normal stuff like ignition timing, rotor arm, condenser, coil, checking over the carbs etc I couldn't find anything wrong. Nor could the plethora of Triumph experts who jumped in to lend a

or heard of this happening before but anyway the repair was to replace the timing chain and sprockets as per the procedure below. I'd suggest you also refer to a workshop manual rather than just rely on my method, but hopefully with the manual and this article all will be reasonably clear.

Always replace the sprockets as well as the chain as a new chain on old sprockets will wear out quickly as the sprockets will have worn and taken on a different profile even if they look OK.

Replace the tensioner as well as they run against the chain and wear in use.

You'll need a new timing chain cover oil seal and new timing chain cover gasket as well. You can buy a kit with all these parts from most suppliers and it will be cheaper than supplying the parts separately.

You'll also need a new water pump housing gasket as the housing has to be removed to gain proper access to the timing chain cover.

It is possible to uprate the assembly to the duplex chains and sprockets used on the 2.5L engines but to do this you'll need the duplex chain, duplex sprockets, deeper timing chain cover, different tensioner. It can be done but this article concentrates on replacing with standard.

First you'll need to drain the coolant and remove the radiator.

3.



Picture 3 Timing chain cover fixings

Then slacken off the alternator pivot and adjuster to allow removal of the fan belt.

Undo the bolt in the centre of the Crankshaft pulley and remove the pulley.

If you have trouble shifting the bolt, put the car in gear with the handbrake firmly applied and use a long breaker bar to apply enough leverage to shift the bolt

Then remove the Water pump housing, 3 bolts hold this on.

You'll then be able to remove the Timing chain cover, this is held on with a selection of bolts and screws, see picture 3 from the official Triumph Workshop manual which will help reassembly.

Once the cover is off you can remove the sprockets and chain. If the valve timing is thought to be correct then you can try and align the timing marks on the sprockets, however chances are that the new sprockets won't have any marks and will need to be timed from scratch, if this is the case then don't worry too much about alignment at this stage. More about this later.

The Crankshaft sprocket is behind a distance piece which forms the surface for the oil seal and an oil flinger. It may be a bit tricky to remove as the distance piece is fitted with a woodruff key to the crankshaft which will be a tight fit. It's a question of levering/tapping until you can get the distance piece to start moving.

The camshaft sprocket is held with bolts and a tab lock plate, tap the tabs down before removing the bolts.

To set the valve timing up you'll need a timing disc, however don't bother buying a timing disc if you don't have one already as there are plenty of timing disc images on the internet that can be downloaded for free and printed off on photo paper or card.

Here's a link to one I downloaded in case you need it:- <http://www.gabma.us/tools/DegreeWheel.bmp>

Next it is time to measure **Top Dead Centre (TDC)**. A little tip from some videos on you tube from [MOSS](#) is that a BMW Mini wheel bolt is the same thread as a spark plug (14mm diameter x 1.25mm pitch).

I bought one on ebay for £1.25! This was screwed down the plug hole. My timing disc was printed off from the Internet and

laminated and then fitted to the end of the crankshaft. I then made up a pointer out of a tent peg and a paper clip which was mounted on one of the timing cover studs. I then turned the engine over until the piston was stopped by the bolt down the plug hole and took a reading from the disc. I then turned the engine backwards until the piston was topped again and took another reading. TDC is then halfway between the two readings, this was marked off on the timing disc and a mark scribed on the crankshaft and the engine front plate to mark TDC.



Photo 4 BMW Mini wheel bolt screwed into the plug hole of No 1 cylinder.

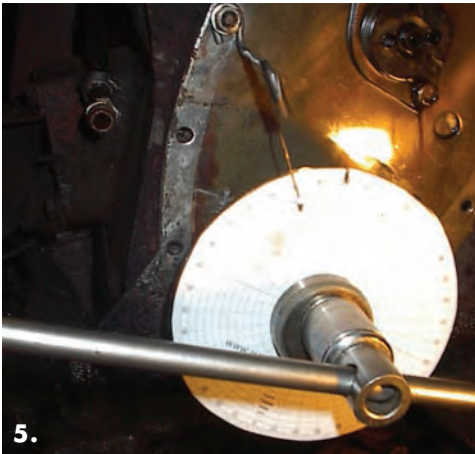


Photo 5 Timing Disc and pointer arrangement to find TDC

Take care to ensure that the crankshaft remains with number one cylinder at TDC. Next fit the crankshaft sprocket, This may

well be pretty difficult to line up the woodruff key with the slot in the sprocket if like mine the new one is a very tight fit you'll need to carefully tap into place with a hammer. Make sure the crank hasn't moved and No 1 cylinder is still at TDC once the sprocket has been fitted.



Photo 6 Camshaft sprocket in place, note the woodruff key

The camshaft sprocket can then be fitted without a chain and the sprocket alignment checked with a straight edge, all being well the two sprockets will still be in alignment. If not then you'll need to adjust the camshaft sprocket, this can be done by adding or removing shims that sit behind the sprocket.

Next rotate the camshaft until number 12 push rod has reached its lowest point. With this position held temporarily adjust the rocker clearance on number 1 rocker to an increased clearance of 40 thou. Repeat this with number 11 pushrod at it's lowest point adjusting the clearance of number 2 rocker to 40 thou. Then turn the crankshaft until both valves of No 1 cylinder (Rocker 1 and Rocker 2 are just opening/closing with the same clearance, AKA the rocking point. This is how the

valves should be at TDC for correct timing.



Photo 7 camshaft for both valves of No 1 cylinder at an equal clearance, ie the rocking point.

The sprocket can then carefully be removed without altering the camshaft position and refitted with the chain. A bit of trial and error to align the camshaft bolt holes by trying different tooth positions and alternative bolt holes and all can be aligned. Camshaft bolts can then be fitted and a final check that the crank is still at TDC and the valves at rocking point. Once confirmed that the timing is set scribe some timing marks to make the job easier if it ever has to come apart again.

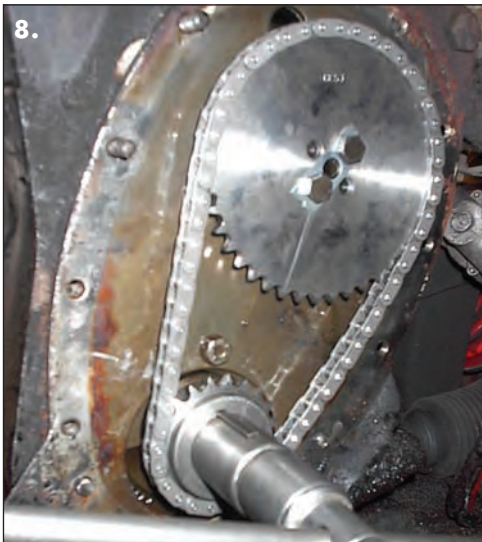


Photo 8 New Sprockets and timing chain

fitted, valves timed and new timing marks scribed.

The rest of the job should be a bit more straight forward. Clean up the timing cover, fit a new oil seal and timing chain



Photo 9 New oil seal and tensioner fitted



Photo 10 Hook to pull tensioner into place whilst fitting cover.

tensioner and then assemble with a new gasket. As per the manual I made up a hooked tool for pulling the tensioner into place when replacing the cover, less tricky than it sounds but you need to take care to ensure that the tensioner is pushing on the chain like it should be as you push the cover home. I used blue hylomar sealant on the gasket to help keep it oil tight.

Tappet clearances will need to be adjusted, especially the two rockers on cylinder one which were temporarily opened up to 40 thou. Set the Ignition timing approximately, as the distributor is

driven by the crank the chances are that the timing will have been disturbed.



Photo 11 cover fitted with Blue Hylomar sealant to help keep it oil tight.

Replace the Spark Plugs and Water pump housing replaced with a new gasket. Replace and tension the fan belt. Replace the radiator and top up the coolant.

Then you should be ready to try and start the engine.

Reset the ignition timing fully with a strobe and give the carbs a tune (as per my

recent Courier article from May this year!) and that's it you're done.

Members Cars



Well, having said in my report on Donington that I'd never seen a Mk2 GT6 in Lichfield Green before member **Keith Denson** sent me in a couple of pictures of his one!

So perhaps Triumph did paint a few in this colour despite the fact that it was supposed to have been discontinued the year before the MK2 GT2 was launched.

From Cookie's Archive's

This month's old photo is from the International Spitfire Weekend in Holland back in 1991 and features a really nice Silver metallic German MK3 GT6 with Chrome Wires.





e-mail.

specials@tssc.org.uk

Trevor Collett



Old Cars in the New Forest

Everyone's heard of the Beaulieu Autojumble, well every old car person anyway (old cars I mean, not old persons). I've attended many times over the years, and every year recently. It's always the same, over 2,000 stalls selling everything from 16BA washers to a 7/8 scale replica vintage bi-plane (yes, I don't know why either, they were asking £9,000).

As far as Herald parts go, to be honest, there are never that many, and real bargains are rare, all the sellers know their market values. In the last few visits I've bought less and less – some might say that's partly down to the fact that I have my own warehouses of Herald parts already, AKA my garage and garden shed.

Still it's always a great day out – a long day if one tries to browse every stall – and I'm always accompanied by one or two very good friends, so good craic abounds. This year I really didn't spend much at all – a close to mint original hub cap for £6 and a 1961 first edition of the Pitman's Book of the Triumph Herald for £4, were my favourite buys.

As well as the millions of car parts and bits of automobilia there are many whole cars for sale. Bonhams hold an auction,

there are various classic car dealers and many ordinary punters bring their cars along and stick a price label on. Looking at large displays of interesting cars is always fun, and the mass debate engendered by the asking prices adds extra frisson.

If there wasn't that much Triumph action in the parts fields this was made up for in the cars for sale. Southern Triumph Services had a few Triumphs they were trying to move on. A Vitesse Mk2 convertible demanded attention, not because it was in top notch, as new condition – it was very straight and very tidy though – but because of the asking price: **£17,250**. I think that's the highest Herald/Vitesse price I've seen yet. The blurb on the windscreen finished with, *"Wonderful to drive – not your usual bodged clunker"*.

So that explains the seemingly high value,



here is the only remaining Triumph Vitesse that isn't bodged and doesn't clunk.



Who doesn't admire the looks and history of the Le Mans Spitfires? Well, we didn't actually have one of the actual ones, but we did have a replica. This is STS's description, *"Le Mans Style Triumph Spitfire Mk2, 1966, rebuilt fast road 1296cc motor, D-type o/d, 3.89:1 differential, all new steel panels, floors, sills, f&r wings – professionally welded – by ourselves, painted full chassis and all underbody, good*

Just opposite these cars was the very interesting Blue **Peerless GT**. Some of you might be wondering why on earth is Trev writing about this 1958, Slough-built car. Some others of you will know why – the Peerless was a production car, low volume as it turned out, that used Triumph TR3 engines and running gear, not salvaged from dead TRs but supplied new by Standard Triumph. The first Peerless was available to buy in 1957, it mated the Triumph mechanicals to a multi-tubular semi-spaceframe chassis, with a stylish fibreglass body. Enough Stanpart bits to be considered a Triumph special?

The history of the Peerless motor company is disappointingly short, but nevertheless I'm not going to write it all down here today; a little research project for you. The asking price for this rare motor car – offers in the



fun, very nippy and handles like a dream, 1 yr MOT, ready to use, £21,750 OVNO"

That's some price too, isn't it.

region of **£19,500.**

And just in case you were thinking I have abrogated my responsibility to write about



Herald-derived kit cars and specials, there was one of those for sale too. By coincidence, there was an example of the kit what I wrote about last month – the Type 48, and a very, very good example it was too.

I'll reproduce the dealer's description, "1949 Ferrari 166 Sport Corsa Race Car. Replica built on a mint Triumph Spitfire car 24,000 miles from new. This car was completed in 2014, 200 miles since then, built to a very high standard costing circa £50k to complete. Great fun and great promo vehicle."

Someone spent £50,000 to build this car? Wow. Here at Beaulieu it could be yours for a mere **£16,995**. A bargain?

Certainly a record price for a Herald-derived kit car... unless you know better.



Back in 2013 I said I wouldn't need to attend **The Big One** again, so I probably won't be attending in 2015 either.

Trevor





Updated Insurance Scheme for TSSC Members

As you may be aware, Footman James has made a number of changes to the club insurance scheme. We are now able to offer classic car insurance allowing new customers to tailor their policy* to suit their individual requirements whilst existing customers can continue to enjoy the benefits from their existing policy but now have the opportunity to further enhance their cover. Club members can choose from a selection of the following covers and products which we have collectively named 'FJ+'. **Policies for Triumph Sports Six Club members start from just £64****

+ Breakdown

We offer a number of different levels of breakdown cover which all include nationwide recovery if your vehicle cannot be fixed at the roadside. You can choose from UK Breakdown or UK and European Breakdown for those who venture further afield. For the first time, Homestart cover can also be offered for breakdowns at, or close to, your home address.

+ Legal Protection

This policy option will provide up to £100,000 per claim of legal costs involved to pursue the recovery of uninsured losses. For example, the hire of a vehicle whilst your vehicle is being repaired. The policy will help you recover uninsured losses after an accident caused by someone else, provided they are insured against third party risks.

+ Spare Parts

Many of us have garages overflowing with spare vehicle parts and accessories. We offer cover for up to £250 worth of parts included as standard and we can now offer additional levels of cover up to £10,000!

+ Driving other Classics

Cover is now available for members to drive another classic vehicle which is not owned by them with the owners' permission. Cover is offered on a third party only basis and the vehicle being driven must be aged more than 20 years old.

+ Drive to Work

For a small additional premium cover can be extended for members to drive their Triumph to and from a single place of work.

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1969 Triumph Herald. Value £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. An additional £10 arrangement fee will apply.



Policies start
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+ Salvage Retention

Footman James appreciates that a customers Triumph can be one of their most valued possessions. Salvage retention can provide the customer with the option to retain the salvage of their vehicle in the event of a total loss claim.

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+ Wedding Hire

Many members will have been asked to take a bride to the church on her special day. If a member is being paid for this service then cover will need to be temporarily extended to include 'hire and reward'.

Footman James offers a choice of wedding hire options depending on the number of weddings you may service throughout the year.

This is just a sample of a number of benefits available to Footman James customers. For full terms and conditions, visit our website: footmanjames.co.uk or to discuss your insurance requirements, call us on **0844 826 9021**.



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Dave Rumens

STIR IX & Winter Lay-up

Hello Folks, it hit me this September it was 30 years since STIR IX. The main reason why this hit me was that I had moved to West Berkshire from the Kent/Sussex area, with my job the year before and as STIR IX was taking place at Broughton Castle, Banbury in Oxfordshire it was in easy travelling distance. At the time the Vitesse was sitting in a pile of

bits in the garage so I took the family in our Toledo, [Picture 1](#).

I owned the Toledo from new for 21 years and in my experience of this model it is a much under-rated car. In the end it fell victim to another driver which is another story. When I got to STIR I well remember John Cudmore the then Oxford AO being on the gate saying "[what does the TSSC do with a Toledo](#)" At that time the club just covered Herald-based cars, but as we now know that question has been fully answered.

It was early September and a hot day. In fact as can be seen from the brown grass in [Picture 2](#) it had been a hot dry Spring and Summer that year so the turn-out at the event was very good. [Picture 2](#) also shows a fine line up of Vitesse's and interestingly the majority appear to be Saloons not Convertibles. Maybe we had too much sun that year hence the number of Saloons!



Picture 1.

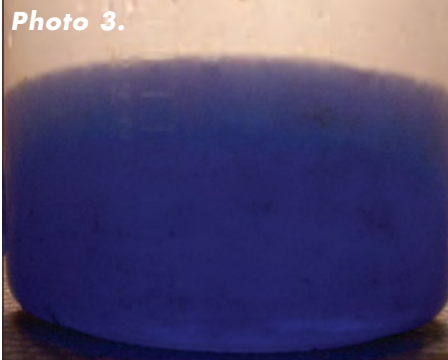


Picture 2.

I wonder how many of these cars are still on the road and have those that are, have remained Saloons? As the original Standard Triumph models had ceased production there were loads of new original Stanpart/Unipart spares on sale. I guess quite a few of the dealers were changing their franchise to other manufacturers and had a clear out of their spares store. If only we all had enough money at the time to buy up a large quantity of those spares.

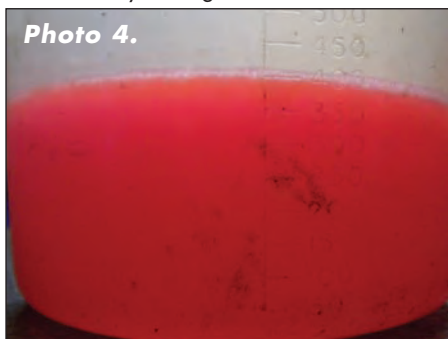
Back to the present time and we are now into October so I will move on to laying up your Vitesse over the coming winter months.

If the antifreeze is over two years old then flush out the cooling system and replace it. Use the original Blue ethylene glycol antifreeze,



Picture 3, but ensure it states it meets the requirements of BS6580:20. Do not use the more modern Organic Acid Technology (OAT) antifreeze as it is believed to attack the lead solder in the radiator and the gaskets used in classic car engines.

This is usually Orange in colour, *Picture 4*.



The Vitesse Owners Handbook gives a maximum strength of antifreeze of 35%. The amount of antifreeze is approximately 4.9 pints for the 1600 and 3.85 pints for the 2 Litre models. If you are wondering why the 1600 has more this is because it has waterways around each of the cylinders and has approximately 14 gallons of coolant. Whereas due to the larger bore the 2 litre does not have waterways around each cylinder and has approximately 12 gallons.

I guess this helps support the fact that the 1.6 litre engine is not a sleeved-down version of the 2 litre as commonly believed and is an engine in its own right. Both engines were designed in the late 1950's.



Next, take out each plug and squirt some oil into the plug hole, *Picture 5*, then move the pistons up and down. This should prevent rust forming on the cylinder bore walls. A common problem with the Vitesse when it is not used for a number of months is the clutch becoming stuck on. Though it does put a strain on the

hydraulic system, chocking down the clutch

current booster charger as this may damage the battery.

Picture 6.



In some cases you can end up with a flat spot on the tyres if the car is not moved for a number of months. The normal way of over-coming this risk is to place the car on axle stands. If you do choose to use axle stands make sure they adequately support the car in a safe manner.

Finally it is also a good idea to give your Vitesse a service and check over the bodywork before covering it up. Both the Battery conditioner and the Battery isolator are available from the club shop. They are well worth buying as they help maintain your Vitesse in a safe

pedal, [Picture 6](#), it should prevent this problem. Speaking for myself I would rather have to sort out the hydraulics than remove the gearbox to un-stick the clutch.

To remove the risk of an electrical fire remove

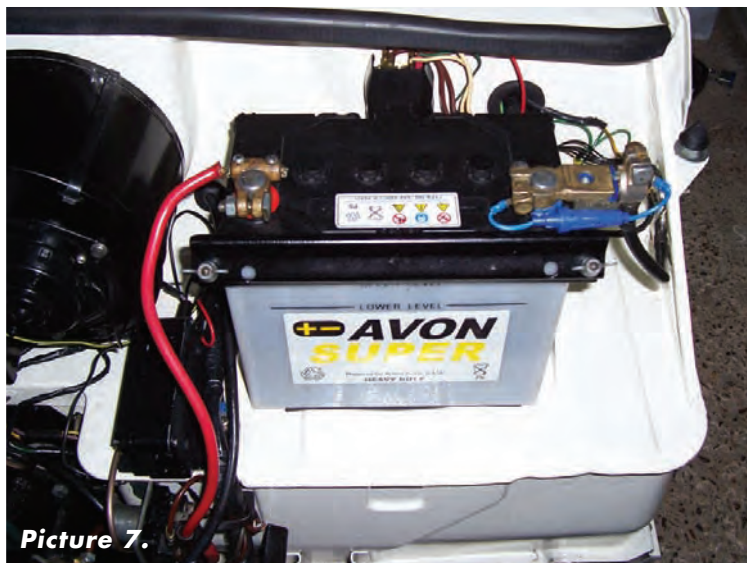
or disconnect the battery. [Picture 7](#)

shows a "Battery Isolator" with a low current by-pass fuse in place. The fuse will allow the low current to still flow but will blow if a high current is drawn. This will protect the car electrics but if there is a constant small current being drawn by a car radio or an alarm then the battery will discharge. Even if there isn't any drain on the battery it's still a good idea to charge it every other month over the winter period.

As you are only keeping the battery topped up only use a conditioner or a charger rated at 3 to 6 amps. Don't be tempted to use a high

and usable condition. Christmas is coming!

As most Club members like to read of others' experiences with the Vitesse I am always looking for articles to feature, so let's hear about you and your Vitesse.



Picture 7.

Well that's me for this month, see you all in Novembers issue.

[Safe Driving & Keep Running On All Six](#)

David

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In Practical Classics this month....

The latest news on our racing **Spitfire** build. Discover our picks of the best handling classics and explore the fantastic restoration stories we have unearthed. Get stuck into our four page **Triumph Stag** Service Guide and bathe in the tech section - more filth than any other title.



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TR7

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STAG

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Service exchange drive shaft 311914	£160.00
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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	£35.00
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TR6

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Chassis front gusset 218526/7	£19.50
Bonnet hinge tube L/H-R/H 911107/8	£60.00
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Rear lamp panel 716182	£191.50
Rear valance 908970	£95.00
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GT6

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Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£55.00
Seat belts	£65.00 pair
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Fibreglass Gearbox Tunnel Cover	£37.50
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Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
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Oil filter 1300/1500 GFE119/150	£5.00
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Gearbox exchange 1300/1500/18/50	£285.00
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Dan Chudleigh



Summer of Fun!

As I write this I am faced with the fact I'm back to work tomorrow after 6 weeks of summer holidays. I find myself looking back over the past few months and reminiscing about what have I done with all this time. As a rule I try and do as much as I can with my time off. This takes a bit of forward planning in order to take in as many shows as I can. This summer I think I succeeded, I have managed 6 weekends away camping, covering many, many miles. I still haven't finished yet as I have one last weekend down in Cornwall still to look forward to.

used the last few years and it is lovely. We can all highly recommend (Southfork Caravan Park). On the site were a few classic caravans and a few teardrops. Lots of interesting people from other clubs all made a little more social with a hog roast put on by the campsite and local cider bought by the Mini club. The Saturday we had a very random day, a drive over to the Bakelite Museum at Williton, near Taunton. This was like I said "very random", but a fantastic place to visit. I took the PI towing my caravan, the PI was running after its winter of trouble, still not 100% correct though. Nonetheless it got me there and back without breaking down.

This was followed by a much more local weekend show at Powderham Castle. It may only be 15 miles up the road from me but I still like to go and camp, it's the very best way to soak up the atmosphere. This is the main local show that the TSSC Devon area attend. This means space on the Club stand fills up fast. This year we set the scene of a local Triumph dealership,



The beginning of July I started with my first weekend away up in Martock (near Yeovil) at a event called Retro Fund raising, the Devon area also made this their camping weekend. We were based on a campsite that we have

A row of 'new cars' and their prices as what they would have been in 71 (without Purchase Tax). A workshop with a Mk1 Spitfire in, this is one of our young member's car, Sam Treleven. It was ideal for the display as it is

Young Members Co-ordinator



The very next weekend I packed up the caravan and Herald and set off down to Cornwall to a fantastic steam fair held on the Bocconnoc estate.

A really amazing location and with a very big following.

Anyone who has

halfway through a restoration. His dad Marc very kindly trailed it there as well as bringing

seen my Herald and more to the point, heard the sound the gearbox makes, they would



his GT6. Parked next to the garage was The (Concours winning) Herald 1200 pickup and my Herald estate that, for the benefit of the stand, was signwritten as a AA van. All of this made the Club Stand very popular with spectators. I do worry about the general public at times! I spent a lot of time that weekend explaining to people that the prices on the cars were not a asking price but in fact the price of the cars when they were new. This upset many people that thought they could actually get my Mk3 Spit for £669. As the show is local I like to try and take all my cars, so I had the 3 Triumphs, my caravan and my van, which takes a lot of help from friends and family!



probably think I'm crazy to try and tow with it. Unfortunately I like a challenge and again the PI was requiring some attention (now a new Injector) so I had no other option. Surprisingly the Herald did just fine got me there and back



without a hiccup.

It did use about 3 litres of oil and lost nearly all the water out of the radiator but hey "[that's not bad going](#)".

I had the following week to fix the PI as that weekend we had the long trip up to Donington (way too far to tow with the Herald). I got it up and running just in time for the early departure on Friday. Was a bit of a long drive from the very bottom of Devon but the PI did well and in good time. On arrival I was very impressed with the campsite and found a nice spot under

cruised and used, it remained in its used state. I didn't even clean the campsite mud off of it. As you can imagine I failed to win anything, but did enjoy pointing out all of my car's faults to a very amused judge. From Donington I was having a non car related trip up to Leeds where I spent a week. From leaving Devon, heading up to Donington then Leeds all the day trips I did up there and then the return trip home, I covered 1100 miles. The PI only dropped a cylinder on the way home, managed to fix it at the next service station. It



the trees. Good thing about my Portafold is it takes all of 2 minutes to put up and fits in the smallest of spots. It takes longer for me to set up my 'garden' and make room for the Flamingos. Getting up to Donington Friday afternoon is a good way of seeing everyone arrive, I was impressed with the steady flow of people coming in the gate, the camping seemed very well attended. Over the entire weekend I found plenty to do, I think the best of all was the drive-in movie. On the Sunday I took the PI to the Concours hall as they were asking for people to enter. On a personal note, I was a little disappointed they had taken away the 2000 class as it would have been nice to enter that with my PI, instead I stuck it in Cruised and Used. In the 'true spirit' of

was only a injector that was blocked open by a bit of rubber.

I had a few days at home and then set off back up the M5, this time to Maidenhead for Retro Festival. I love this show and look forward to it all year. It is the national gathering for my caravan club and this year we had over 50 Portafolds on the club stand. Again the entertainment was outstanding with a 3rd stage being added to the show. From start to finish you are submerged into a bygone age. It really surprises me that the Portafold, which is one of the lightest caravans you can buy, and yet a lot of people (if not most) that own them tow with great big American cars or pickups. The Portafold is a fantastic caravan, mainly because it's just a folding plastic box

Young Members Co-ordinator



This was a very good way to describe it, no two caravans were the same.

Everywhere I have been with my Portafold, people have stopped and asked me about it, it may have been the lure of the lawn flamingos or white picket fence, maybe just how stupid the caravan actually looks!

that, as standard, comes with a door and windows and not much else! If you want a sink or a cooker then you have to be imaginative and fit one yourself, because of this the little

After explaining how it all works and how versatile it is, people are in the main very impressed.

I have had a couple of weeks at home and I'm getting itchy feet. My last trip is not for another 10 days now. To finish off the summer I have one last show down in Cornwall, just a nice little show but it has a beer tent and all my good friends so it will be a perfect end to the show season. Then on my return I need to pack the caravan away again for another winter. After all the miles in the PI and it still not running 100% right, regardless of this it has done me very well considering what I have asked of it.

After all the work I put into maintaining and keeping my cars on the road I only see fit to enjoy them and I find traveling around going to shows and festivals is a very good way of doing this.

It's also a fantastic way to meet new friends and this year has been no exception!



vans seem to reflect the personalities of their owners. Our stand was divided into two rows of terraces, that for the weekend was named Coronation street.





e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



A Lucky Escape!

My recent article about repairing my TR4A's windscreen surround has gained more importance since I actually wrote it. S. Wales area member Mike The Cake would very likely have been killed if his Spitfire had not been so structurally sound (especially his windscreen surround), before the repairs my 4A's surround would have



times (down the embankment that you can see on the left in the image) and if his windscreen frame and hood frame had not been structurally sound Mike and his passenger would probably now not be with us. Every panel except the passenger door was damaged! Mike would like to pass his thanks on to the people in the car that he had to avoid

just folded if I had found myself in the same situation as Mike.

And although this happened to Mike the Cake in his Spitfire, it serves as a reminder to those who are undecided about fitting a roll bar to their Triumph Convertible. Mike had to avoid a car that was in the middle of the road as he came over the brow of a hill, Mike's Spitfire rolled over four



as they just drove on and left him in the river, lucky his Spitfire ended up on its wheels, and lucky for them that Mike was not with TSSC members at the time!

BRECON & RADNOR CLASSIC MOTOR SHOW TR4's

I attended this show with the TSSC S. Wales area, it was the first time that the organisers had arranged a Classic Motor show and it was a huge success all helped by the very friendly marshals/organisers (who even took the time to talk to all exhibitors and ask how they could improve the show for next year, there were a few very minor points which they were very happy to take note of) and the incredibly beautiful setting

The immaculate TR4A (I'm glad I was in my



Derek Miles

Stag Saloon as it would have shown up my TR4A) is owned by **Derek Miles** from Builth Wells and is as good an example of the model as I have ever seen.

The beautiful red TR4 with the Surrey top removed is owned by **John & Celia Williams** and I was lucky that they could actually find the time to have a chat with me as they were inundated throughout the day by show goer's questions. John has kindly sent me some information about various upgrades he has carried out which



Peter Badham

in the Brecon Beacons. With the route from and back to Cardiff taking in some lovely twisting A & B roads it was as good a day out as you could wish for.

At the show I came across 2 TR4's and 1 4A all exceptional examples of the model.

The red TR4 (Surrey top in place reg # 9567 KV) is owned by **Peter Badham**, he bought it in 2012, the car was restored in 1989. I have seen the car at a few Welsh shows over the years and it always looks superb.



John & Celia Williams

will feature in future Couriers as well as one on Wheelarch protectors following this section. One change that John has made to his car for comfortable cruising is the fitting of some well upholstered seats from **Moss (part #SAA9001W)** which both John & Celia highly recommend.

INNER WHEEL ARCH PROTECTORS

This is an account in John William's own words about the installation of inner wheel arch protectors to his immaculate TR4. Although the subject vehicle is a TR4 the same criteria would apply to all TR4 to TR6 models. A big thank you to John for the article, now over to John....

WHEEL ARCH PROTECTORS: TEARS & CHEERS

None of the arch protectors I bought were a perfect fit. The rear arches were a better fit. However, a body-off restoration was carried out in 2006, so there might be subtle mis-alignments!

1. Identify which arch is which. Seems obvious, but if you start hacking and realise the other unit fits better, you may have made a costly mistake! You will know if the pair you are examining are Front or Rear. As a clue, the fronts have a large flat area which goes at the rear to cover the drain pipe area.

2. Each pair of protectors comes with 2 lengths of "sealing strip". This is a grooved rubber strip. I advise using clear sealer to "glue" the seals in place.

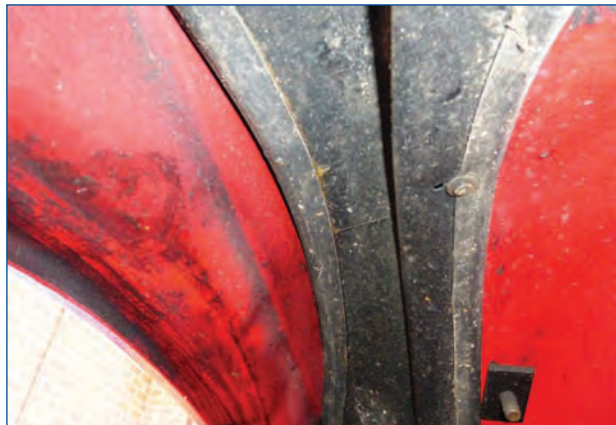
3. Having taken off the wheel, flex the arch protector and see how closely it fits. I found the protectors seemed too long for our car. Use a jigsaw [hand operated!!] to cut a bit at a time until it fits

4. The rears were fitted first. Before you complete the tailoring, ensure 3 things – the



Near Side Rear Protector in place

wing arches are clean, they are completely dry, and you have a supply of Waxoyl to hand. Go mad sloshing on the Waxoyl, getting it well in between the outer wing and body flanges. Now press th protector and see where it is a touching fit – you have to



Near Side Rear Protector Top

hold them in position. I drilled and used self-tap screws at first, then used stainless 3/16" cap head screws, washers and nylocs to complete the job. Again, when you have put holes in your baby, ensure you plaster Waxoyl over the hole!

5. The fronts proved to be a poorer fit. The outside edge [complete with seal] fits against the inside lip of the wing panels on all wings quite well. It is the inside edge



Front Arch - Note the Gap

which I found not to fit too well on the fronts. Have I not fitted them properly? To be honest, I don't know! What I did do, was buy a bundle of cheap car sponges and cut them into 2" square lengths. I then plastered them with waterproof sulphur grease [Castrol CL] and pushed them into the inside gaps. Given that we don't take "Trevor" out in salt or wet conditions, this will do. The good thing is that you can't tell the protectors are even there! The only tell-tale signs are a few random cap head allen screws visible under the bonnet on the arches.

John Williams
1964 TR4 ABM 75B

Timing Chain query

Bernard,

Thank you for your constructive & positive response regarding my brake enquiry.

I will change the Fan End Oil Seal First, then look at changing the Brake Hoses to Braided Stainless steel.

Looking at the Triumph TR4A Workshop Manual it indicates that by removing the end through-bolt (shown as the "Starting Handle Dog Bolt" for the TR4 - not named for the TR4A!) then the Fan Extension, Pulley Hub &

Pulley should then all pull off so that the Timing Chain Cover can be unbolted / removed. Is this the correct assumption? - the Manual is not that specific

It is not clear how the existing Timing Chain is removed from the Camshaft Sprocket and Crankshaft Sprocket to avoid moving the relative positions and to ensure that the new chain goes back on to the exact same tooth

positions. Otherwise I will get a Camshaft to Crankshaft timing miss-match, & a big hole to dig myself out of!

Your guidance & experience would be very valuable before I get started in case I need any "special tools", or a glass of brandy, first.

Regards,

Graeme

Hi Graeme,

Your manual is accurate; it gives the correct method of removal.

Regarding the fitting of the new chain, carry out the following – turn the crankshaft until the key is right at the bottom and the scribed timing lines on both sprockets are in line and centre punch mark on the camshaft is centre(ish) of the hole in the camshaft sprocket (at approximately 11 o'clock), unbolt the camshaft sprocket after bending back the locking tabs and slide the crank sprocket and cam sprocket off along with the chain, assuming the sprockets are in good condition, fit the new chain around the crank and cam shaft sprockets and taking care that nothing has moved and that the scribed timing lines on both the sprockets are still in line and the centre punch mark on the cam shaft is in the centre(ish) of the hole in the camshaft sprocket (at approximately 11

o'clock) press both the sprockets home.
Turn the engine over gently using a socket
on the crank bolt to make sure that nothing
fouls before final assembly. And don't forget
to fit the oil thrower.

Cheers

Whether 6 cylinders or 4 a TR is more!

Bern

John Philips Concours Success

A brief but very well meant congratulations
to John Phillips who's TR has won a major

award at the TR and Stag (Convertibles)
Show, in John's words -

Hi Bern,

*Just got back from Harrogate and very
pleased to tell you that the car won the
Concours d'elegance Masters class event. I
really didn't expect it so was quite chuffed.
It now means that we have been invited to
display on the Mequires stand at the NEC in
November for 3 days along with other mar-
ques where they will choose a champion of
champions on the final day.*

John



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Paul Lewis



Andy's TR7 Update

Happy Birthday to the start of TR7 production prior to the 1975 launch. The first batch of TR7's were coming off the production line ready to be sent to the USA. The Anniversary run starting at the Speke factory in Liverpool was held on 21st September and I will report on that event in the next few issues to come.

Anyway for this months article I am grateful to **Andy Sollis** who has kindly updated me on his TR7 restoration, don't forget that we are always keen to have articles about restorations or adventures with your TR7 or TR8 so please scribe a few lines and we will endeavour to include them in the courier.

So now over to Andy.

It's been a funny last month for John and I. We were trying hard to finally get the car ready for Triumfest UK as it was a local event to us (we should have been at Stafford 2 years earlier, but there you go) but alas it wasn't to be. Here is just a run down on a few of the issues we have had the last few weeks and what we did to resolve them.

Due to my shift work and John being off work for a while with a bad back we picked up the TR7 again after most of the winter off (nearly 6



Just a handful of jobs left to do

months) the car had had an engine out repaint, welding by my friend Lee to the front O/S turret and the driver floor, the interior was complete and we were nearly there. We looked at the car and there were only a handful of jobs to do to get her to an MOT and get her to Donington.

Brakes, bleed and adjust. Clutch, bleed. Hazards, fit new flasher unit. Refit the soft top, complete the interior, under seal and fit the exhaust and we were there.

So, we made a start on the brakes. Fluid in, pressed the brake pedal and the fronts stuck on. The front pistons in the callipers had stuck. Took them off, blew the pistons out with compressed air, cleaned them and wound them back in. One was sticking one was very loose

so we opted to go for a new seal kit on both callipers. Whilst we waited for the new seals to arrive we moved on to the hazard lights.

Whilst restoring we had opted to have a bit more modern health and safety and with the front indicators being well hidden in the front bumper decided to fit the US style side lights and fit them front and back. That had overloaded the old flasher unit so we fitted a new one. It was also suggested that we change the 5 watt bulbs to LED's to lower the load. It worked well and was fine. However, whilst coming to reinstall it back in the fuse box I caught another wire to the headlights which exposed a live wire shorting out the flasher unit for the headlight lifting circuit. Or so I thought. There is a small electronic circuit board in the system that lifts and holds the pop up headlights when you "flash" someone called a Pektron. It's simple really, and an earlier one had blown with an earlier lighting fault we had had. Thinking I had blown it again John purchased two more.

Imagine my face when the new ones were installed and..... Nothing... Turned out I had not blown the last one, there is a circuit breaker before it which works on heat and breaks the circuit when it gets too hot and resets when cool. A bi-metallic strip.

Otter Switch



The Equaliser valve

It's called an Otter switch and appears they are not cheap to buy. I found that they are still in production in Buxton, Derbyshire, but sadly it was a minimum trade order of £250... The girl on reception guessed I didn't want to proceed with an order! So, plan B, we cut it out and replaced it with a modern 20amp blade fuse and job sorted. Another bit ticked off the list!

So we returned to the front brakes, new seals installed in the callipers and refitted. As we started to come to do the bleeding we needed to take the steering lock off. Placed the key in the barrel and it stuck, then suddenly went loose and the wheel turned. I thought nothing of it at the time, but we were to find out the next day that the wiring loom from the ignition barrel had snagged on the clamp on the steering lock and blown the ignition switch apart. It wouldn't repair so a replacement ordered. We continued with the brakes only to find nothing happening at the back end. Try as we may, nothing was happening.

There is an equaliser valve that distributes between front and rear so each pipe was

checked to ensure fluid was flowing. All appeared fine until we came to the middle flexi pipe. Turns out it had collapsed and we needed a new one. Another day or so to await the postman.... We turned our attention to the clutch. Nothing happened. The pedal stuck down. Stripped it down and found the piston stuck inside. Purchased a new master only to find the feed pipe from the master to the slave was a different diameter thread so we had to make a new pipe up. All good after this was done!

Went to start the car a day or so later and that's when we found the ignition barrel in bits. Managed to put it back together but to no avail. The plastic had gone brittle and shattered. Ordered a replacement and fitted. We then found something severely wrong! Turned the key, car started as expected. Stopped car and stopped as it should. Took the key out... And it started again.... Not wanting to risk this to an MOT we opted to obtain a second hand one. It arrived, fitted it and..... Nothing..... Turned it to crank and the dash lit up, car started and then when you let go of the key it stopped. Now I guessed this was down to a bad contact so stripped and cleaned it. It was at this time we noticed that the inside on the new faulty unit was the opposite to the new used ignition switch hence why it was making contact when taking the key out. Once the "used" one was cleaned and



new springs fitted inside it fired as prescribed. So now we were nearly ready.

Just have the rear brakes to finish. We have got the handbrake adjusted but now find that the nearside rear wheel won't grip on the foot brake... But that's another days work.....it's been interesting what we have learned the last few weeks!

Andy & John



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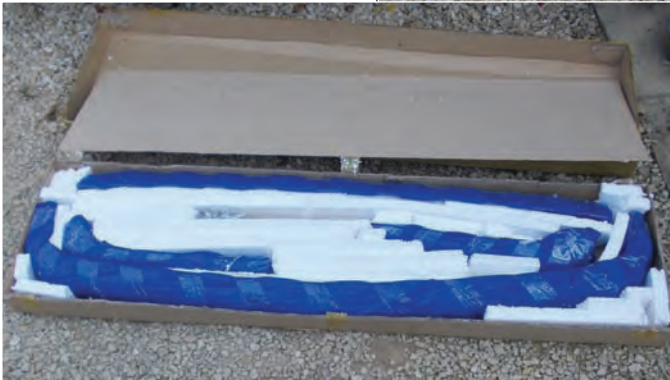
Guy Singleton



Christmas come early?



The other day I received a large parcel - this being a set of stainless steel bumpers for my 2 litre convertible, I was offered these at a good price in order to check



and report on the fit. At the moment I have only had time to unpack them and look at the quality of the manufacture - they do look nice and also come with stainless steel bolts which have domed head



similar to the originals, most of the stainless steel domed headed bolts found at shows seem to be much flatter headed than the originals so that was nice to see.

In the photos you can see the rear new



bumpers against those on my 2 litre Estate and I have to say so far I am impressed, they are I think a little lighter than the originals and I gather the stainless will mark if you touch something but will polish out - time will tell!. I am planning to use the front bumper from my convertible (which was re-chromed about 15 years ago and is not too bad) on the Estate as that currently has a 1300 one painted black which I feel does the car no favours at all.

Hopefully next month I can report on the fit of the bumpers and also let you have contact details and prices if you are interested in buying your car an early Christmas present.

I have just placed the order for the bonnet scoops to be remade, hopefully they will be available around Christmas time (there might be a theme coming here) but I will keep you updated on this, all things being equal and assuming I have no

unexpected additional costs these will be **£60.00 each plus P&P.**

As we do seem to be on a Christmas theme now, what else can you get for you & your car - a trawl through ebay comes up with some suggestions!

Button Badges @ around £1.50 + P&P

Clutch or Pin badges @ £1.99-2.99 plus P&P

Choice of logos on valve caps with a spanner @ £2.99 plus P&P

Bottle openers with choice of Logo @ £3.49 plus P&P

Equipe GT Lighter @ £3.95 plus P&P

Key rings with choice of Logo @ £4.99 plus P&P

3D pewter effect badge - £5.99 inc P&P

I assume these are based on the Autosculpt models

Autosculpt models of each model @ £6.80 inc P&P

Belt with Equipe GT Badge @ £7.99 inc P&P



Cufflinks with various badges @ £8.99 plus P&P

BOND EQUIPE Register



Wheel centres with various logos @
£9.99 plus P&P

Hip flasks with various logos £9.49
plus P&P

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Well I hope that gives you some ideas! And before you ask – No, I don't have a commission deal with any of these ebay sellers!



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Paul Richardson[©]

John Warren



**"Industrial Decisions
can be difficult sometimes"**

I was looking through various interview transcripts recently, whilst researching subjects for future articles, when I came across some interesting observations from staff about the general production at Standard Triumph. After the war Sir John Black and his production planners decided to pin main hopes on producing the Vanguard, with its new 2 litre overhead valve engine, for a world market rather than a small family car with a small economical engine. Producing the 'Little Nine' small economical family saloon had proved the saving grace of the Standard motor company after the recession of the early 1930's, (when the company very nearly went bankrupt) and producing the small family saloon still remains the bread and butter of the motor industry to this day. However, the Vanguard 'World car' from 1948 was designed with stealth in mind in order to negotiate successfully the notoriously rough road conditions of the time in far flung continents like India, Australia and Africa etc. As we know, the Vanguard range was very successful and together with production of the Ferguson tractor constantly broke production records year on year well into the 1950s.

Referring to interviews with Export Sales Director John Warren he said. *"We got it right with the Vanguard but when we inevitably moved on to our first small family saloon, the Standard Eight, to succeed the Mayflower designed with a new overhead valve engine in 1953 things went slightly awry with sales initially. This was due to the cars overall body design being far to basic with sliding windows, lack of any luxury trim at all, and the coup de*



John Warren, Export Sales Director

gras as far as lack of overall appeal was concerned was that the first cars were



produced with no boot lid to save on production costs.

You see any luggage on away trips for families had to be man handled behind the folding seats and into the boot space, a procedure that was extremely awkward with lots of heavy luggage to cope with and stacked whilst in bending positions.

Our production planning in this case was faulty, but with the best intentions to keep costs down for the customer, mistakes can be made in this area sometimes but we got the general engineering right and produced very reliable cars.

We then produced the luxury Eight and the Standard Ten with a slightly larger engine, and those cars had boot lids and much more general comfort and improved styling through our stylist who was responsible for the Eight and Ten body, Victor Hammond.

He was a most charming and competent man Victor was but he had to work to styling orders under his boss, Walter Belgrove and our planning people."

I interviewed Vic on several occasions and, like John, he had wonderful sense of humour. When I asked him what was the first car he styled entirely himself he informed me it was the Standard Eight and provided the following description of the Eight.

"We were instructed by Ted Grinham and his cost accountant cohorts to style a small family saloon with absolutely no frills whatsoever on body styling or interior trim. In fact I had to style the radiator aperture with no highlighting like a visual internal grille in front of the radiator or a chrome surround around the radiator aperture. In fact the only chrome items on the car were the front and rear bumpers and the headlamp surrounds. Of course in those days you could have any shape of head light you wished, so long as it was round! You see a lot of study was done on how to save money on the body style relating to panel pro-

duction so nothing complicated in the form of exotic shaping or styling was allowed. We even dispensed with window winder mechanisms in the doors and used sliding windows to save money. In fact thinking about all that now it's a bloody wonder that we didn't dispense with the starter motor, and instruct customers to use the



No Frills Standard Eight

starting handle to start the car."

Realising that I was enjoying his humorous accounts dear Vic concluded with a wry smile on his face. "Yes there's no doubt about it the first Standard Eight was a poverty model there's



Body Stylist Vic Hammond

no doubt about that in fact it was more poverty than model in my opinion."



The Improved Standard Ten

After Vic's mindset returned to normal after obviously enjoying my reaction to his sense of humour he returned to serious conversation about the Standard Eight and mentioned that some of the study done on cheaper car production was achieved by taking a look at several other cars of the period which were brought into the Standard experimental department for inspection. This included a Renault from which the sliding side window design on the Eight was derived. Vic also informed me that it was the general opinion in the motor industry at the time that French car manufacturers like Renault and Citroen were masters at what he called 'careful specifications' when producing cheap cars like the small Renault range and the 2CV Citroen.

Returning to Interviews with John Warren he told me a hilarious story about the dress rehearsal of a vehicle display organised for company distributors, suppliers and dignitaries. On the day of the rehearsal two hundred immaculate Vanguards and Ferguson tractors were lined up on a service road three abreast. At the front of the procession all the organisers of the event and senior company staff took up their positions on a raised VIP platform. Staff included P.J. Pugsley planning Director, Ted Martin Sales Director, John Warren then assistant to Ted Martin, Jack Croft publicity executive, Ivor Penrice Public Relations Manager and over a dozen other senior staff.

John's account continues from here.

"When Sir John Black took up his position at the front of the VIP platform, the signal 'start your engines' was given. Sir John, standing to attention, and immaculately dressed as usual, then gave the signal for the procession to move off. About half way through the procession and right in front of Sir John,

an almighty thump announced the arrival of a multiple pile up as pristine Vanguards and Fergusons began to crash into each other. Vehicles began swerving in all directions in failed efforts to avoid the monumental pile up that was unfolding, and the sound of shattering glass and crunching metal heralded the arrival of clouds of steam that rose from punctured radiators. As Vanguards and tractors piled up in front of him like a scrap yard delivery. Sir John, still standing to attention and not moving an inch, surveyed the scene before him and demanded of Ted Martin. "What the bloody hell's going on?"

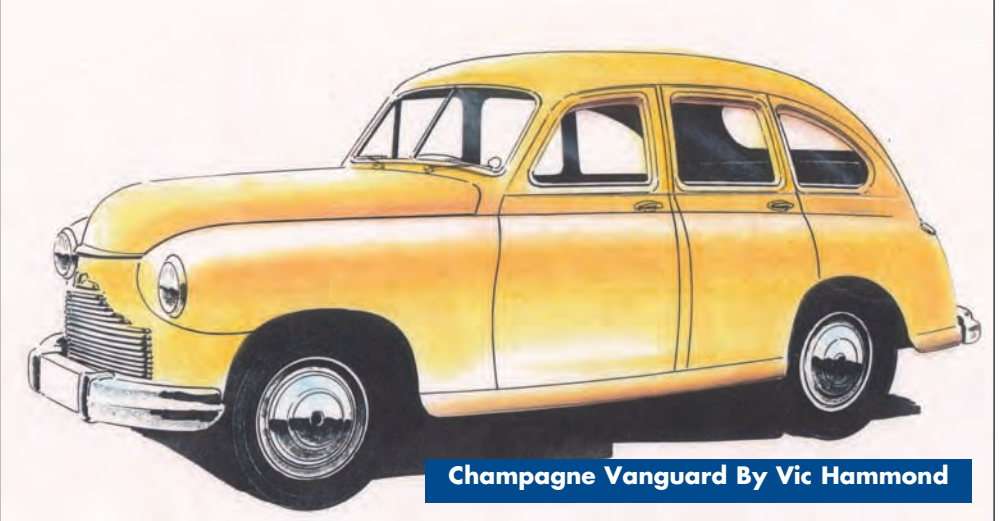
Noticing several staff, including Jack Croft and Ivor Penrice, disappearing off the back of platform, and realising that I was too exposed to make a dash for it unnoticed as well, I stepped forward and said to Sir John, 'Do you think three white lines on the road would help the drivers?' "Pugsley" Sir John bellowed, and in what seemed like only seconds later men arrived with white paint. Thus encouraged, I suggested to Sir John that as all the Vanguards are Champagne in colour and the Fergusons grey, might it add some colour to the proceedings if we put a flag on each vehicle depicting all the countries to which we export?" Sir John approved the idea and quizzed sceptically. "Got any more bright ideas?" Somewhat overconfidently I replied "Maybe it would liven things up a bit if our British Legion pipe band led the parade – besides I think it was Shakespeare who said music soothes the spirit of man".

" Sir John, still facing front like a military

Difficult Decisions

commander taking salute replied. "Never mind bloody Shakespeare just see the band is here by this time tomorrow morning". Sir John then spun on his heels, walked off the platform, and left in his chauffeur driven Bentley leaving total chaos behind him which had to be fixed for the

Ferguson Tractor to members of the press, and this meeting was held in the mid fifties I think. So all was going well and our company was complemented regularly by our overseas representatives for the general reliability of our



Champagne Vanguard By Vic Hammond

next day." Dear John concluded this story by saying. **"It's better to be the hammer than the anvil".**

As readers will appreciate from John's accounts of company history I provided for The Courier many years ago his knowledge was invaluable, and I'd like to conclude this article by relating his amusing story about the value of **'New Zealand Lamb.'** John was describing some of the assets of the company when he recalled.

"We were conducting an important meeting at Banner Lane with the heads of our subsidiary companies overseas. Our main function was to attempt further expansion of our overseas trade, and international industrial decisions can be difficult and involved sometimes. At the end of the two week discussions we held a press conference with myself acting as Chairman. Anyway all went well and heads of our associate companies in South Africa, Rhodesia Australia, and India etc. were all very enthusiastic to register the continued expansion of sales for our cars and the

cars, particularly the Vanguard. So to the humorous crunch delivered to the assembled company by the head of our associate company in New Zealand a man called Hamilton, and I can quote him exactly from a press cutting I still retain." John then read from his notes the following quote from Mr. Hamilton. *"Our New Zealand company has two assembly plants, but the recent fall in New Zealand exports have caused balance of payments difficulties which has not helped our sales. If we could encourage more people in Britain to eat New Zealand lamb and butter we could then afford to buy more Vanguards in New Zealand."*

John continued. *"This convulsed everyone including Mike Whitfield (Director and general Manager – P.R.) and this account was actually published in the Coventry Evening Telegraph."*

N.B. Older readers of Courier will remember that Danish Bacon and New Zealand Lamb and butter imports became very popular in Britain after the war. – P.R.

Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



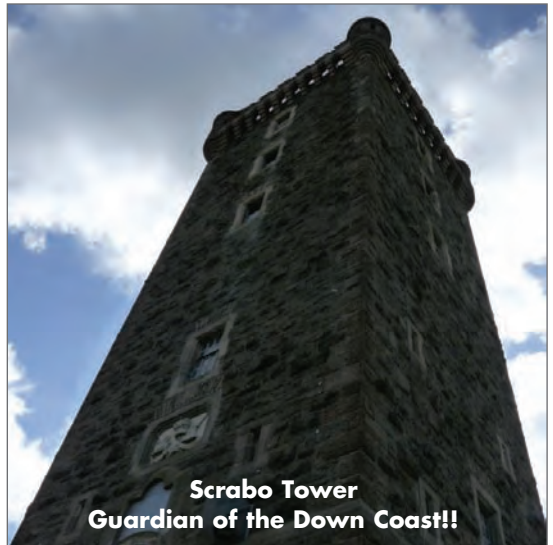
Manchester in Rostrevor

By Pip Flegel (Manchester Area)

Derek, Brenda, Dave, Lynda, Rob, Alison, Anne, Wayne, Chris, Chris, Pete, Janet, Mark, Tracy and ourselves descended on Rostrevor Northern Ireland on our annual weeks holiday and we had a ball. The weather was fair but the hospitality of Paul & Jacqui Robinson and their Area Members was sublime.

A special Thank you also goes to Alan & Pam who shared their home and garden (not to mention their veggies) with us at a lovely BBQ, to Alan (2) who shared his time with us around Giants Causeway and Titanic Museum. "Thank You Northern Ireland you were Amazing" on behalf of The Manchester Area.

Monday was a jam packed schedule



**Scrabo Tower
Guardian of the Down Coast!!**

organised by NI Area. First Stop Scrabo Tower, then onto Grey Abbey where

Ahoy there! The view down the Tower



Grey Abbey

Stephen the guide came in on his day off to give us his lighthearted banter and history of the Abbey then onto a spot of lunch at Harrison's Garden Center followed by a beautiful and stunning coastal run around



Rostrevor - it's a bit posh, definitely not drunk & debauchery in a field



Alan & Pam

the Ards peninsular, next stop 'Kirkistown Race Track' where we were welcomed with a brief history and a Free lap around the track, how cool was that? Not finished yet and this is only Monday!!

On to Alan's and Pam's home to meet up with other members and share in the very tasty and generous Area BBQ. Our very long and packed day was complete with a ferry across Strangford Lough home to our very beautiful stone cottages in Rostrevor.



Paul gives Instructions

Manchester in Rostrevor

That wasn't the end of our holiday just the beginning Paul, Jacqui and the crew were involved in looking after us in one way or another all week. Thank You Paul, Jacqui and Northern Ireland you were amazing!! Tuesday & Thursday were trips to the beach, Annalong, Newcastle and Newry, Silent Valley Dam & National Park in the Mourne



Loughs & Rocks!!

Mountains. Bushmills Distillery, Giants Causeway on Wednesday 300 miles



Giants Causeway



All getting along

round trip along the coastal road absolutely fabulous. Friday was spent in The Titanic Museum 5 hours phew!!!

If you have a chance to spend a week in Northern Ireland Go!! well worth the visit.

A Holiday Ode

*Words seem so inadequate
our feelings to convey
When the heart is full*

We sometimes find it hard to say

*How much we appreciate
what other people do
So this little note of thanks
I'd like to send to you*

*For gratitude should be expressed
When others give us of their best
And yet in life so often we
Can't find the time for courtesy*

*So for all your super organisation
Of our fantastic holiday
Thank you Thank you Thank you
We had a lovely stay*

*Everything was wonderful
You might say Sure t'was grand
We certainly enjoyed visiting
Frank's beautiful homeland*

*The scenery was magnificent
We saw such splendid views
But to pick a favourite holiday part
Would be very hard to choose*

*The Distillery? The Causeway?
The Titanic experience? a magic place
The Race track where we had
Our own TSSC Manchester Area race!*

*The enthusiastic welcome
From The Northern Ireland TSSC
Who organised a memorable day
And treated us like Royalty*

*The memories will linger
Though time journeys on
It was great we had so much fun
But I'm wondering now*

*If you're wishful to be
Where the mountains of Mourne
Sweep down to the sea*



Triumphs at Strangford



Mark n Tracy's Anniversary!



Here come the Girls!



Stunning Sunsets



Titanic Museum



42. **OLDTIMER** **GRAND PRIX** **2014**

A Classic Racing TriumphFest!

42nd AvD Oldtimer Grand Prix
8-10 August 2014 at the
Nurburgring, Germany.

by Colin Murrell



The **AvD** (**Automobilclub von Deutschland**) who organise this event describe it as an "International racing event for historic motorsport with vehicles from seven decades of motorsport history" In 2014, they say, that around 50,000 spectators the three days of the event, 14 races and regularity tests that were unique on the European continent in scope and quality"

Typically there are more than 500 cars competing at the Nurburgring.

A quick look on the internet finds the Nurburgring described as a motorsports

complex around the village of Nurburg in Germany, located about 43 miles south of Cologne, 75 miles northwest of Frankfurt. It features a 3.2 mile Grand Prix circuit built in 1984 as well as the infamous Nordschleife, the North Loop. This is a much longer track which was built in the 1920s around the village and medieval castle of Nürburg in the Eifel mountains. The north loop is 12.8 miles long and has more than 300 meters (1,000 feet) of elevation change from its lowest to highest points. This old track has the nickname of **"The Green Hell,"** and it is widely considered to be the most demanding and difficult purpose-built racing circuit in the world. The weather also has a reputation of being very changeable, and while at one point on the circuit it can be hot

and sunny at another can be heavy rain!

The event itself is based on the Grand Prix Circuit, but also uses the Nordschleif. In many ways, the Grand Prix circuit reminds me of Spa in Belgium; a stunning location, and with some steep inclines unlike so many other relatively flat Grand Prix circuits.

Taking the locations weather reputation into account, a chance was taken, and a tent pitched on what was found to be a very good camping site, right next to the Nurburgring. I was amazed to be told that no prebooking was needed for this, and that it was first come first served. I had visions of tents on top of tents, and all the space taken (a little like how I remember a Silverstone Grand Prix years ago, or some Classic Le Mans campsites that I have seen!). On arrival there was lots of space to choose from, good facilities including electric hook up, and its own entrance to the circuit by some of the Grandstands. There were several Triumph's camping there, including a group of TR5 and 6's and also some GT6's.

The AvD publish both the Timetable and Entry Lists on the internet in advance, so everyone knew what to expect, which is a great help!

Friday

On the Nordschleif, from 08.20 there was practice, qualifying and then the actual AvD Historic Marathon / Nurburgring Trophy finishing at 18:20.

There were no Triumphs competing this year in this.

You can't be in two places at once, and I missed this action, as there was so much going on, next door, at the Grand Prix Circuit. Here the action was scheduled to start at 08:30 and continue on to 18.50. This consisted practice / qualifying for a very wide range of motorsport, including single seaters, classic sportscars,



historic grand prix cars, Formula One cars from the 70's and 80's and DTM cars (German Touring cars). Notable highlights included : -

Sadly, unlike 2013, there was no 20's, 30's and 40's racing, however there was the "GLP der Vintage Sports Car Trophy". This was not a race, but a regularity test, all about setting consistent lap times. This I would imagine was really hard to achieve, particularly as no stopwatches were allowed, and all clocks / watches had to be covered up and not accessible during the event.

Session 3 of the day saw the training session for the Vintage Sports Car Trophy.

Three German owned MG's were taking part in this regularity test. These would be up against all sorts of prewar cars including Bentley, Bugatti, Maserati, and Mercedes. Some know that I was brought up with a 1947 TC, along with a 948 Herald and a 1600 Vitesse Convertible, so both MG and Triumph are definitely in my blood!





including a delight for us Triumph fans

Saturday started wet, but fortunately it was dry for the qualifying session for the second session of the day "Gentleman Driver (GT bis 1965) which had 4 Triumphs competing out of the 47



Session 10; The first regularity test for the Vintage Sports Car Trophy. As this started, the weather changed and became wet, and I really felt sorry for those Oldtimers and their drivers, but they carried on regardless!

At the same time, the AvD Historic Marathon and the Nurburgring Trophy races started and were due to last for four hours. We had hoped to go and watch some of this, but it was red flagged early due to the wet weather conditions combined with the Nurburgring's reputation when wet. (in a word, if it's at all damp, best not venture out onto The Ring. Even after it has been wet, extreme caution is recommended for those brave enough to try their luck. In many cases you can be driving along on dry track, only to suddenly find a corner in shade that has seen no sun and all of a sudden you are on a wet corner and possibly going too fast for it!)

Session 14 was meant to be when the cars from the AvD Historic Marathon and the Nurburgring Trophy races having taken the chequered flag then join the Grand Prix circuit for a lap of honour.

Saturday

Saw a very early start for the Vintage Sports Car Trophy as at 07:25 they took to the Nordschleife. In the afternoon, they took part in a scenic "Rallye" drive around the local scenery.

Saturday saw an earlier start at the Grand Prix circuit as well, with racing starting at 08.10 and there would be racing into the sunset and on to 21:25, so a long day with plenty to see, 66

entrants. TRIUMPHS seem to be a popular racing car for our German friends.

No 127 1963 1180cc Triumph Spitfire 4 of Donat Bastuck from Germany qualified 47th
No 44 1961 2200cc Cream (Jasmine?) TR4 of Mutschler & Markovac from Germany qualified 32nd

No 51 1963 2188cc TR4 of Leidinger from Germany qualified 28th

No 78 1963 2197cc Pale Blue TR4 of Kuhn from Germany qualified 34th

Pole position went to a TVR Griffith, ahead of an E Type and then a AC Cobra.

We would have to wait for the 14th session of the day at 18:55 to 20:00 for the actual race, but before that there were many treats to come, including warm sunshine and :-

Race 8; Historic Grand Prix Cars bis 1960, and Race 9; FIA Masters Historic Formula One Championship

Race 13; Revival Deutsche Rennsport-Meisterschaft 1972-1981 no MG content, but the crowd seemed to love the little Mini Cooper S which battled away at the BMW 2002's in their own little race while the likes of BMW M1's, 911's, Stingrays and a Zakspeed Capri battled for podium positions

Race 14; Gentleman Drivers (GT bis 1965) cheering on the TR4's and the Spitfire again. The TR4's had a great battle not only between themselves but also against a lot of the

competition. The Spitfire also put up a good fight.

Victory went to the Blue E Type after a very hard battle with the second place TVR Griffith, with an AC Cobra coming 3rd.

No 44 Cream (Jasmine?) TR4 came 25th and I believe 3rd in Class

No 78 Pale Blue TR4 came 27th

No 51 TR4 came 31st

No 127 Spitfire 4 was classified as 37th (the last car still running ; two got excluded, and 8 non finishers)

Race 15; Zweisitzige Rennwagen und GT bis 1960/61 starting at 20:20 we would see these cars racing on beyond sunset finishing at 21:25 after sundown, some with glowing brake discs! Saturday had been a lovely warm sunny day and we were treated to a stunning sunset during this race.

The Saturday night then finished with a great firework display

There was more going on than just the racing. Car Club Displays are also a big part of the AvD Oldtimer Grand Prix, with the huge displays of Alfas, Ferrari, Porsche having pride of place inside the circuit. Other Club areas are in Car Parks just opposite the entrance to the Grand Prix Circuit. Other Clubs listed included those for Ford, Morgan, Rover, Lotus, TVR, Triumph and MG. In 2013 for example, for 20 Euro's you be driven around the Nordschleife circuit in a Classic Car, taking pot luck in what your ride was in. (I am not sure if this also took place this year or not?)

Sunday

Soon came around with another early start. Racing started at 08:10 and would continue up to 17:45

Sunday 10th August'14 The Vintage Sports Car Trophy took to the Nordschleife for the second time from 9.30-10.30 fortunately the day started dry, and highlights included the following:

Race 4; Historic Grand Prix Cars bis 1960. .

Race 5; Revival Deutsche

Rennsport-Meisterschaft 1972-1981. Cheering on the little Mini Cooper S again. Wet

Race 6; Zweisitzige Rennwagen und GT bis 1960/61

Race 7; FIA Masters Historic Formula One Championship – very wet

Session 8 Vintage Sports Car Trophy regularity test. This started dry and we kept our fingers crossed that this would last, but we had some showers, before some more heavy rain.

Harmut Kentgens, (MG TC) told me that during the heavy rain, unlike last year's fun, it seemed "quite dangerous" out on track in the Oldtimers.

Sunday evening dried up and Monday was another warm sunny day enabling tents to be put away dry.

Would I recommend the AvD Oldtimer Grand Prix to others? **Absolutely!!**

2015 will see the 43rd AvD Oldtimer Grand Prix, which will probably be held on the 7-9th August 2015

TRIUMPHS seem to be a popular racing car for our German friends, and it would be great to see ADU1B and the other Le Mans Spitfires racing there next year. How about it Mark??

This was our second Oldtimer Grand Prix (2013 was 6 days of mainly warm sunshine, except the Monday so we stayed an extra day there) This year Les and June (also Avon Area) joined us, and really enjoyed it.

It already sounds like others would like to join us there next year.

Anyone else want to join us? I already know of some thinking about it!



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Vitesse



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October 2014

Contents

- **AREA DIRECTORY**
- **AREA NEWS**
- **EVENT ADS**



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AREA DIRECTORY

This Directory is kept up-to-date by the Area Liaison Officer so that Members may meet with other Members and enjoy the social side of the Club. Any Member is welcome to attend any meeting and take a friend. Why not contact your local Area Organiser and find out what's happening.

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SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	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. 8.30pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607	The Boundary Inn MANCHESTER M34 5HD	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Geoff Dent : 07773 440201	off A691 Durham to Consett Rd DH7 6TQ	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 Cross Keys - STILLINGFLEET	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: 07800 551363	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323	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 8.00pm
LINCOLNSHIRE	Simon Oliver: 07841 450715	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	Nigel Hill: 07976 163006		
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embrey: 07701 049881	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
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	1st Tues. 7.30pm.
	Chris Allen: 07505 110922	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
WORCESTER	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

WELSH AREAS

NORTH WALES	Roger & Helena Hill 01691 600215	The Plough Inn, GRESFORD.	1st Tues. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Plough Inn, St ASAPH	3rd Wed. 8pm.
		Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochford: 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	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
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.
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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 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st 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 Rising Sun, WESTON, SG4 7DR.	4th Mon. 8pm.
ISLE OF WIGHT	Angela Cotton: 07884 006237 Elaine Hawkins: 07842 249591	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	John Macrow: 01689 829231	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	Kings Head, East Grinstead Rd, CHAILEY. BH8 4DH.	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

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 SOUTH	Robin Nicholls: 07920 549474	Ring A.O. Details	1st Sun. Lun
GLOUCESTER	Jane Rowley: 07802 171227	The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
SOMERSET	Derek Giles: 01934 515376 Steve Hopkins: 01278 653888	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	The Swan - COOMBE HILL	3rd Mon. 8pm.
WYEDEAN	TBC	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
		Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	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	
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ITALY	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
	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 2263 81233	lucabellinello@fiscalinet.it	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
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PORTUGAL	Carlos Camacho: 00 351 962721862	A Archibald Rd., Kelston - AUCKLAND.	
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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 / NORTH WILTS AVON . . . SOUTH BUCKS

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pipflegel2009@btinternet.com



Hi Area Organisers, we would like to appeal to you for your help this month. Our Register Secretaries do a massive service both with technical advice and making their articles interesting but they need your help!! They need articles, questions and your experiences with your Triumph however small or large, they are waiting for your stories. Help your Reg Secretary to help other members in the TSSC. We will have had the TriumFest wash up

meeting by the end of September but too late for the October edition of the Courier, never the less we will be reporting back to you when we have discussed and exchanged your ideas and opinions. Contrary to what some members say (and I must admit very few) We do listen!!

By the time we get our October edition of the Courier it will be that time of the year again when it is time to think about registering your Area in December so now is the time to discuss with your members about Your Area Organiser. Just a thought, can you please get a member from your own Area to second you and not some one else from a different Area.

Fast approaching now is the winter season where shows and events are far and few between and your Triumphs are getting fettle for next season, get out there, support each other's events, go to your local meetings support each other. We would like to thank Northern Ireland's Area Organisers Paul and Jacqui Robinson and all their members for their fantastic hospitality and generosity on our visit to Northern Ireland, a perfect example of inter area friendship, and if you want a visit from your ALO's just give us a shout.

Keep Triumphant!!

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

We were pleased to have a large group at Grately again with several club cars in the car park, despite the weather having turned much cooler and feeling much more like autumn than the tail end of summer.

Belated congratulations to Robin for coming 2nd in the Concours at Donington with his Mk IV Spitfire and commiserations to Frank for not quite getting the GT6 together in time despite a lot of hard work.

As usual it was somewhat quieter at the Bruce Arms, but more unusually John came along to join us again as he had been in the area testing a green-lining run for the Bank Holiday weekend.

One of the last shows of the season, the Shalbourne Show, is held this month. It is moving venue a bit this year to the Sports Field on Rivor Road in Shalbourne (just off the A338 between Hungerford and Burghage). It looks as though the show is getting too large for its previous venue at Shalbourne Manor as they had over 400 cars last year. This show is free to enter but the organisers will be there rattling buckets as all donations go to the Parish Church and village charities. If you're free that day and the weather's at all reasonable do go along and join in the event. Unfortunately we will probably not be able to make it as that day is also the Newbury Autojumble at Chieveley so we'll have a stand there, trying to make a bit more space in the garages.

Next meetings:

Sunday 5th October - Shalbourne Show, SP11 8JR
Thursday 9th October - The Plough, Grately, SP11 8JR
Wednesday 15th October - The Bruce Arms, Easton Royal, SN9 5LR

Guy & Suzie

AVON

Tel. 01454 327059

Apologies for no news last month - We had the meeting less than 2 days before going to Germany for the Oldtimers racing and it got forgotten amongst the packing. If you have not been to the meeting at the Nurburgring, it is a good weekend of racing - a bit like 24 hour Classic Le Mans but with time to eat, socialise and sleep without missing any racing!

The only downside was that we were unfortunate to hit major traffic problems there and back - a lot of travelling and glad we were in a modern car not the classic.

We attended the South Glos show the first weekend in August and it definitely has the makings of a big show. Most of us went on the Saturday and after a rainy start it cleared up apart from one heavy downpour in the afternoon. Les and I stayed until 8pm to enjoy the beer tent and live bands playing. A definite for Club stand next year.

Septembers meeting was very busy with 2 Spitfires making their first appearance - good to see you. Harriet the Herald is well on the way to being painted and a purple wheel was brought along as evidence.

I hate to mention it so early but the Christmas meal needs to be arranged. After some lively discussion we unanimously voted that Mark would arrange the meal venue - hopefully some brochures of venues will be available at October's meeting. It also won't be long before it is time to book the panto so please be ready with booking requests and money probably from October. The production is **Hansel and Gretel** and the dates will be **17 or 24 January at Chipping Sodbury** with the meal afterwards at the same venue as last year - Megna.

Will confirm date at the October meeting.

See you all on **6 October**

June

SOUTH BUCKS Tel. 07788 436167

www.tssc.org.uk/southbucks

email carlswanson@btinternet.com

Hi. Just a brief report this month as I have been quite busy at home and work, and having phone issues has helped! Why does this matter? I hear you ask. Well, I use my phone as my note pad so I don't have to try and remember, I rely on it for accuracy! We had the monthly meet with Paul & Liz with the sheep, Robin with his dog Ted. Rob, Phil & Maddie and myself. A good evening and the food at the pub continues to be popular with many! Dan and I and one of my sons attended the Ace café with my 2000. A little disappointing as the MG club had decided they should make a night of it and parked many (including modern MG's) in the car park. I have nothing against MG but one of the plus points of the Ace classic car night is the variety of what attends. It meant that Simon and Tracy TR6 was left out on the street! Can't be right! Nice to see you both though!

Unfortunately it was a very wet bank holiday so I didn't make it to the Littlewick green show which was a shame and the first time in several years I haven't attended. I did attend the Concours de elegance show at Hampton Court palace in late August. We couldn't show, but parked on the pre 1974 car park! Stunning show and surroundings, someone even managed to get a black TR6 in the show area!

So, depending on when you receive this, the **Duxford all Triumph show on 28th September** may not have passed. Well worth the visit if you can, and not a long way as it's just Junct 10 of the M11. Too far? then the show at Sywell aerodrome is in Northampton on the same weekend.

In **October**, it's the **National Restoration show at Stoneleigh on Sun 6th.**

Ace café 14th and the monthly TSSC meet at The Squirrel

CANTERBURY . . . CHESHIRE CORNWALL

on **Wed 15th**. Please do feel more than welcome to come along!
Take care,

Carl

CANTERBURY Tel. 07810 438074
e-mail: philrogers002@gmail.com
www.canterbury-triumphs.org.uk

September's meet at "The Duke" was the last for this year when we shall have the use of the field. Not many classics were present and as it was dark by 8.00pm most people had adjourned to the bar by then.

The main news for club members is I will be standing down as Area Organiser (AO) at the end of the year. I will have completed 5 years and now it's time for someone else to have a go. The role is important as a point of contact between the Canterbury Area and the TSSC.

Without it the TSSC does not recognise the area as a part of the club and we're not covered by their Public Liability insurance, so we need someone in place to keep the area legitimate.

The role need not be arduous and takes as much time as you wish to give it. It can even be shared between more than one member. There's plenty of help and support available from TSSC HQ and regular meetings which are not compulsory.

If you feel you might like to have a go, would like to know more or are just interested in becoming more involved with the Club you can get in touch using the contact details below.

Regards to all

Phil R
philrogers002@gmail.com
07810 438074

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

We've gone to two car shows in August – Tatton and Capesborne. Two Triumphs travelled from Macclesfield to Tatton, containing two Area Organisers in one of them, and queued up to get in behind another pair of Macclesfield cars – a Mini (which would be what I call a proper one if it had 10" wheels and sliding windows) and an MGA. Curiously the dog which belongs to the Mini owner was in the passenger seat of the MGA as we joined the queue. All was explained as Jamie parked the Mini just outside the show and jumped into the MGA with Brian (and the dog), so he could escape before the official escape time of 4pm. It's worth noting that both of these cars have had engines built at some serious expense and both have had difficulties with the engines. The weather at the show was not exactly tropical, but no rain was experienced and a good time was had by all. I got seriously delayed at the North Wales stand, and it was a pleasure to meet Bob Whiting once again, who was in his GT6 on this occasion – I've lost track of how many cars Bob has.

Just two of us travelled to Capesborne, one in the TR9, and again the weather was dry but definitely not tropical. In amongst the usual suspects a 'new' Vitesse or two were spotted, and John from Stagfordshire was spotted taking tea at the picnic table.

And just for a change we decided to go to Cholmondeley Castle, which makes three shows. Again the weather was dry (a bit of rain on the way there hinting to the mechanic it was time to fit the intermittent wiper thing) and we had a pleasant time wandering around the cars, meeting old friends, chatting, all the things you do at car shows.

Following Macclesfield Engine Tunings' error with the dropped washer, Heap the Vitesse has had a compression test and certainly did not do as well as hoped, explaining the uneven exhaust note at idle. Consequently the spare cylinder head has been inspected (doesn't every Triumph owner have a spare major engine part?) and a list of parts drawn up for the refurbishment. The other part of Macclesfield Engine Tuning has inspected the recently acquired small red go faster Peugeot and concluded that all is not well as there isn't much coolant in the cooling system and the oil also seems to contain a lot of coolant. I'm sure there were words like 'All I've got to do is patch up this hole and put

TSSC AREA NEWS



some new tyres on it for the MOT' during the first few days of ownership. Then there was promise of a cast iron sale to finance the return to health of the aforementioned Peugeot. It's too cloudy outside to see if any are flying today.

Then there's this GT6 in Cannock with electrical problems, and the untidiest wiring I have seen in a very very long time. This is being resolved via email and photographs, which is hampering the progress in this area.

There was a lot of 'long time no see' at our meeting, with 5 of 'our' cars in the car park. Jeff is clearly making progress on his GT6, and he mentioned he's made a few youtube videos of what he's up to. Said videos seem to be a tad longer than the youtube norm, so it may take a while to get through them. Our man from Crewe has been distracted from the Herald estate by a sticking overdrive on the Spitfire (the manual says 'hit it with a hammer (OK, a hide mallet)') and building a garage so his son can build his Mini in there. Jack went on holiday to Holland in one of his classics – the Austin 7. If I remember correctly, the mishaps started with brake problems this side of the ferry, and continued with a leaky tent, a faulty drive shaft, and a wheel coming off while being towed. Meantime Jack's Herald has received a coat of paint – we must note the establishment as the cost was very small compared to some other paint jobs we might mention.

Our Roger paid a visit to Totally Triumph the other day, to find the doors closed and nothing doing. Has anyone else had any recent experience with them?

October also signals the end of the obligatory paper tax disc on the windscreen, along with what looks like some very badly thought out new rules when a car changes ownership. But that all means we can put (copies of) historic tax discs on the windscreen without breaking the rules!

As for events, my list is showing the **Restoration Show on October 26th** at the salubrious **Stoneleigh** location. I'm sure that an economical vehicle will travel there from Macclesfield, with a seat or two spare.

Our next meeting is on **Thursday 2nd October at the Cock and Pheasant**. As we're back to normal, it's 8:30 at the Cock and Pheasant.

Henry

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

After the excitement of TriumFest things seem to have calmed down a bit again. The feature of our monthly meetings have been our runs out to another pub. In August we met as usual in Roche, where we discovered that Colin had done a very quick halfshaft replacement on Carol's Spitfire ... and here she was!

It was a lovely evening and a nice convoy of Triumphs set off, but without members from the TR Register this time. We favour short runs and dinner, they seem to like long runs and a pint! Our convoy took us through some very scenic lanes around the edge of Goss Moor and St Eval Aerodrome, before ending up at The Falcon, St Mawgan. I had been assured that there would be room to eat, but unfortunately there wasn't so we drove on again, just in time to see the sunset, to Mawgan Porth and a later dinner. It was also quiz night, but no one entered.

We had a nice evening and all agreed that the runs out had been very pleasant, September will be the last for the year; in October we're back to The Hawkins Arms, Zelah again with Sunday lunches out. Is there a theme here?

I have seen some nice Triumphs out and about this summer, notably a Vitesse in Malpas and a Vermillion Spitfire in Falmouth. How about coming along to a meeting and letting us see your cars, you might be surprised how friendly we are. We're mostly couples, but we do have some singles as well and we encourage families on our runs out.

The Tall Ships Regatta was a sight to see; the most Tall Ships that have been together for a very long time. Unfortunately the boat I was due to be on, Grace, was pulled from the race at the

Cornwall Continues

very last minute; we simply ran out of time getting her ready, another week would have made a huge difference. Still, if you followed the race you will know that they were plagued with low winds and an average speed of 3 knots, many didn't finish in the allotted time. Now I wish I had been on my square rigger, Stavros, she led her class most of the way until being becalmed at the entrance of the Solent and she eventually finished second in class. Well done to everyone who took part.

As I said, things are now much quieter, so here are some diary dates;

OCTOBER

Thursday 9th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 12th Sunday Lunch TBA

NOVEMBER

Saturday 1st Fireworks Party at Mike & Claudia's, Callestick 7pm

Thursday 6th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 23rd Sunday lunch TBA.

Remember, we're here all year round, so if you fancy an evening among friends come and join us. Look out for our Christmas Do in next month's news.

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@mail.com



August was an extremely busy month for us starting on Wednesday the 6th when we attended the Jaguar Enthusiasts Concours night at Stoneleigh Deer Park Golf Club where over 40 immaculate Jaguars were on display. The "Smiffy Spitty" and Paul & Joan's Spitfire may have been a little overwhelmed by them, but Rikk & Jeanette in their Austin 7 Pearl certainly wasn't, they came away with the Children's Choice Trophy and another of our regulars Stan Broad won the Ken Thomas Sports Car Trophy in his 2007 XK8, we also won a bottle of wine in the raffle so a good time was had by all, we would like to thank the Jaguar Enthusiasts for letting us attend this great night out.

Saturday the 9th it was off to the ASDA Day at Bruntingthorpe with the Heart of England, meeting at the Griff in Bedworth the "Smiffy Spitty" led a convoy of 11 classic cars to the event to arrive and meet up with Roger and Tommy at the show who were stewarding and had saved us a great spot for the stand, the weather was good and the event was always excellent with lots to do for the whole family, plenty of bargains to be had from the clothes sale and fantastic air displays, motorcycle stunt display and lots lots more. Maurice & Phil had a go on the Segways which gave a few laughs, great fun.

Sunday the 10th it was up early and off to the Fillongley Show in the camper with the "Smiffy Spitty" on the "A" bar, just got the stand setup and down



came the rain which lasted most of the day. We were scheduled to have 22 cars on the stand, unfortunately due to the horrible weather only 8 turned up, 3 Triumphs plus 5 others from the Heart of England. Still it didn't stop us having a good laugh and enjoying the excellent bacon butties thanks to Lyn, Sharon and Carol, well done girls in atrocious conditions.

Tuesday 12th the Heart of England meet at the Griff, considering the inclement weather throughout the day a good turn out of 52 classic vehicles, 10 of them Triumphs so once again a good night of noggin and natter was had.

The weekend of the 15th/16th/17th it was off in the camper with "Smiffy Spitty" on tow to the Leicester & Rutland Sunshine Rally for the weekend, a first for us, we had a great time with a run which included plenty of places of interest on the Saturday followed by a BBQ and quiz at night, then on the Sunday a very well planned treasure hunt taking in some lovely villages of the area. Our congratulations go to the organisers who did a great job.

Saturday 23rd Sunday 24th it was the Coventry Festival of Motoring where we joined the Heart of England on their stand, it was the best attended to date with over 1000 vehicles on show and over 400 on the run. A great weekend with lots going on and of course great company.

Monday 25th we were off to the Pershore Plum Festival with Paul & Joan, Keith & Trish and Rikk this being another first for us we met up and travelled in convoy to arrive and park in the lovely setting of the Abbey grounds. Off we went to explore the festival, we have never seen so many food stalls at an event, a terrific choice of many local products. After tasting a lot of free samples it started to rain so into a coffee shop hoping it would stop by the time we had finished, no such luck the heavens opened, when it had eased we ventured back out amongst the stalls once more but as we returned to the cars down came the rain again so it was time to go and find a suitable hostelry on the journey home. Next year we will try again and hope for better weather.

Tuesday 26th back to second the Heart of England meet at the Griff this being the last Tuesday night one as they will now meet on the 2nd Sunday of the month until next spring, a bit of a cold night but dry, resulting in over 40 vehicles turning out with a good showing of Triumphs.

Our last outing of the month was our Dalos Day run planned by Steve & Sharon on Sunday 31st, once again down a little on numbers, we were joined by Keith & Trish resulting in 6 of us in 3 cars, still definitely right up there in quality with a stop for a cuppa on top of Duntton Bassett County Park where the views are fantastic, as always on our Dalos Days the sun was shining once again, then off for our lunch at the Swan Hotel in Kineton which was excellent. Well done Steve & Sharon another great day out in great cars and great company. Well a good finish to a wet but busy month.

Tuesday 2nd September our monthly meeting at the Bull & Butcher, Corley Moor, a lovely evening which resulted in 12 classics arriving and approximately 25 people. 11 of us had a meal before the meeting and as per normal a real good meal at a reasonable price.

Mike Rowell informed us of a meeting in Kineton on Thursday night so we may attend that and report on it next month.

September Dalos Day will be on Sunday 21st planned by our selves, we will meet at the Sparrow, Combe Field Road, Ansty at 12.15pm ready to leave at 12.30pm, anybody wanting to join us we must know by Wednesday 17th so we can book the meals.

At the time of the meeting we hadn't heard from Sywell but the very next morning we received all the passes so we are in, will contact all about arrangements.

Let's hope the weather will be a bit better for September, not quite so busy but still plenty on.

Regards

Phil & Lyn

Forth Coming Events :-

CUMBRIA DERWENT VALLEY . . . DEVON

Saturday 27th/Sunday 28th Sywell Piston & Props, Sywell Aerodrome, Northants, NN6 0BN.
phillyncvtsssc@gmail.com

Tuesday 7th October our Monthly meeting at Bull & Butcher, Corley Moor, 7.30pm.

Sunday 12th October HoE meet at the Griff from 11.30am.

Sunday 19th October Dalos Day Run Details to follow.

Saturday 6th December Heart of England Christmas Dance, Bulkington Workingmens Club, 7.30pm til late, tickets £6.00 includes buffet, live music.
Contact Roger Perkins 02476 362208.

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

August has been another very eventful month for the area.

The Lakes Camping weekend 14-17th August went ahead despite the poor weather forecast. Some of us went up on Thursday and set up camp, the main body of members arrived Friday. We managed to get the tents erected without getting too wet. On Thursday afternoon the heavens opened and just about drowned everyone. A total of 22 members came for the event, most camping but a few wise ones chose to find B&B's and there were a couple of locals. Apart from the usual suspects there was a good Scottish contingent and some members from as far afield as the East coast. The furthest traveled through was a member from Perth.

Rod Moore organised a treasure hunt for Friday which was optional. On Saturday 22 cars set off on a tour of the back roads of the Eden valley which was organised by Tony and Roger. The lunch stop included the chocolate factory. Late afternoon the games began organised by Rod, these created quite a spectacle. Our camp site then emptied as everyone went off to find some refreshments in the nearby village or took a trip on the Steamer down the lake. This was followed by a BBQ.

Sunday morning and it was a case of are we going to Dalemain show or going home? Eventually the rain stopped and the sun decided to make an appearance and everyone headed for the show. Two of the Scottish members brought Teardrop trailers with them and these proved to be of great interest to the public. They beat sleeping in a tent. Despite the weather the event was a great success and credit must go to Tony, Roger and Rod for all the help they gave and Helen for being teasm maid. I could not have done it all on my own. Would we go to the same camp site again? No. We could not have picked a worse week for weather but that was not the sites fault. The site was not cheap and the paperwork was endless and some of the rules were just stupid. When we first looked at the site it was during the autumn of last year and seemed fairly quiet but as we found out it is far from that during school holidays. Plans are already in place to hold a similar event next year in Scotland on the West coast. If anyone is interested and has not told me, would they let me know soonest as we are trying to organise some B&B's for those who do not wish to camp. 25th August, 8 cars went along to the Bootle show. The rain stayed away but the wind proved to be a problem. There was no sitting around until 7 in the sun as we did last year. A few stalls lost their tents in the wind. The show was a lot bigger than previous years with a lot more stalls and entertainment.

Big boy's toy's is a new event which was held on 31st August at the new Kendal Auction Mart just off junction 36 on the M6. Dave the organiser had contacted me to see if our club was interested in attending, so 6 cars went along to see what it was all about. The venue was excellent and if you like cars this was the place to be. Not a classic car show but a power and performance show. Everything from DB6's to boy racer cars. Another event to mark in the diary for next year.

Our cars have done well on the news front this month.

A photo taken at Dalemain of the entire club was in the local northern paper and I made the front page of the local southern paper with a photo of my Spitfire, complete with it's Le Mans plaques, at Bootle.

Don't forget if you want to see all the photo's or catch up on what's on, visit us on Facebook TSSC Cumbria page.

Safe motoring

Roy



TSSC AREA NEWS

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

Hi all. Well what a difference a month makes, the September meeting was really busy with lots of familiar faces and plenty of classics in the car park, there was plenty of activity with much comings and goings around various machines in the car park, and for me that is what the purpose of these meetings should be, our cars bringing people together and being able to share knowledge & tips for how to keep them going on into the future.

The entertainment was courtesy of a quiz supplied by the Wright family. Thanks very much there was much head scratching over some of the logo pictures included and some good discussions around the results.

There was also plenty of comparing of notes of shows and meetings visited and the last remaining few of the season still to go. By the time you read this most of the gatherings will be completed for 2014 and I am sure that for most of you it has been a very successful year of visiting different areas and shows both large and small.

I'm sure that many of you out there may be thinking of taking your cars off the road in the coming months for the winter, don't forget about the change in the rules that you no longer need to display a tax disc in your windscreen after October 1st, and if you decide to sell your car then you will no longer be able to sell it with the remaining tax on the disc it is your responsibility to reclaim that tax otherwise it will be reclaimed by those lovely people at the DVLA. When you buy a car you will have to sort Road Fund Licence out straight away.

If you have any pictures or tales to share please do visit the Derwent Valley facebook group so that we can see some of the fun.

All the best

Richard

DEVON Tel. 01548 821348
www.northcotts.clara.net/tssc/devon
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https://www.facebook.com/groups/134271493433942/

Cheekily, we put Bill Bate (COM member on holiday) to work during August's Club Night at the Star. Poor man unsuspectingly turned up at the pub and ended up valuing a lovely MkII Spitfire which was passing! Sorry Bill and thanks. We had another great turnout, celebrating Ian's birthday in style - well you are only 51 once. It was a while since Julie had made it to a meeting, and it was lovely to see her and her newly painted TR7 - we'll look forward to seeing Paul come out to play soon. We had a great show of 11 Triumphs out and plans were as usual made for the coming month. Colin had returned to his biker roots and was lovely in leather!

Summer returned just in time for the massive car meeting at Thornfalcon. 13 Triumphs, a mixture of our members and SOC, met at Exeter Services for the run up the M5 to Taunton. It was good to catch up again with Adrian who made the most of a rare day out with his Vitesse. Some TSSC 'first timers' - we welcomed Derek & Jen, Tim & Mel to their first runs with us, both in Vitesse. Tim's had the first hard top I have seen on a Vitesse, and it looked good. The car is for sale though to fund ongoing work on his Stag. This show gets better and better, with 1200 cars on display this year. We met up with loads of other TSSC members there, including Robert with his lovely Herald, Eric & Dawn from Somerset and Paul & Penny, who are now in Cornwall, who had brought their recently acquired Bond Equipe along. South Wales and Somerset areas were there in force and it was good to catch up with them. Our intention was to drive on to Winsford on Exmoor for a cream tea and after it took a while to exit the show field unfortunately we lost some in the heavy traffic. Those of us who made it to Winsford had a lovely cream tea



TSSC AREA NEWS

DEVON . . . ESSEX GLOUCESTER

Devon Continues

in this picturesque village before making our ways home.

COMING UP

On **Sunday 5 October**, Ian & Karen have volunteered to arrange the run and lunch in the East of the county. Meet up at 11am at Exeter Services and please do let us know before the end of September if you can come along so that we have an idea of numbers.

Club Night at the Star will be Wednesday 15th, and all members are welcome to come along.

On **2nd November** is our annual **Treasure Hunt** more details on this soon.

On **Sunday 23 November**, we have again been invited by the SOC to an inter club Skittles match with lunch this time at the **Wale Inn at Zeal Monachorum**. We had a good day last time, even if we did not win (again).

Looking ahead to **CHRISTMAS** – our meal will again be at the **Dartmoor Lodge, Ashburton on Saturday 6 December** so keep the evening free. We now have the menus and are looking for numbers and deposits!!

Looking ahead to 2015 – we are making plans for **Drive it Day 2015 – this will be Sunday 26th April** – and we are planning a visit to the revamped **Haynes Motor Museum at Sparkford in Somerset**. We are negotiating with them about discounted entry and arrangements for the ever important food!

Unfortunately though, we have learned that the provisional date for **Triumfest 2015** looks as if it will clash with **Powderham Show** which is a shame.

Finally, our thanks to **Steve Wilkinson** for the hard work he has put in trying to get a North Devon sub group off the ground. Unfortunately due to his increasing family commitments, Steve no longer has the time to put into the Club. We would very much like to see a thriving group in the North of our big county, does anyone out there have any ideas as to a suitable venue which would be pleased to see us all year round, and more importantly, is there anyone out there who would like to give it a go??

If so, give us a ring or drop us an email so that we can talk it though.

DEVON DIARY

Sunday 5 October East Devon run
Wednesday 15 Oct Club Night at the Star Inn
Sunday 2 November Annual Treasure Hunt

Sue & John

ESSEX

Tel. 01375 672072

www.sites.google.com/site/tsscsexarea/

This month it should be a short report as I am doing it at the last minute and with out further ado.

My office - this has been busy but not all Triumph work, the Spitfire engine is coming on ok stripped it down and cannot find anything wrong, internally all looks straight, the only things I have found is a blown head gasket and a cracked pulley on the end of the crank, hopefully by the time you read this it will be back in Tallulah and running sweet.

The passenger door lock stopped work from the out side at Donington I have now taken it out and with bits from another door lock got it working, why do they fit plastic bits in the lock mechanisms ????

The Stag has had a good flush though with nasty chemicals but is still over heating, I will get back to it when the Spitfire is running ok.

The other cars that I have been helping out with are a Mini, prep for MOT, lots of wiring problems and a trip to Mini spares later and it passed.

Out and about - Sat 9th Mersey Island we had 8 Triumphs with 14 people a nice mix of 1 Toledo, 1 Stag, 1 Vitesse, 1 GT6, and 3 Spits, as we arrived on the Island we lost 4 cars and had to wait on the approach to the show.

Whilst waiting a number of nice cars went past us including M25 East TSSC with some bibbing of horns and waving.

Then our 4 cars arrived, it is a small Island and so we set up on site and had coffee then lots of strolls around the cars and the local charity stalls.

Much to his surprise Stuart WON best sports car at the show for his Vitesse (Kylie)

Then our 4 Club we were on holiday and Kirk stood in as AO but he had a quiet day, just 4 cars, but he did a detour on the way home to Steve's garage and got very envious of his work shop.

Mon 18th on holiday in the Isle of Wight, visited their club night, lots of good chatter and catching up with old friends. Thanks for making us welcome.

Mon 25th Classic Banger Racing Ipswich, and no, we did not take our cars on the track but despite the rain it was a good day, 10 of us cheering on number 45 in his Triumph 2.5 this was his first race for 20 years and he came second, third and fourth in the final. He still had a few tricks up his sleeve from the old days.

Then a stop off at The Hungry Horse for a meal, it was the only place we could think of that would fit us all in and they did us proud, a long day but lots of fun. We took our 3 year old grandson with us and he was very good all day. He loved the caravan racing and watching them all get smashed up at the end.

Sun 31st Dunton, at Ford's test track, this is a charity event in its third year and going strong. 6 Triumphs and a Mini, 10 people, we had a 2.5, Toledo, Stag, Vitesse, with a fighter escort of two Spitfires. Our club stand was in a prime position just as you came in we had a lot of people showing interest in the cars as it was something a bit different from the Fords that dominated the event.

Coffee was from flasks as no naked flames allowed on site. There was also a vintage market with a number of stalls selling clothing that is age appropriate for our cars and yes we did spend some money on bits and pieces.



Up and coming

Sun 12th October Canvey Island Bus Museum
(we will be on holiday ourselves)
SUN 19TH CLUB DAY HALFWAY HOUSE A127/A128
Sat 1st November fireworks, Southend sea front
with fish and chip supper
SUN 16TH NOVEMBER CLUB DAY
Saturday 13th December Club Christmas dinner
at the Ship, East Tilbury.
Sunday 21st December Club day.

Dates to be announced for Cream Tea, Breakfast Run to the arches, and Rochester Christmas Market.

Birthdays - Allan on 11th October, Vera on 21st October, Joe on 22nd October (no longer a teenager things can only get better!) and Stewart on 27th October.

Regards

Allan & Janet

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

Ok here we go, Greedy's, no not you lot (although the amount of food we hand out?) I mean Greedy's fish and chips (oh food again) the turnout was somewhat thin on the ground but your loss because the fish and chips were excellent, it was nice to see Sue and Frank and Mike and family.

The area meeting started outdoors but eventually we retired indoors as the light faded and the temperature dropped, it was nice to Have Orry along as he now needs moral support on this

HERTS & BEDS ISLE OF WIGHT . . . LEICESTER & RUTLAND



TSSC AREA NEWS

ISLE OF WIGHT

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

The Isle of Wight has seen some amazing weather this summer and plenty has been going on, it's nice seeing the club cars out and about and the chance to go topless!!

The plans for next year's Isle of Wight Triumph Weekend are progressing nicely and if you have any questions (or requests) then please do get in touch.

Tracy and Marcus joined the Gloucester area on the run to the Classic Le Mans, good fun was had by all.

Ex IOW TSSC AO Garth visited last month and some good old reminiscing took place, Anne visited the Island with Garth, for the first time and I'm pleased to report we have another Isle of Wight fan.

The progress on Martin's old Spitfire is coming on nicely, David and Jo have removed the body and recently took the engine out, grandfather and grandson are working well together. Watch this space as it might be roadworthy next May, fingers crossed. It would be great to have the next generation interested in our cars, I know that Adam has been helping Will with his Herald so hope to see that on the Island next May.

Island members who wish to get out more in their club cars then please do get in touch and let us know what you'd be interested in doing?

Mainland members are welcome all year round, so let us know if you're planning on coming over as it would be great to meet up.

Regards

Elaine

LEICS & RUTLAND Tel. 07530 307371

Well our own Sunshine Rally has now been and gone. We all think it was generally a success and the format worked well.

The camp site was superb and I don't think we could possibly find a better one for the price or even at all in the area. It was everything we could wish for from a camp site with its brilliant facilities and friendly staff.

The village itself has 3 very good pub restaurants and most people visited at least one of them.

The Saturday drive round a part of Rutland, including a visit to Oakham was well received and I think most people who had not experienced Oakham or indeed Rutland before were pleasantly surprised as to how nice the area is.

The Saturday night quiz was deliberately difficult but one team got 17 out of 30 to win the massive bucketful of money. Garth is now a very rich man.

The BBQ was well received by all who partook in it.

The Derwent Valley group made up the biggest single group with others from Coventry, Northants and even our own mob.

Sunday saw us on a scatter treasure hunt in the morning converging on the other side of Rutland at The Horse & Jockey at Manton. Again very welcoming staff who allowed us to use their on site rally field for a car show and a bit of prize giving.

John from headquarters took away a massive hamper and is probably still living on it!

Next years date is already set, a week earlier than this year, the weekend of 7/8/9th August. Thank you to all who came and we hope to see you again next year.

On the bank holiday Monday 25th August we were at Launde Abbey for their open day but the weather was a little cruel to them and kept visitor numbers down but we still enjoyed the day. We will be going to one of their Steak Nights on the 7th November with 24 of us booked so far with a few more possibly to come yet. On the 5/6/7th of September some of us visited the Shakerstone Festival with 3 units camping for the weekend.

I loved the caravan with the Slag, sorry Stag that only broke down 2 times all weekend!

On the way there the brake master cylinder packed up (very interesting especially when towing a caravan around narrow country lanes) and when leaving the field the fuel pump decided to stop

resto and following even more reference pictures Matt now has an MoT on his Spitfire and we look forward to seeing it too.

The area BBQ was once again hosted by Jane and Vince and ample food and beverages were consumed much to the delight of all comers, a big thanks to Jane and Vince and all that came along.

Jane and I popped along to the Prescott breakfast club to sample a bacon sandwich and enjoy the gathering of Morgans and Jaguars among a few other and some nice bikes were there too.

The Bank holiday weather forecast was atrocious but none the less some of the more hardy of us set off from Ross to leave wet and windy England behind us, unfortunately an equally wet and windy Wales was in front of us but for once the forecast wasn't so accurate and it was somewhat less wet than expected, that said Brian did seem to get wetter in his Spitfire with the hood up than I did in the Herald without a roof.

The coffee stop was good and of course a nice pub lunch helped the day along nicely.

Thanks to Jane for pointing the way.

That's all for now as I type this the car is packed and I'm getting ready (hair and make up) to meet Jane and Vicky to head off to the continent for the 1st European Triumph Friends weekend so the catering team are on tour, more about this one next time. See you soon.

Andy

Events.

Sat-Sun 4th-5th Oct Prescott Autumn classic.

Sunday 5th Oct Castle Coombe autumn classic.

Sunday Oct 12th Breakfast clubs at Shelsley and Prescott.

Sunday 12th Oct, 23rd Malvern Autumn classic car show & auto jumble.

Sunday 19th Oct Filling station, Malvern.

Monday 20th Oct Area meeting at the Swan, Coombe hill.

Sunday 27th Oct National restoration show at

Stoneleigh Park, Warks.

Sat-Sun 1st-2nd November The Footman James classic vehicle restoration show at Shepton mallet.

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

Good news, I got all the volunteers I needed for Duxford. The weather was booked for fine and sunny, the traders have gone home and when you receive this its all over. Its been a mammoth task for Ray and myself to get this years event off the ground, it's a shame the Mile Of Triumphs Clashed, Sywell was also in the same weekend, but you can't please everyone or be everywhere.

So thanks to Pete, Jill, Val, Audrey, Ray, Jo, Derek, Christine, Valerie, Ian, Robert, Chris, Paul, Martin, Bob, Geoff, Stuart, Andy, Max, Martin, Robin, Barry, Viv, Malc, Christine, Jim, Toby & Abigale the Singers and Chris, Rob and Paul, all gave their time to Marshall, Welcome, Kiosking, Catering, marking out, and much more on the day, was it brilliant...? No idea as this is written a month in advance!, but here's hoping the Club Shop did well also thanks to the 16 Traders who took the time to compliment the day, if anyone did the tank rides please drop me a line to let me know if this was OK as there's not many events with such a worthwhile experience.

We all hope those who attended had a good time, there's not many events with so much to see, or explore, and you had the chance to get some cheese, a packet of bangers, your car on a mug, find that elusive socket, have a new watch, get your mum a pot plant, buy a post card, get the wife a new handbag, try on the flying jacket, pick up a new tent, and taste test our wonderful hospitality! Any feedback about the day is welcome.

The next pub meets are **29th sept, 27th October 24th November Dec will be our Christmas dinner** (no date yet)

The pub meet due **22nd Dec** is not supported as it's often a bit busy for some of us, getting the reindeer fired up !!

That's all folks.

Pete

IMPORTANT NOTE

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

TSSC AREA NEWS

Leics & Rutland Continues

pumping fuel. £200 worth of parts in one weekend! Never a dull moment owning a Stag!

The festival was, as always brilliant with plenty to keep you occupied all weekend though we left site on Saturday night for a BBQ at the kind invitation of Roger & Carole who live just up the road. During the day we were joined by some of Roger & Carole's friends who brought along 2 vintage Renaults and a very rare early Lotus that I think was a mark 6.

This weekend (as I write) coming sees a few of the gang at Uppingham for a town centre car show and others at the Lubenham Scarecrow festival and at TSSC Headquarters.

We are winding down a bit now but plans for next years events are taking place including a weeks trip to Spa and Bruges, then later on a weeks trip to Devon including Powderham Castle.

Keep running on 4/6/8

Neil.

M25 EAST

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Hi ya'll, I trust everyone has had a good summer. The shows continued throughout August and so did the good weather, mainly !! We were a bit thin on the ground at some of them due to holidays but those who went still had good days out. We had a good turnout for our Club stand at Mersea Island with 5 cars.

We welcomed Mark with his very nice Stag, out with us for the first time and also Jean who came under her own steam in her very own Vitesse, suitably named 'Dusty' due to the very heavy eyeliner she wears. Oh, and the very large eyelashes that Brian gave her. A big thanks to Neil who supplied us with bacon rolls and coffee at his beach hut before the show. Before I go on to other things I suppose I better mention that one of us won a trophy for the best Triumph, can't remember off hand who it was though ha ha.

The next day the weather had changed from glorious hot sunshine to cold and wet. How can it change so much in 24 hours? There was only 2 cars for today as the forecast was pretty grim. It wasn't actually raining when we set off to meet Brian and Jean - but it soon was !! We spent most of the show under umbrellas before finally giving up just after lunchtime and heading to Pringle Towers for a cuppa. By the time we arrived the sun was out and within half an hour everything was dry. Just in time for a guided tour of the garden and Brian's various projects.

A week later saw us at Stonham Barns. It looked an interesting place so we went up the day before and camped the night. A few nick nack shops on site kept us amused, especially the sweet shop and then the big crazy golf challenge took place. Kev was the king of the 'hole in one' with two of them but I think all the girls got one as well. Malc ended up as overall champion, the trophy's on its way mate.

This was also the weekend that we all saw Brian's re-creation of 'MACK' for the first



time. It certainly drew some attention driving along the A12 being towed by Lightning. It does look stunning and Brian reports it as being very comfy to sleep in. There's a few niggles on it to sort out and Brian !! - don't forget to shut the back doors before pulling away ha ha.

One of the most eagerly awaited shows this year was the Little Gransden Air & Car Show and it didn't disappoint. It was absolutely packed, completely sold out with about 10,000 people there. It was a good job we all pre-booked as there were no tickets available on the day. The air show was amazing, especially the flypast by the 2 Lancasters swiftly followed by the Vulcan. Check out the video (amongst others) on our video page at <http://vimeo.com/album/2643481>. There was also a lot more to see this year, loads of Airfix models although I think I might have enough now ha ha. One of our favourite shows of the year is the Buntingford Classic, the girls like this one, especially for all the nick nack shops that are there. It's a bit different from the usual show in that the cars are parked in the high St which is shut off to normal traffic for the day. Unfortunately, this year Jean was very disappointed as her favourite wool shop has closed. Still a good show though, plenty of cars, there seems to be more each year. They even opened up one of the side roads this year as the amount of exhibitors was so high. 6 of our cars were out - 2 heralds, 1 Vitesse, 1 GT6 and the 2 Stags of Neil and Mark who were parked round the corner. We even had a live band playing who were very good in my opinion as they played a lot of Beatles stuff. By the time you are reading this we will be into October and it will be time to think of things we can get up to during the winter months. We've discussed a few things but if anyone's got any suggestions - days out, visit to somewhere etc let me know. We were thinking of attending the Clubs Xmas Dinner and Dance but unfortunately it's not happening this year. Rich has suggested a venue over in Kent with Dinner, Dancing and beery stuff followed by a night in a local hotel. Sounds good, so I'll keep you all posted on that one.

Our monthly meetings should be starting again this month, unless it's a really nice day and we go to the Mangapps Show. As last year - we will be alternating the meetings on a monthly basis between north and south of the river. The Kent venue will still be The Wharf in Dartford and the Essex venue is still to be decided. It will be either the Willows on the old A13 or the Good Intent in Hornchurch. Details will be posted in plenty of time.

Right, Can't think of nowt else so that's all for this month folks. Cheers

John.

October Events -

Sunday 12th - Canvey Bus Museum Show

Sunday 26th - Mangapps Railway Museum Show

NB. We will only be going to Mangapps if the weathers ok, otherwise we will have our monthly meeting.

MANCHESTER

Tel. 01524 791607

www.tssc-manchester.org.uk

Manchester Area descended on Rostrevor Northern Ireland on our annual weeks holiday and we had a ball. Full Report in this issues Area Showtime. A special Thank you also goes to Alan & Pam who shared their home and garden (not to mention their vegies) with us at a lovely BBQ, to Alan (2) who shared his time with us around Giants Causeway and Titanic Museum, and Paul, Jacqui and the Northern Ireland crew. "Thank You Northern Ireland you were Amazing" on behalf of The Manchester Area. I hope our Area Showtime this issue gives our holiday justice.

We have been really busy this month holding our Area BBQ and Camping at Elm Cottage Winsford with 22 of us braving the torrential down pours Friday and Saturday. Saturday afternoon we all did our own thing some went to the Anderton Boat Lift, Some to Blakemere Antique & Craft center and some went to the City match against Stoke (alright we all know the score!)

NEWBURY . . . NORTH EAST



TSSC AREA NEWS

Saturday night BBQ was spent cooking under the gazebo and drinking, chatting, eating and doing the hardest quiz ever (thanks JD) under the event shelter at least we were dry? The food was excellent a massive thank you to Pete & Paul for all their hard work BBQ was delicious to Ler for the mouth watering pork and to the Kids whose lamb and pineapple Cypriot style was to die for Mmmm!! The rain certainly didn't dampen things and we certainly do what we do best - drunk & debauchery in a rainy field. Bring it on!!!

Sunday was at Cholmondley Castle (Chumley to me & you) where the sun came out and we had a very pleasant day. Thanks to everyone who contributed with salads etc Ler, Anne, Kerry, Tracy, JD, Julie and Debbs.

The Area meeting was well attended with 23 members present welcome to our new visitor Tim who we thought was a new member but in fact has been in the TSSC since the 70s never the less you are welcome.

We organised tickets for Event City and a full report will appear in the next edition of the Courier.

The Xmas Do is still being sorted dates look like **5/12 or 13th December**, Janet should have news by the next meeting.

We will be putting the second Tatton (August 2015) back on the agenda as we are now free due to no Stafford.

Paul will be buying a gas BBQ for the Area lights for our gazebo thanks Paul this way we don't have to go on the borrow!! Sad to see Mark and Tracy have sold Syd their beautiful Triumph 2000 saloon for their own reasons (definitely gone to a good home) but chuffed to bits they are staying in the TSSC as they are very active members in our area and a lot of members would be gutted if they were to disappear and we know you will have another Triumph in the future.

Congratulations to Janet & Martin Robinson on the birth of their first baby, Evelyn Iona Robinson, all 3 are 100% gorgeous.



Dates to remember in October

Tuesday meeting 7th October 8ish at The Boundary Inn
National Restoration Show Stoneleigh 6th October

Cheers

Pip n Frank

NEWBURY

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It seems a long time ago now, but Newbury Show was different this year in several ways. First the venue. The Racecourse was no longer an option due to the housing development there, so it relocated to Newbury College. The exhibitor area had clubs in one part and individuals together in an adjacent area. Stalls, Autojumble etc. were round the edges, spectators used the large college car park. The second difference was that it nearly didn't happen as after weeks of lovely sunshine and dry days the heavens opened and a gale blew in the early part of the day. However as the event was going ahead anyway we decided to put on our stand, but understandably with reduced numbers. In the end we had 6 cars: Lloyd and Debbie in Spitfire, Andy in Bond (although someone called it a Scimitar and it has been described by someone in the past as an Aston Martin!!!), Roy in TR3A, Malcolm and Josie in GT6, Dan and Jake in Vitesse and Dave and I in Smiley Spit. We did not dare put up the flag or banners as the wind was so bad. Good job we didn't as two stalls near us were blown over and goods damaged. Everyone was taking down sides from gazebos as they were filling up like kites! In the afternoon the rain disappeared but it remained very windy. Hopefully there was enough footfall to make a profit for the charity. Saw Bob and Shani, who

came in their Plymouth and are restoring an Imp. Met up with Robin who is still working on the Herald. Mark came to the stand with his two boys - he was reminiscing about his Spitfire days and comparing that to driving a Ford Focus!!! Good to see all of them. Roy, Lloyd, Ian and ourselves went to the Saturday lunchtime meeting at the Cottage at Bucklebury. There were several other cars there including an Aston Martin which had the same owner for many years and it was mostly original.

A few are planning to go to **Shalbourne on 5th October** at its new venue - **the Sports field**. The organisers would like classic cars there about 11 a.m. Also don't forget **Thatcham Classic Car show on Dunstan Green on Saturday 11th October**. This is usually the last event in the area and there are lots of unusual cars there. Being part of Thatcham Festival there are other activities in the town as well. Just turn up from 10 a.m. onwards. The show ends at 3 p.m. but you can leave whenever you like.

Meetings

8th and 22nd October at the Berkshire Arms
starting about 7.30p.m.

Events

5th October (Sun) Shalbourne Classic Car Show
11th October (Sat) Classic Car Show, Dunstan Green, Thatcham

Keep 'em flying

Mary and Dave R.

NORTH EAST

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<http://tssc-northeast.blogspot.com/>

Hi All. Quite a big turnout in September, lots of club cars outside including a new one to the meeting.

So to start, welcome Matt from Washington who brought along a lovely blue Stag. It's been in the family since the 70's and Matt had it restored recently to a very nice standard. It lost its original engine and currently has a Rover V8 fitted but Matt has a Triumph V8 that will eventually end up back in the car.

Andy Boyes has sold his Toledo on and now has an MX5, how long before he gets another Triumph we wonder? John Drysdale has a Herald estate for sale, recently MOT'd but requiring some bodywork, I'll pass contact details on if anyone is interested. Chris Fish might be, no surprise there, though as it's road going it doesn't really belong with Chris. His recently 'completed' Sprint now needs a head gasket replacement after blowing it on the way home from last month's meet. To make himself feel better he recently acquired another Vitesse Convertible, possibly the worst one he's ever seen which is saying something! It was lifted in more than one part onto a trailer by a farmers digger.

Talking of resto projects, I recently saw the XK120 Geoff Murray is doing with a friend, very, very, nice, I also saw his TR3A which is next on the to-do list, currently not so nice, but 18 months should change that.

There'll have been quite a few locals down at Whitley Bay show late Sept and there's a crowd off to Sywell for the Pistons and Props event again.

We plan to be a bit more active with shows and runs next year, so if you have anything you'd like to arrange/attend let us know in plenty of time.

Submissions for calendar pictures to Geoff Dent as soon as possible please, Landscape format, at least 1Mb file size if digital. AGM is November, anything you'd like to discuss, let me know in advance for the agenda, likewise, anyone who's interested in the AO positions let me know.

All the best

Mark

IMPORTANT NOTE

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

NORTHERN IRELAND

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e-mail: northernireland@tssc.org.uk

August was a fairly busy month between club runs, the last hill climb of the season and our stand at the Northern Ireland Festival of Speed

It was also when we had the tremendous pleasure of welcoming 16 members of the Manchester Area to Northern Ireland. Organised by Frank and Pip, they stayed in holiday cottages in Rostrevor and arrived on Saturday 9th. We organised a tour of the Strangford Lough and Ards Peninsula for the Monday. We met up with them just outside Downpatrick where we handed out the route instructions, post codes of the various places we were due to visit, mobile phone numbers etc. Alan and Pam French had organised the whole thing and it ran pretty much as scheduled. The tour included the White Rocks, Scrabo Tower, the Abbey in Greyabbey, Harrison's Restaurant and Garden Centre (who put pictures of all the cars on their facebook page) followed by a treasure hunt along the shore of the Lough and down to Portaferry. On route we gathered a few more local members including Alan Hayes and Alan Forsythe. Nick Livingstone was on route to join us but his Herald developed brake problems and he had to pull over at Mount Stewart.

After the treasure hunt came a visit to Kirkistown Race Track and a very enjoyable talk by members of the 500 Motor racing Club of Ireland who own the circuit. After that it was a short journey to Alan and Pam's house for a BBQ. I think everybody enjoyed themselves!

Not content with all the work that went into that run, Alan French also organised a run for the Saturday, starting at his house and ending at the Harbour Inn in Annalong (with many a twisty back road plus various roads in the Mourne mountains in between). There was a very good turnout, the weather stayed dry and the food at the restaurant was very good and well priced. All in all a very good day.

The next weekend was Garron Point Hill Climb, the last event in the hill climb championship. This year only Paul was entered and he was determined to try and beat the club record for the hill set by Michael Hudson in 2012. The conditions were perfect and the first practice run started well until Paul was red flagged - the car before him (a Mk1 RS Escort) had crashed into a stone wall. Thankfully the driver was fine. The second practice run went perfectly and was a second faster than the club record. Practice, however, doesn't count. By this stage most of the drivers competing in the historic class knew what was going on and, when at the end of the first official timed run a new Triumph record for the hill was set, Paul was greeted to a round of applause and shouts of congratulations. The next two timed runs were not quite as fast and, as luck would have it, at the end of the last run the head gasket blew!

This year we were invited by the Motor Sport Association Regional Development Officer, Jonathan MacDonald, to have a stand at the Northern Ireland Festival of Speed which is held at the Agricultural show-grounds outside Lisburn. This year it ran for two days and we were given ample space for our cars in a prime position. On the Saturday we had 5 cars on the stand: Gordon Dunlop's Spitfire MkIV hill climb car (Number 36), Gary Morrison's electronic fuel injected Spitfire 1500, Richard Charles' GT6 Mk3 plus our 1200 Herald and Spitfire MkIV. Gary and ourselves did the Sunday along with Alan French's Vitesse Mk2, Colin Tai's GT6 Mk2, Alastair Campbell's Grinnall TR8 and Phil Boulton's Vitesse Mk2. I don't think we got any new members from the exercise but it raised our profile and all the drivers and passengers got to see the show for free.

The monthly meeting at the beginning of September had a reasonable turnout.

We divided the members into two teams for a short general knowledge quiz - the No hopers and the Nearly's. The No Hoppers (Douglas Hogg, Alastair Robinson, Mark Raine and Alan Hayes) were victorious and were given a packet of Haribo as their prize. However there were enough to go around so the losing team got



them as well as consolation. Alan Hayes brought along his newly restored 13/60 convertible and very nice it looks.

Photo: Alan Hayes' new pride and joy!

The next event is the

Antrim Hills run on the 20th - full report next month.
Regards

Jacqui and Paul

NOTTS

Tel. 07976 163006

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Hi to everyone. Last month's BBQ meeting was a undeniable huge success with so many enthusiasts turning up the gardens were full, the car park was bursting with Triumph's and other classics, we managed to cook for most of the evening filling everybody's bellies. A raffle was run and the whole evening had a great atmosphere and managed to put a healthy boost to the Area's funds, thanks to all for a great evening and we plan do another BBQ meeting next year.



BBQ Evening.

Also this month Nigel and Di went on an amazing adventure, where do we begin? It was all about the journey, in their words.

"We set out to begin our journey to Harwich ferry port to catch the over night ferry to Rotterdam, meeting up with our Triumph friends from the Cambridge area and the trouble began with the first breakdown of an alternator. But it was NOT our Vitesse we add..... lol. Then had a lovely Thai meal, ready for the over night ferry. As we are standing in port unfortunately our lovely companions Vin and Carol didn't make the ferry they were stuck on the M25.

We departed whilst they made their way to Dover port our time on the ferry began with a little duty free shopping and drinking commenced. Fab sleeping cabins and early morning wake up call spoken in Dutch.... we arose for breakfast then departed onto dry land. Still no Vin and Carol though... (at this stage there were six mixed Triumphs and one Mini). Off to brunch into Rotterdam then heading towards the over night train to Alexandresse in North Italy. Awaiting with clenched cheeks Vin and Carol who had a flat battery now had to run down from Calais to meet us on the Train, and guess what..... They made it with minutes to spare! Into Italy we went, our first nights stay in Lingotto home of the old Fiat Factory. Having a generous meal and a fantastic room we were excited of having the chance to go onto the rooftop Track of the factory, with a great word from our organiser Tom Hartley we did it on the roof of the amazing Fiat factory with a little help of Grants whiskey bottle and Dolly the mini we did it.

Breath taking and awesome but a few words to explain the experience. I didn't think anything else could top it but we were wrong. Travelling down towards the Med and dipping our toes in the lovely warm waters and up the mountains through tunnels and winding roads. We headed towards Bormio to attack the Stelvio pass there were a few more little hiccups with cars, ours being one.

We set off at 7am in the morning to the Stelvio and struggled

PETERBOROUGH

but....Vitesse did make it JUST.. then on the trail down and along to Switzerland to the beautiful town of Basel, this part of the journey ended for Myself and Di as the Vitesse decided to Stop working. After waiting for two and half hours for recovery we arrive into France to pick the hire car up, back to Basel for sleep at 12.50 am had four hours sleep we were off again for the final leg back towards Calais. The journey wasn't the same in a hire car but still amazing seeing the rest of our companions in their Triumphs and one Mini. We passed through and shopped in Nancy, then began journey to Remes France for our last night. Final depart with a quick visit to Notre Dame cathedral and homeward bound. For Myself and Di we had to get to Calais and travel as foot passengers where we were then met another hire car to get home. Our final farewells to all our great holiday companions, we headed home. It was ALL ABOUT THE JOURNEY..... Oh And the Vitessewell it's somewhere on its way back home probably or should we say not sure where it is, between Switzerland and Calais?... .. fingers crossed".

Yesterday was the Rotherham show which a few of us attended the weather was great and Harvey (our 2500S) won a prize in its class .



Receiving medal from Mayor

Future Events

14-16th November UK Biggest & Best classic motor show at the NEC Birmingham

Our next club meeting is October 13th at 7.30

XMAS DINNER 5th December – orders and deposits being taken now

PETERBOROUGH

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Well what a stunning turnout of British motoring history we had in the car park in September. It was our 30th Anniversary and our aim was to have 30 cars in the car park. We achieved 28!



The superb weather held and the array of cars had the attention heaped on them they deserved.

Allan Wright brought along his superbly restored 1949 Triumph 2000 Roadster. It wasn't the oldest vehicle in the car park as Robin Hewat had pipped him by bringing along his lovely 1948 Standard - having driven back from France in the early hours of the morning in his 1949 Triumph Roadster. He said he was tired – but he did use another word beginning with k and ending with d!

Chris Gunby arrived in the famous Herald 'JDX'. JDX was present at the Peterborough Area's inaugural meeting 30 years ago. In the boot is the first notice board that Bernie ever printed for the TSSC.

TSSC AREA NEWS



How many miles has JDX done in the last 30 years Chris?

Mark and Jo Field brought along the Le Mans ADU 1B Spitfire, fresh from its recent successful outing. What a super and successful little car this is with all the history involved.

Angie navigated and Bernie drove the TSSC Courier Van – so there was a commercial interest from HQ too! Many thanks to both of you. Angie won a bottle of high octane Johnny Walker fuel additive in the raffle – hope you didn't share it with Bernie on the way home Angie?

One of Andrew Bramwell's buddies brought along a very nice TR250 – come along again sometime Nick. Andrew also has some very nice Labrador puppies that have arrived in the last couple of weeks.

A whole range of cars to view and too many to mention – sorry if we haven't mentioned your treasured vehicle this time.

A superb spread of food was laid on once again by Marie and Family. Thank you to all of you. This was supplemented by a Nelsons Melton Mowbray 8lb pork pie!! It didn't last long!!!

And then there was the cake. Yes the 30th Birthday Cake. We didn't put the candles on it as it might have set the smoke alarms going!! Thanks to Steph for picking up the cake and pie.

Richard Gillham presented us with the Area photo album which has been unearthed and has as its first photo three Triumph cars outside the Three Horseshoes at Yaxley. It was the ideal night



for the photo album to be photo'd by the birthday cake. We now need to sit down and identify people and pop some names to the faces before we forget who they were.

It was good to welcome a few old faces and some new ones

too in the 44 members and guests who turned up – please come along and join us again – the only thing we bite is the food. As you may notice this is not a 'men only' club – all ladies are welcome too!

Thank you to the members of the Northampton Area for joining us and also for bringing along a raffle prize. Very thoughtful. Hope your satnavs got you all home safely!

It was sad that we had at least two regular members and wives off on their hols otherwise we would have reached the 30 cars. It was very nearly 27 anyway. I had the pork pie safely stacked in the back of the GT6 and the Birthday cake the other side too (it's a good job we didn't have to do an emergency stop or we would have been wearing them both!!) and with Steph safely belted in I struck up the six cylinder put my foot on the clutch pedal and it went straight to the floor without any resistance! 'No clutch' says I – well I think that's what I said. Checked the master cylinder and it was 'almost' empty. However a quick dash into the garage found some fluid and filled it up and pumped and pumped it and after a lot of air bubbles – hey presto we have pressure and the car is mobile. Phew!! It would have been a red-faced moment if I had to have brought the Brera (again).

Paul had an interesting day and was heading back from London very late and phoned me to say how things were going (he was a bit under pressure!!) and wondered how he was going to get his car sorted out for the club night. Recently Paul had bought a new set of points, etc. for his Vitesse and in just a very, very few miles the heel had worn off the back of the points. He ordered some electronic ignition and this was delivered last week whilst he had a few days break. As he had to sort out his car before he came to the Club night he was going to have to find a way to fit



PETERBOROUGH SCOTLAND CENTRAL WEST . . . SOMERSET

TSSC AREA NEWS

Peterborough Continues

this new kit. He had a brainwave on the bottom of the A14 and phoned his son Jamie, who is studying electronics, and asked him to see what he could do. When he got home all the kit was on and the Vitesse is running like a sewing machine.

Well done Jamie! I wonder if this will work with my lads – must try it sometime!

Paul and myself look forward to seeing you all again at our next **Club night on Monday the 13th of October at the Red Lion, King Street, West Deeping, PE6 9HP** around 8.00pm.

Join us for the usual raffle and 'Marie's Morsels' and a few nogs and a good natter and that exchange of banter, experiences and history.

For those of you who came and made your Peterborough Areas 30th Birthday Celebration really special – thank you.

For those who have read this article to the end – thank you also.

Doug

SCOTLAND CENTRAL WEST

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The September meeting was back at Lochinch in our usual place. It was dry and we were outside until dark. New member Stuart Hay turned up in a very nice Spitfire Mk4 purchased recently (with the help of Sammy) and driven up from down south. Great car and obviously being thoroughly enjoyed already. That's what our cars are all about. We hope to see you at the shows next year (although you were spotted at the Canal Festival evening).

We had eight cars at the meeting plus two moderns, but it was a little darker. We were able to look round them and the footballers finishing

training were taking pictures as it was the first time we were back to the normal venue. Some departed early and the rest went inside where Zoe was on bar duty. We are winding down now as the nights draw in, but we will be having a final run of the year mid to end October. The meetings now will be to review the past events and gather thoughts on ideas for next year.

Reports on the Lakes and Kirkintilloch now.

The Lakes Camping Weekend was enjoyed by all. The less said about the sacred Scottish flagpole the better. A Report from Ian Walker on the Weekend:

This year we decided to visit the lakes and join up with TSSC Cumbria for their annual Camping Weekend, held for the first time at Pooley Bridge in the North Lakes. Nine of us set off on the Friday at various times, Ronnie and Rosina in their Spitfire and Bob and Frank in their Herald set off in the morning, Ian with his Spitfire and teardrop combo and Dave and Karen in their Spitfire, set off early afternoon, whilst John and Linda with their Herald and teardrop, came down late afternoon. On arrival we were welcomed by the Cumbria Club, then began setting up our camp area, later that evening we enjoyed a lovely spaghetti bolognese with garlic bread, washed down with some beers and natter. On Saturday after breakfast we were off on a mini tour of the Lakes, after a small briefing and trip instructions, we set off in convoy, approx. 20 cars, all heading for a coffee and cake stop at a chocolate factory in Orton, with lots of stops for photographs on the way!! We all made it, and lovely it was too and afterwards we set off back to camp. When back we decided we would take the short walk into Pooley Bridge, for some lunch and beers, upon return to camp we went up to the shop, bar and restaurant areas for some provisions and more beers!! For our evening meal we were treated to 2 different curries, rice and trimmings all made by Karen? Wow! Later after a Raffle we enjoyed the company of the Cumbria Crew, more beers, then off to bed.

Sunday morning we awoke to strong winds and heavy showers, as we were going to the Cumbria Classic Car Show, a few miles up the road, we decided to pack up our camp and get breakfast

at the show, easier said than done, but we managed, The tear drop boys were a bit worried about potentially getting stuck in a muddy field, so were told to set off first!!! However upon arrival, was glad to see a decent access road through the show. Once in, we set up Ian's teardrop and our communal tent and set about our breakfast. The weather ended up not as bad as first thought, with some decent spells of sunshine that let us enjoy the variety of cars on show. After a wee kip, Bob and Frank set off about 1 pm, so we waved our goodbyes, after packing up camp and saying Cheerio to the Cumbria Crew, we set off a few hours later. Half an hour up the road, Bob called; unfortunately they had broken down and needed a second opinion!! When we finally met up Bob's Herald was running on three cylinders; various plug lead, plugs and distributor changes later, a blown head gasket was diagnosed, so a recovery vehicle it was, after a bit of jiggery pokery the Herald was safely on board, we waved our goodbyes again and set of back up the road, for a final stop at Abingdon, before all making our separate ways home. A very enjoyable weekend was had by all, and could become a regular feature in our calendar. Thanks go to all who turned up, with special thanks to Karen for her fantastic cooking and Dave for oor breakfasts, til the next time??

Ian

Thanks for that Ian. We had eight cars at the Canal Festival all in the sunshine. Most models were covered too Herald Estate, Herald Conv in green and Dave also brought his white one, Vitesse Conv, TR6, TR7, Spitfire Mk3, Spitfire Ztec. We were also joined by the Kirkintilloch Group with a Model T, Alvis and Rolls Royce amongst others, two fire engines and the Blue Knights MC Club. I was marshalling all day, so thanks to all those who helped. We had everything sorted and the event shelter was put up. A glorious day, busy, and something for all at the festival. The shelter was ideal for people to sit and chat and had a cuppa, Thanks to Linda for the home made cakes. Lunch was supplied by a local eatery and went down well.

We were there a little later as the weather was good and the crowds took time to dwindle. Everything was packed away into the estate car (thanks Martin for the loan of KMB).

I did have a break and ventured to the Biggar Show. I think this would be good next year as a weekend event, providing it does not clash. Now a question. In the 70's and 80's there were different shows throughout Scotland etc. In particular Custom cars. I remember some Triumphs (popular due to the flip up front) what happened to them??

Finally this may be the last report from this Area depending on the voting we may be an International Area.

We are already looking at future events. It depends on major event dates, and of course Donington.

Some Remaining Dates for 2014:

There are no events planned in the Scottish calendar now except for those down south. IE Stoneleigh or NEC etc.

NEXT MEETING will be on Wednesday 1st October 2014.

We are back at **Lochinich** as the Games are over. We have the Cartha Rugby Club as backup. Please Come and join us at a meeting. Watch out for slippery leaves.

Gregor G.

SOMERSET

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Our visit to Doniford Bay Holiday Park was attended by myself in the GT6, Martin in his 1360 Herald, John in his Coupe, Eric in his Spitfire and John in his Herald.

The plan was to offer the holiday makers rides around the holiday park in the Triumph of their choice. Everyone seemed to enjoy the day both the drivers and our passengers, in only a few hours we made £55 for Children in need.

The final weekend of August saw us make our customary visit to Thornfalcon where somewhere in the region of 1,000 cars had gathered. We joined the South Wales contingent in the club area, nice to see them again after our trip to Le Mans earlier in the Summer. Other TSSC areas were represented with Sue and the Devon area attending in large numbers as usual.

That's about all from me. Cheers

Steve

Just a quick reference to the August meet at Thornfalcon. We had 5 cars turn up, thanks to John (Herald 1200), Martin (13/30),

SOUTHERN . . . NORTH STAFFS



TSSC AREA NEWS

Steve (GT6), Eric (1500 Spitty), and my 13/60. The weather was great and I think we all had a good time!!

As I write this there are a few shows still to come if you fancy a day out. Just in time for you to read this there will be an informal get together in **Weston S Mare. On the 18th/19th of October** a meet takes place from about 10am onwards. Should this take your fancy, then PLEASE RING Keith Palmer direct, on 01934 627563 and BOOK IN.

Early in **November** (date to be confirmed) there will be the annual **Restoration Show at Bath and West showground!** We have our usual stand so will need helpers to man the stand on Saturday and Sunday!!! If you can help and have not already said so (at the September meet) then let me or Steve know ASAP!!!

"Now one for the 2015 diary!"

W.S.M. Sea Cadets annual Pageant will take place on the **Beach Lawns over the Easter weekend of 4th and 5th MAY 2015**. Make a note of this and let's have a good showing of TSSC cars!!! This is a turn up and display show so no advance booking!! Always a good show so come and enjoy a day by the sea (well muddy river really) but hey it's a chance to drive and show your car!!

As and when other things of interest come up we will pass on details. Hopefully we can make 2015 a good year for attending shows!!! Cheers for now,

Derek

SOUTHERN

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

Hi Folks, yes yet another month has passed. Saturday 2nd August saw the terrible threesome at Rogate Fete in support of Gill, M/c of the car section. The Double L club put on a good display, a varied selection of vehicles including a rare Austin 500cwt van in pristine condition. We had one breath taking moment when a gazoibo decided to take flight and land on the bonnet of Mike's Healy. Fortunately it only left a couple of minor scratches which Mike has since polished out.

Sunday saw Mike, Val, David, Barb and myself make an early start to the Steam Extravaganza at South Cerney in Gloucester. The journey via Basingstoke, Newbury, Hungerford, skirting Swindon up the A419 to South Cerney. From Hungerford we took the B4192 to Swindon. For anybody who has not travelled this route I would recommend you try it. Lovely scenic views and a very nice (driving) road with very few cars on it. Arriving at the show we were ushered to a parking position and once settled in we decided a coffee and a muffin (chocolate) were the order of the day. Spent most of the day wandering around looking at the stalls and displays of which there were many. The worst moment was getting out, we sat in the queue for a good half hour anxiously watching the temperature gauge. Luckily our cars came through ok. It goes to show well maintained cars don't boil up. Had a pleasant trip home with a meal on route.

The following weekend saw David and myself at the Retro festival at White Waltham on the Saturday. Something for everybody - cars, steam, aeroplanes, etc. The national meet of the Portafold caravans is also held annually at this event. We spent a pleasant day wandering around. Sunday saw David, myself and Barb set off in the rain for the White Dove at Kingsley, the heavens opened up on route and by heaven did it rain (excuse the pun). When we arrived the rain had eased and we staked a claim for about eight cars and we waited. First to arrive was George from the Thames area followed by Peter Harper in the TR4, then Mickey and Julie from Thames, followed closely by Mike and Karen in the Healey. We had a couple of heavy showers during the day, one of which caught Peter with the top down. Peter, ably assisted by David managed to erect the top, both getting drenched in the process. To make amends, Peter won the cup in the Pride and Joy class and yours truly was runner up in the Stag class.

Mike

Mark, myself and the children decided to spend a weekend camping at the Macmillan Steam Show at Balls Cross. We left around Friday evening. Not having been to the show before we were not sure what to expect. On arrival we entered the field to the view of a very muddy churned up hill. The organiser said we could try our luck in getting up the hill and we managed about 100 yards before the mud brought the 2500s towing the Esterel folding car-

avan to a halt. Mark then got very muddy attaching the chain from the tractor to the car and we then enjoyed the tow up the hill towards the camping area a little unsure if anything would be pulled off the car! We managed to get set up in the mud, not quite sure whether we would be able to move either car or caravan again without the help of the tractor. Luckily the next morning Mark managed to move the car down part way to join the display of cars. The kids had a great time playing in the mud of the newly ploughed field just next to us. I'm sure they brought a lot of it home with them. It was a good show with some interesting cars and stationary engines. Luckily by the Sunday evening, the field had dried out enough for us to leave under our own steam, though caked in mud. Others weren't so lucky and it was a bit hairy going down the hill slipping and sliding about.

Vanessa

Well the show season is almost over and so are the roaming meetings for 2014, as from this month we will be starting our **Sunday lunch meetings starting October 19th at the Hinton Arms SO24 ONH.**

The full list will be printed in the up and coming events. Neil will be asking for numbers and deposits for the Christmas dinner at the Seven Stars at the October regular meeting.

I was glad to hear that Henry Boler had got his GT6 up and running, by now the chassis of my Vitesse should be completed and I can get it back and start putting the suspension back on to it ready for its return to the body shop so they can get on with the bodywork (there's lots to do).

Can I ask you to email me any photos of the shows and your cars that you own now and even ones you have owned in the past, be it Triumph or any other makes so I can compile the Southern Area calendar?

Up and coming events

October 7th Regular meeting, the seven Stars GU32 3PG

19th Sunday lunch meet The Hinton Arms, SO24 ONH

November 2nd Goodwood Breakfast club "V" Power

Sunday

4th regular meet, the Seven Stars GU32 3PG

16th Sunday lunch Meet The Angel, GU34 3NN

December 2nd TSSC Southern Area Xmas dinner

January 2015

6th regular meet Seven stars GU32 3PG

18th Sunday lunch meet, The Hunter Inn, SO32 2PZ

February 3rd Regular meet Seven Stars GU32 3PG

15th Sunday lunch meet, The Bat and Ball,

Hambleton, PO8 0UB

March 3rd Regular meet, Seven Stars, GU32 3PG

15th Sunday lunch meet, The Hen and Chicken,

Upper Froyle. GU32 4JH

That's all for this month.

Take care

Mark

NORTH STAFFS

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Another relative quite month in terms of members attending shows/events, unfortunately one of our better shows for August at Shugborough Hall, suffered from heavy rain early in the morning and a large number of cars stayed in their garages including mine.

Over the bank holiday I went to the Cheshire Country Show which has over the last two years included a number of classic cars, the weather for that event turned out much better and a good crowd attended the show. This included many displays of chain saw carving from countries all over the world, its amazing what the guys & girls can produce from a tree trunk with just a chain saw. There were lots of birds on display along with flying demonstrations, dog training and obedience demonstrations, shooting fishing and much more. Lots of stalls for the ladies with jewellery clothing, bags and all the other stuff women like. Along with cooking demonstrations and lots of food and drinks to buy and taste including some very nice cider I was forced to buy.

Again due to personal circumstances only four cars made it to

North Staffs Continues

the Eccleshall show, which had a decent range of cars in attendance.

As we are getting towards the end of the season there's only a couple more events on the calendar, I hope we can get a few Sunday lunch runs in before some of the cars that are only taxed for the summer months are laid up for the winter.

Good turn out for the August meeting, pleased to welcome new member Dave Ruddick who joined the club at Donington, and joined us for our monthly meeting.

Dave who since then has bought a GT6, and is carrying out some improvements to its interior. The car has some electrical problems around the ignition switch and wiring, help and support has been provided from Sparks R Us from the Cheshire area in the form of AO Henry Jones and Adrian Henshaw, bent screwdriver and big hammer men, hope Dave sorts out the problems without taking to much time and money.

The youngest member of our group Aaron is due to take his driving test in September, so we all wish him the best of luck, I'm sure he will come through with flying colours.

This will then spur him on to complete the restoration of his Spitfire, (stop press, told car has gone to paint shop) so he may just manage to get a few weeks use before the winter sets in. I'm hoping the weather returns to more normal conditions for late August early September as we off for a weeks holiday in Devon so fingers crossed the sun returns.

Before going away I'm hoping going to give the Vitesse doors a bath, not to wash them but to de-rust them.

I managed to get hold of an old bath which I spotted in a skip just down the road from me, the idea is to leave the doors soaking in a solution of malasses to remove the rust on the doors, especially inside the bottoms, and around the door skin lip as its impossible to get at this area, the only other way is by dipping which is beyond my budget.

Not tried this before and no idea if it works, will let you know the results next time. After what seems like hours of rubbing down the bonnet has now got a coat of etch primer, but will need more filler as painting has shown up all the dents again.

Don't forget to check out the web site for what's on.

Happy motoring.

Dave

SUFFOLK

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It was a relatively mild evening for September's meeting so we all stayed outside, even though the dew was forming on the cars by the time we all left. There were two stars of the evening. The first was a perfectly restored MGC; wonderful shut lines and panel alignment. This is owned by John who brought along Tim, who, the other month, came along in a Valencia Blue Vitesse. This is now spewing oil from the oil filter since a new one was fitted (to a spin-on adaptor). Obviously not ideal and very sensibly Tim decided not to use it until he has fixed the problem.

The second star was Brian's Spitfire, Lightning, which came with its Mack support trailer. (If you wonder what on earth I am talking about, this outfit is modelled on the characters of the same name in the film 'Cars'). Brian's Mack is built onto a demountable



trailer and doubles up as a sort of caravan, beds only. It is pulled along by his Spitfire ok from a weight perspective but is a bit susceptible to wind gusts at the moment. Modifications for this are planned.

Colin's new garage (bigger than many a state-ly home) is progressing. The steel work is quite complex so it is all having to be fabricated on-site. It became very evident quite soon that steels fabricated elsewhere would not fit.

For those of you who do not know, Russell's house caught fire after being struck by lightning (real stuff, not Brian's car). They and the cat were unhurt and no cars were damaged. Their house is uninhabitable and will need extensive work by builders through extensive smoke damage and some water damage. The insurance company seems to be being helpful but they are going to be in rented accommodation for a while. We wish them a speedy and smooth rebuild, and replacement of goods and clothes lost.

My Vitesse has passed its MoT re-test. The handbrake is still low on efficiency only just getting over 25%, but will hold the car on quite a steep hill! Colin reckons that many Triumph's would not have made 25% even when new from the factory. The next meeting is **7th October** followed by the **4th November** and **2nd December**. So, see you at the **Sorrel Horse, Barham** on **7th October** at 8:00pm.

Peter

SUSSEX

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So we meet up at the Anchor on the 3rd September and I tried to enquire about booking a Christmas meal. To my surprise I was told the current landlords tenancy didn't go that far and didn't even go as far as next month meeting!

So we have another change of venue!

We hastily discussed it and agreed on my suggestion of the **Kings Head, East Grinstead road, Chailay, East Sussex. BH8 4DH**. The Pub has a large car park and we did meet there several years ago. It is on the junction of the A275 and A272.

I've been there for a couple of meals and the food is very good and it is central to the area.

So we had 10 of us at the meeting on the 3rd I would like to Welcome Colin Harrison in his 1984 Spitfire 1500 he has owned from new! It is B reg and has 47,000 miles on the clock. Is this the latest registered Spitfire? It has all the right bits on it and it is very un-modified. Very nice.

Pete has been doing some work on his "Rat look" Herald in preparation for its annual birthday/MOT. He has even polished the wide wheels and put bigger tyres on it! Shock horror!

He has put a new diaphragm in the seat so he isn't sitting on the floor.

French Bob was in attendance and talking about his new garage in France. He is going to put a two post lift in it but it was pointed out to him that he needed extra headroom for this to work in the garage so he is have to make some changes to the design.

Ian and My cars have appeared in the practical classics Spitfire Restoration magazine.

Several people went to Hellingly Festival over the bank holiday weekend. The bank holiday was actually rained off due to bad weather but people did enjoy their selves on the Sunday.

Looks like Pete and Clive are making good progress on Clive's Spitfire and he is hoping to have it ready for the track day in November at Goodwood.

So the next meeting is on the **1st Oct at the King Head**.

If you need any directions give me a call?

Regards

Martin

THAMES

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TSSC AREA NEWS

Greetings all. Welcome to this month's "Thames area's collection of words". I missed out a show report in July's write up so it's in with this month's show reviews. We were at five shows this month with other members also attending other shows as well. I hope you enjoy them. Our meetings at the Fox & Castle have been going well so grab a friend pop over and say hello, most of us are now house trained and resist the urge to bite honest

SOCIAL EVENINGS AT THE FOX & CASTLE -

14TH AUGUST. It's a wet evening with still some showers falling; I am in the Vitesse as I make my way to the Fox & Castle. To keep me company I have the pleasure of George B, Bob, Graeme, Mike H, David H, Martin F, and Primula. Triumphs in the car park were Martin's Spitfire 1500 & my Vitesse. Work on our Triumphs has been:- Graeme's TR6 has suffered headlight failure and after lots of testing, he believes the column switch is at fault. David's TR6 has had new rear diff brackets fitted and while the diff was out the oil seals replaced. Martin's Spitfire had a sticking throttle on the return trip from Triumphfest, but has found no problems when he cleaned and checked them over. The anti burst catch on my Vitesse door had come loose and was rattling very annoyingly, an easy fix once found. It was good to see Bob before he pops off overseas again.

28TH AUGUST. More sunny weather this evening and I am in the Vitesse heading to the Fox & Castle. Julie meets me there coming straight from work and to keep us sane we had Tony H, George B, Chris C, Graeme C, Martin F, John P & Mark M. Triumphs in the car park were Tony's Stag, Chris C's Spitfire Mk3, Martin's Spitfire 1500. Mark's Vitesse saloon Mk2. Our Vitesse convertible Mk2. Work on our Triumph's has been Chris Spitfire has a fresh MoT. John needs to change the drive shafts on his Vitesse (when he's not working on other members Triumph's). Mark's Vitesse also has a fresh MoT. Tony's Stag has its first free tax disc and is a happy bunny.

SHOWS & EVENTS

12TH JULY. ASH FUN DAY. Sorry for the delay in this report but found my notes looking for Augusts shows. This was more of a family event which we find very enjoyable. We were blessed with another glorious summer's day. We arrived in the Vitesse with the roof down and parked up under the shade of an Oak tree. We were greeted by Mark, Vanessa & Kids in their Mk2 2.5 s, Mike in his Stag, David in his TR6. There was one other Stag amongst the seventeen classics on show and two vintage style caravans. Around the field were refreshments, tombola, arts & craft, plant stalls. Also inside the hall there were more arts & crafts stalls & local history display. Back outside in the event arena we were entertained by Japanese drum troop, Birds of prey display, Kids sports games & music by Radio Frimley Park (local hospital radio). Julie had a shoe failure as one broke so we searched in a couple charity shops to source some alternative footwear. It was a lovely afternoon out.

3RD AUGUST. CHASE SUMMER FAIR & CLASSIC CAR SHOW. - This show had moved from Mychett to Tongham and from early July to August. Julie and I arrive in the Vitesse at the new venue and park up next to Mike & Judy in their VW Golf. We relax with a hot drink as other cars and bikes turn up. There were five motor-bikes, thirty four cars (not all classics?) Triumph's there were two TR7's convertibles, one 2 litre the other Rover V8 and a Herald 1200 saloon with a Tiger in his tank (well a furry tail poking out the filler cap). There was music from a couple of bands playing from the side of a semi trailer, refreshment, bar in the pavilion, books, jewellery, plants, cards, toys stalls, Driving course for learner drivers. Another enjoyable show with lots of sunshine.

10TH AUGUST. WHITE Doves CLASSIC CAR SHOW. With the tropical storm Bertha causing havoc throughout the UK we were in minds to go to this show. But we braved the rain & meet up with George B in his Vitesse Mk1, and from Southern Area Mike & Barbara in their Stag, David in his TR6, Peter in his TR4, Keith in his Stag, Mike in his Healey 3000, Mike H in his VW Golf. Other the 100 plus vehicle's that also braved the weather there were three Stag, a TR4, a TR3& a Vitesse saloon. All the raffle, tombola, craft stalls were in the bar/pavilion. The rain was mostly light with some real heavy spells. By the afternoon we were blessed

with sunshine and big black clouds. There was a small amount of Auto jumble, the stalls in the bar also move outside & musical entertainment in the form of an Elvis impersonator and a band which were all caught out in a heavy shower. Good news came in the awards with Peter and his TR4 winning pride of ownership. Keith won the Stag class with Mike getting second in class. I managed to win a trip to the Hogs Back Brewery in the raffle, which made my day.

17TH AUGUST. CRANLIEGH CLASSIC CAR SHOW. We had the pleasure of joining Surrey Area stand for this show. Julie and I in the Vitesse met up with Trevor in his Herald 13/60, we had a good trip there and joined the column of classics at the entrance. Once on stand and welcomed by those already there, we popped up our gazebo and got the kettle on, two more gazebo's also went up as we all settled down for a cuppa. On stand were Henry in his TR6, lance in his Stag, Cliff in his Vitesse, Adam & Will in his Herald 13/60, Angela & Graeme (JoW) in their Dolly Sprint, Liz & Con in their Herald 1200, Karen in her Spitfire Mk3, Dave L, in his (rat look) 2000 Mk1 estate, Andy K, in his Mk1 2.5pi saloon, George B in his Vitesse Mk1, Trevor in his Herald 13/60 saloon, & our Vitesse. Other Triumphs there were 8 TR6's, 8 Heralds, 14 Stags, a Gt6, 3Spitfires, 3 TR7's, a Toledo, 4 TR3's, 7TR4's, a dolly Sprint, 2 Vitesse's, a 1300 FWD, a Mk2 2000 & a TR5. There was lots of auto jumble & traders, real ale and pims bars, refreshments. We had a great time there with lots of classic's to look at and stall's to explore.

24TH AUGUST. EGHAM ROYAL SHOW. This was held over the Saturday & Sunday, but we only attended the Sunday. I arrived at the same time as Dave L and we claimed a corner plot with Trevor & Graeme joining us. On stand we had Dave's Mk1 2000 estate, Trevor's Herald 13/60 saloon, Graeme's TR6 & my Vitesse Mk2 convertible. Triumphs amongst the 120 classics were two Stag's, two Dolomite Sprints (one modified) and a Renown. There was lots to see being a county show, with Marquee's for Arts & Crafts, Horticulture, Model Displays and Farm Animals. Displays for the Army, Fire brigade, caged Bird, Birds of prey, Steam engines, Pottery, Woodturning, Dogs for the disabled, Ambulance history (they had a lovely Daimler Ambulance on show). For the Kids there was Go karts, a small funfair bouncy castles, a Punch & Judy show. A dog show & Archery. In the main arena during the day was Traction engine parade, Birds of Prey, Horsemen Wild West show, Dogs for the Disabled, a Stunt show, sheep parade & at the end of the day Classic car parade. All types of food vans and real ales. A very enjoyable day.

30TH AUGUST. CAMBERLEY CAR SHOW. It's Saturday, Julie's working this morning as I am parking up the Vitesse in Camberley High Street. Just down the street is Mike in his Stag, David in his TR6 & Dave in his Mk1 2000 estate. Martin & Cynthia have their Spitfire 1500 on show at the "South West Thames Kidney Fund" display which they are manning. The show is spread out over the town centre and has 150 plus vehicles on display ranging from modern Ferrari's to vintage Model T's, Yankee motors to hot rods, dragsters to F1 racers & Motor bikes to lorries. Lots to see and shopping as well. Other Triumphs there were, a Renown, a TR3, a TR4, a Stag, a Herald, a TR6, a Standard 8 and a Bond GT4s. Julie found me after work, so we did some shopping and admired to cars on show. A great family fun day out.

Our next meetings at the FOX & CASTLE are from 8 pm in **October on the 9th & 23rd**. Then in **November on the 6th & 20th**. Please come and join us for a warm welcome or call me on 07773623807.

Upcoming events are - October
6th National Restoration Show Stoneleigh
12th Autumn Motorsport Festival Brooklands
26th Restoration Show Stoneleigh
26th Brooklands Autumn Breakfast Brooklands

November
1st/2nd Classic Vehicle Restoration show Shepton Mallet
14th /16th Lancaster Classic Motor Show Birmingham (NEC)

Mickey & Julie

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

NORTH WALES Tel. 01691 600215
www.wrexhamgandtriumph.co.uk
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Hello, everybody. August started with the Oswestry Agricultural Show on Saturday 2nd at the Oswestry Showground. Mick in his Stag and Roger in his Vitesse convertible attended. It was a very wet start, as the rain began before 9.00 a.m., and lasted most of the morning until around 1.30 p.m. They met up with MG Sam and Joan in their Midget, and there was a varied selection of classic cars present in what turned out to be a good show with sunshine in the afternoon.

Tuesday 5th August was our group meeting at The Plough, and this was very well attended again, despite one or two couples being on holiday. MG Richard gave a summary of events attended over the last month:- the list was long which shows how active our group is. Future events were organised for booking and meeting points arranged, then it was time for Pats gigantic raffle. Roger won a bottle of Advanced Formula Gas Treatment, this had better be for one of the cars! Another very sociable evening, and it was lovely to see another Triumph couple joining us, these being Brian and Jenny who run a Stag and Spitfire.

On Saturday 9th August Stag Mick and Vitesse Roger attended the Astle Park Tractor Engine Rally at Chelford, Cheshire. They met up with the Kingsley M.G. crowd, amongst which Alan had taken his Vitesse saloon, plus Derek and Anne in their MGA. It was a very large show with classic cars, heavy goods vehicles and steam engines, plus a good selection of stall holders with auto-jumble. Amongst the assortment of classic cars there was a rare Gordon Keeble and AC Greyhound, both in outstanding condition.

Saturday 16th August was the Passion for Power Show at Tatton Park. We, in our Stag, met up with Julia and Alan (Spitfire), Graham and Barbara (Herald), Sam and Joan (M.G.), and Geoff



and Jan (M.G.) at Gresford to travel up together to the show, where many of our Chester and Wrexham group were already on site. We had a good turn-out, 15 cars in all, and these were placed on display, then the flags were put into place, and the gazebo erected. With everything in place we all set about enjoying the wonderful show and auto-jumble that is Tatton. Many useful items were purchased by the men, and other things by the ladies. Food baskets and bottles were emptied throughout the day, although there was certainly plenty of food stalls around the showground. Car items were also discussed:- Barbara explained that she had to close the door of their house to keep the language out when Graham was replacing the gearbox mounting rubbers on their Herald. Good fun, another lovely day with great people, and the weather was very kind to us in the end.

Whilst at Oswestry Show, Vitesse Roger was told of a Triumph 2.5 P.I. that was for sale, because for years it had only been driven to and from the M.O.T. station, so we contacted the owner and arranged to view the car.

As we arrived he recognised us because, up until about 8 years ago, he used to deliver poultry feed to our farm in his lorry. After

much talking we viewed the car and agreed a deal, so now another Triumph is in the "toy shed". A new injector has been fitted, and she is running as sweet as a nut, at only 34,000 genuine miles! She has only two small rust flakes by the headlights, and she is sound everywhere else, having been wax-oiled forever. With such a sound car we are looking forward to enjoying another classic Triumph.

Saturday 23rd - Monday 25th August was the Oulton Park Gold Cup, a three-day event. Most of our group attended on the Sunday, which turned out to be a good choice for the best weather over the weekend, pure luck. There was plenty to see in the paddock areas, where you could wander amongst the vast range of racing cars.

The racing started at 12.00 noon, and continued all afternoon, during the course of which there was an air display with two bi-planes and an aerobatic plane:- these put on a stunning display, the aerobatic plane tumbling backwards in some stunts. Helena tried out a winged Spitfire in comparison to her MK1V Spitfire.



Geoff and Jan brought their recently acquired Stag to the show:- since purchasing they have covered 2000 miles, saying it is so good to just cruise in, in comparison to their MGB GT.

Sunday 24th August was also the Bersham Show, which Mick attended in his Stag, and being the only Triumph from our group amongst quite a few of the red MGs! Public attendance was poor due to the clashing of numerous other events over that weekend, as it was a Bank Holiday. However, Bersham organisers always make a good effort, and this is the only show that we know of where the exhibitors are still presented with a heavy brass plaque at the end of the day.

Tuesday 26th August was our OFFAL, which was organised by M.G. Phil and Ilene. We all met at the Cholmondeley Arms at 11.00 a.m. for coffee and route plans, then departed for a pleasant country drive to The Yew Tree at Spurstow, where 29 settled in a reserved area and enjoyed very good lunches with plenty of talk and laughter.

Saturday 30th August was Julia and Alans BBQ at their Gresford home, which was a good place to have this. Alan fired up the BBQ at about 3.30 p.m., and for the next two and a half hours he cooked while Julia and the ladies sorted salads and puddings. A really fun afternoon, great food and great company, raising £145.00 for Macmillan Nurses, which was made up to £200.00 thanks to a generous donation from Julias mum.

On Sunday 31st August a large number of us met at Broxton to attend the Cholmondeley Classic Car Show.

We got to Cholmondeley and set up flags and the gazebo, as more of our Chester and Wrexham group arrived to fill our site with 25 classic cars, a good mixture of Triumphs and M.G.s. The weather was good, allowing us to wander among the various vehi-



cles on show and visit the many trade stands and autojumble. Spitfire Sam brought along his latest completed project, an MGB GT that is a wonderfully different creation. Lunch and wine

SOUTH WALES

was enjoyed in the gazebo shade or in the sunshine, with much enjoyable chatter. Some welcome visitors to our stand were Pip and Frank, with whom Roger and Bob had a long pleasant talk. When we finally left for home at 5.00 p.m. many of our group were still relaxing in the sun.

Well, that's it for now, so don't forget our monthly meetings are held at The Plough in Gresford on the first Tuesday of the month at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m., everyone welcome.

Drive safely.

Forthcoming events:-

7th October:- Monthly meeting at the Plough Inn, Gresford.

15th October:- Meeting at the Plough Inn, St. Asaph.

18th - 19th October:- Llangollen Food Festival.

28th October:- OFFAL.

Erdig:- Date to be confirmed.

4th November:- Monthly meeting at the Plough Inn, Gresford.

14th - 16th November:- Classic Motor Show, N.E.C., Birmingham.

19th November:- Meeting at the Plough Inn, St. Asaph.

25th November:- OFFAL.

29th November:- Christmas Party at the Carden Park Hotel.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260
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BRECON & RADNOR CLASSIC MOTOR SHOW AUGUST 3rd 2014

After a pleasant run through the Brecon Beacons our 6 cars from TSSC met up with Cathy & Larry Bishop (Vit Saloon) and Derek and his wife in their immaculate TR4A. Including these cars we had a line up of 8 - Stag Saloon (Bern, Al & Ant), TR6 (Paul & Barb G), 13/60 Saloon (Eddie & Mo), Spit MkIV (Mike The Cake & Emma), GT6 (Mike J) & Action man, Rob & Pete (13/60 Red Tardis) we were the best represented club at the inaugural show.

The show was set in the mountain centre in the heart of the Beacons with excellent facilities and an absolutely beautiful setting all enhanced by the wonderful weather. On arrival we were met by very friendly and helpful marshals and were soon in position with the club regalia and cooker set up for beverages throughout the day.



There was a great selection of cars, tractors and motorbikes on display and we had a really good day out, our TR Reg Sec spent some time with the owners of two TR4's and a TR4A, one who he has met a few times in the past and hopefully these cars will feature in the Courier as due to the relaxed atmosphere he was able to procure some details.

The organisers even found the time to talk to the exhibitors to ask how and if they could improve arrangements for future events as it was a massive learning curve for them, but apart from a few very minor points there is very little that needed improving, and that would be an impressive achievement for many long established shows.

The sign of a good day out is that it passes quickly and I was quite surprised when the end of the show arrived as it seemed that we had only just arrived. We packed up our equipment and made our way back towards Cardiff in the still beautiful sunshine and I had to agree with Barb G when she said, "well, what we lacked in num-

TSSC AREA NEWS



bers was certainly made up for by the quality of those who attended".

This is a show that we will definitely put in our diaries for next year and I can thoroughly recommend it to anyone either as an exhibitor or a visitor.

PONTYPRIDD FESTIVAL OF TRANSPORT 2014

Eight club cars turned up at our meeting point at Nantgarw, Emma & I (TR4A), Mike The Bass & Sandra (Spit MkIII), Paul & Barb G (TR6), Eddie, Mo & Mike The Cake (13/60 Saloon), Barbara (Herald 1200 Convertible), Action man, The Hammer, Rob & Pete (Red Tardis 13/60), Jim & Margaret (Singer 9) and Thumper Watson (Spit 1500). It was really nice to see Barbara in her Herald after it had been unused for a few years; she has made a great effort to get her car back on the road to enjoy it, well done that lady. We then made our way to the showground at Pontypridd.



As befitting the TSSC we were allotted a prime position and we were able to reserve 3 spaces for the cars among our group that were participating in the parade. The events shelter was soon erected and Rob was cooking our bacon rolls etc with his new apprentice Mike The Bass (thanks lads). The rolls were yet again supplemented by Mo's pasties (thanks Mo, very much appreciated). During the day we were joined by Cardiff Gwyn & Sue, Auntie Gaynor then Gwyn, Tim & Babs.

Although the show area was smaller this year due to "development improvements" it was still a very enjoyable day out and the time flew by. It was especially good to see our battered and bruised Mike The Cake as he had suffered a severe crash in his Spitfire during the week, a car was in the middle of the road when Mike came to the brow of a hill, he avoided a collision, but the Spitfire hurtled down a steep embankment rolling over 4 times and ended up in a river it looks very much like the car is a write off, but we will do our best to help him save it.

We started packing up at around 4:30pm and were ready to leave at the closing time of 5pm, I think it was Eddie who said "well, what we had in numbers was easily surpassed by the quality of those who attended" and I couldn't disagree. Thank you to all who took part and supported this local event.

TSSC FONTYGARY CHIP SHOP RUN AUGUST 21st 2014

An excellent turnout on a wet and windy winter's evening (in



August). Sixteen members turned up in 6 club cars. Bern & Rob (TR4A), Paul & Barb (TR6), Action man, The Hammer, Pete and Mal's per hour (Red Tardis 13/60), Ian & Louise (Spit MkIV), Mike The Bass & Sandra (Spit MkIII) & The Monmouth Mafia (Acclaim) all met at Cardiff West Services (well most of us did - Mike & John!) and at the pre arranged time we headed off to meet Derek & Victoria at Fontygary Leisure Park. All was going well until The Phantom Scribe and a few of his MG owners club members

South Wales Continues

(dressed as council workmen) successfully separated The Red Tardis and the Acclaim from our small group by cordoning off the main roundabout on the Barry road; The Monmouth Mafia sprung into action and donned their sunglasses, after less than a minute



of intimidating stares; the Scribe and his cronies quickly re opened the road to let the two cars pass, well done John & Mike!

Rob took over the mantle of our area navigator Bonnie Tyler (formerly known as Ant, but is currently lost in France on holiday) and guided us up roads then back down them until we finally arrived at our destination where we met Derek & Victoria. We all had an excellent chip shop meal then went for a stroll along the cliff top and onto the stone beach. It was a great evening out and we will use this venue again in October when the warmer weather is here. At around 9:30 we said our goodbyes and made our way home. I went down the 5 mile lane to drop Rob off at his house and as he alighted he remarked that "what we lacked in numbers was more than made up for by the quality of those who had attended", a phrase that I hadn't heard before, but had to agree with, roll on Sunday & our run to West Wales and Picton Castle.

PICTON CASTLE RUN AUGUST 24th

There was a great turnout for this run to Picton Castle starting with 7 cars at Cardiff Gate Services, Bern & Al (TR4A), Graham (GT6), Eddie, Mo, Mike The Cake & Emma (13/60 saloon), Paul & Barb G (TR6), Mike Partridge (Acclaim), John Partridge (Acclaim) and new to our club, Paul "Robbo" (Spitfire 1500) - it was great to see Paul on a run and for him to meet the club members. At the allotted time we started our engines, but Paul's Spitfire's battery was flat so after a short push we were on our



way to Junction 35 where Derek (TR6) was waiting and we were soon joined by Rob, Pete, Action man & The Hammer (13/60 Red Tardis). Robbo needed another push to get his Spitfire started so we knew that he must have a charging issue that we would have to have a look at on our next stop at Pont Abraham Services. On arrival at the Services there was Gwyn & Babs (Dolly) and Tim (Spitfire 1500) waiting for us. Initial inspection of Robbo's Spit indicated poor fuse connections so Action man cleaned them up and after another push we were on our way, the weather still dry but a bit overcast.

Next stop was in Whitland where we were meeting the Whitland Classic Car club, Mark (Frog eye - the car not Mark) & Thumper

Watson (Spitfire 1500) were waiting for us and we were soon joined by Gerry and his family in their 2 cars (Rover 150 double fronted car and Gerry's new creation a Rover 75 pickup complete with wooden door handles - fantastic!). Gerald and his wife Eileen with daughter Kate and grandchildren Jo & Logan then arrived in Gerald's Stag (Convertible) along with Jeff Court (Ford RS), a few more Whitland Classic Cars then arrived but had to make a bit of an early start to get to Picton Castle on time. We all left in convoy shortly afterwards, but with only a few miles to go Al answered my phone to have Paul G inform us that Robbo had broken down and that Eddie and Paul had stopped to try to help him. I relayed the message through Al for them to swap batteries between Eddie's 13/60 and Robbo's Spitfire to get him to the show as I guessed that the battery was still not getting a charge and that Robbo's car had been using pure battery power for his ignition. We continued to Picton Castle then Action man, myself & Mark jumped in the Red Tardis with mine and Action man's tools to go back to help, on our way there Paul G phoned to say that they had swapped batteries and had the 2 cars running, but would meet us at a safe lay bye so that we could collectively assess the situation. This we did and with Robbo's battery taking a charge from Eddie's 13/60 and Eddie's battery powering Robbo's ignition we all finally arrived safely at Picton Castle, we all felt for Robbo as it was his first run with us but he relayed his thanks to everyone for their help, top man!

After a cup of coffee and a good chat with Gary Jones (with good links now created with West Wales Stag Owners Club) I noticed that Ian & Anne (Pink Caddy) had made their own way to the venue, but throughout the day every time that I had a spare minute to talk to them, they were busy talking to show goers, so sorry not to have been able to catch up with you both, but we will see you at future shows and make amends. Neil Watson then made an appearance as he was holidaying in the area, nice one Neil.

With a meter borrowed from the depths of the Red Tardis's boot (it took seven men an hour to find it) I checked out Robbo's alternator to find that it was not charging due (I think) to a short circuit either in the alternator or within the wiring loom so I devised a quick "get you home" fix and with the meter showing that the battery was now receiving a charge we were confident that Robbo would get home (he left a bit early and did make it home). I was then duped into a 23 hour tour of the Castle (well it seemed like 23 hours), the tour guide even locked s in to stop anyone escaping (this is a very unfair comment as it was very interesting to those with more than the attention span of a goldfish, like me).

After the tour we all had a chat amongst ourselves while eating Mo's pasties - thanks again Mo, and with the show about to end Derek decided to make his way home while the rest of us went off to Station Garage Whitland to see the fantastic bare metal paint job that Jeff and his team are carrying out on Rob & Pete's 13/60 Shooting Brake. We then took a very scenic route home over the Black mountain in the still dry weather (the occasional very light shower). We had a stop in a great setting with very scenic surroundings where we said our goodbyes as we would be splitting into smaller groups as we neared our destinations. I think it was Mike Partridge who said "what a fantastic day out, what we had in vast numbers was easily surpassed by the quality of those who attended" and I was not about to argue with one of the Monmouth Mafia!

Thank you to all who made this such a great day out.

THORNFALCON TAUNTON AUGUST 31st

What a fantastic day out in beautiful sunshine, with a round trip of about 160 miles with our group driving some of the best cars Triumph ever produced. Thornfalcon is definitely not a show/gathering to be missed and is a cert for next year's diary.

I drove my TR4A to Cardiff Gate where Rob & Pete were already waiting, Eddie & Mo (13/60 saloon) arrived shortly afterwards then we made our way to Magor Services where Mikey J (GT6), Paul & Barb G (TR6), the Monmouth Mafia Mike & John (Acclaim) and Action man & The Hammer (Spit Mk2) were waiting, we were very surprised to see Action man & The Hammer as they had not returned from a steam rally until 5 ½ hours earlier at 2am, a great effort lads! We then took the M4 & M5 stopping for a short break at Sedgemore services. The last part of the run saw all soft and Surrey tops (still can't resist getting that one in) down to take advantage of the bright sunshine.

On arrival we were directed to a prominent position in the club arena where lesser marques like Aston Martins and Jaguars were also to assemble. Rob, Action man and Young Eddie had to carry

WESSEX . . . WEST MIDLANDS



out some repairs on the area cooker before Rob could start supplying us with beverages. Mo had brought another batch of pasties which she had smuggled out of Wales in Eddie's underpants so we all ate and drank well throughout the day. Shortly after the kettle had boiled Will arrived in his TR3 then later on Spiro arrived in his immaculate TR6 and we were able to have a good catch up. The Somerset group arrived then and were positioned in front of our cars, so we had a good TSSC showing. I counted over 2000 cars there, but then realised I had walked around twice so I don't know the true figure. The Devon area were also present and it was good to catch up with Sue & John Franklin, two of the friendliest people you could ever wish to meet. Then to cap it all the well known West Country philanthropist Phil Hyde paid us a visit, this time he left his Porsche Carrera home and brought a pushbike (he said he is gradually building up to a Triumph). Phil still follows the S. Wales TSSC area's activities with great interest and it was great to once again meet him in person. Well as with all great events that also benefit from good weather the day flew by and all too soon it was time to pack up and drive home as we all (except Paul G, a West Brom supporter) wanted to watch ARSENAL repeat the feat of their Invincibles' team by drawing with Leicester which with great restraint they did. I think it was The Hammer who said as we left "well Bern, what we lacked in numbers we more than made up for by the quality of those who attended", very true I thought and nicely put.

Cheers

Bern

WESSEX

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Recent months have been good for us in the Wessex Area. Starting with a group of us making the trip to the Le Mans Classic over the weekend of the 4th to 6th July. This is an excellent event, which I would thoroughly recommend to anyone. Not only do you have the classic racing with vehicles from all eras dating back to the 1920's, there are all types of classic cars with club displays etc. If you are a "Petrol Head" you cannot fail to enjoy the whole experience. Our group of 6 cars met up at Poole ferry terminal on the Friday morning - Richard and Janis (Grinnal TR8), Duncan and Peter (TR6), Jerry and "the Brothers" (Modern VW Euro Box), Martin and Pauline (Spitfire 1500), Jon (Vitesse) and Neil and myself (TR7). Ably guided by Richard (aka Sat Nav), we had a leisurely drive through the sunshine down to Le Mans. At times we got split up by other traffic merging, however we all got there eventually - if not all by the same route!

I could carry on detailing the whole weekend but that would warrant an article all of its own - detailing the weekend's escapades ranging from:

A Vitesse back-fire to beat all back-fires.

A jet of water emanating from behind the grille of the same Vitesse (ably cured by the addition of a magic potion aka "K Seal").

The spectacle of Classics parading through the small town of Arnage and the antics at the roundabout.

Needless to say we all had a great time and are contemplating making the trip again in two year's time. I must thank Alan and Fran for arranging this trip for us and also for breaking off their holiday in France to meet up with us during the weekend and give us the benefit of their experience of the area.



TSSC AREA NEWS

The journey home did not quite go as planned for Jon who suffered further problems with his Vitesse necessitating us leaving him parked up on a garage forecourt awaiting recovery. Whilst we continued upon our journey to catch the ferry home. He did get home eventually, although he had to make a return journey to collect his car from a British Car Specialist in Le Mans once it had been repaired.

On Sunday 17th August we teamed up with our friends in the local area of the TR Drivers Club to attend the Hants Classic Show at Breamore. This was a good day with a wide variety of vehicles attending and we were able to enjoy a relatively relaxing day out with our cars.

Our July meeting at The Crown Inn at Bransgore, proved to be one of our best this year with an attendance of 18 conveyed by a mixed fleet of Triumphs and a very nice example of an Austin Healey.

Its amazing what a bit of good weather will do!

The end of August / beginning of September has produced a "flurry of activity. Friday 29th August saw the annual "Best of British" evening on Poole Quay. Sunday 31st August saw the Classic Cars on The Prom meet on Christchurch Quay which, I understand, was well attended. On the same day a group of us made the journey into deepest Somerset to the annual Thornfalcon meeting at Henlade near Taunton. This was a really good meeting of Classic Cars of all types. These included old classics and new classics, immaculate classics and the not so immaculate used daily cars, the sublime to the not so sublime from a Chevrolet Impala with all its gleaming Chrome to the humble Austin A35. I am not sure just how many cars attended on the day, but the organisers claim that the number of exhibits regularly exceed 1,000 cars - there were certainly a lot of cars there!

For the following month:-

5th to 7th September the Beaulieu Autojumble - fingers crossed for the weather!

Also, on the same weekend is the Swanage Railway Steam Gala which includes a separate display of Classic and Vintage Vehicles organised by the Bournemouth & Poole Preservation Club at Harman's Cross. Entry includes unlimited free travel on the Steam Railway to Swanage and back throughout the whole weekend.

Now the summer months are behind us, we are returning to our normal venue for our monthly meetings which will be at the **Avon Causeway Hotel, Christchurch BH22 6AS, last Thursday of the month from 8.00 pm onwards.**

That's about it for now.

Trevor

WEST MIDLANDS

Tel. 07969 024999
Chris. 07505 110922

What a cracking meeting we had at the Drakes Drum Pub on Tuesday 2nd September 2014, with 24 fantastic examples of the Triumph Marque parked and on display on the Pub car park, and pleasing to see passers by and pub clients walking round admiring the cars. Well done everyone you are a credit to the club but more importantly to yourselves for taking the time and trouble to work on the cars and present them in such good order. As regards the meeting inside afterwards, I think if the club gets any larger we will have to be looking for a much larger room. The one we use at the moment is OK, but as you know it gets a little too warm when everyone is inside. Thanks for your support of the raffle, club funds help us to purchase items for the general use of the club, but as you know recently it gives us the opportunity to make donations to worthy causes, such as the Freewheelers and providing Easter Eggs for the children's ward at the local hospital.

That brings me onto a thanks you on behalf of the club. As you saw at the last meeting Linda has provided us with a fantastic knitted doll to raise fund for a worthy charity. Linda the doll is a fantastic work of art and it must have taken you hours and hours to knit it so I can assure you we will do our best to make sure that we raise as much money as possible to honour your work. Thanks again from everyone.

DVLA Update...I would think that everyone is aware of the changes due to take place on the 1st October 2014 with regard



WEST MIDLANDS . . . WIRRAL

TSSC AREA NEWS

West Midlands Continues

to Windscreen Tax Discs. If not here are the basic changes. As from the 1st October 2014 you will not be required to display a current Road Fund Licence on the left side of your windscreen. In fact when you tax your car you will not even receive a Road Fund Licence through the post.

The DVLA are no confident that the checks that people have paid the tax for their vehicles can be monitored by the DVLA computer systems and roadside ANPR cameras.

TriumFest 2014....As you are aware this event was discussed at both the August and September meetings and of course I have no doubt that you have read the reports of the event in the last two editions of 'The Courier'. There is chance for me to put forward your views and concerns at the 20th Anniversary Open Day on Sunday 14th September 2014, and this I will do. All the West Midlands Area members appreciate the hard work and effort it takes when organising an event of this nature, and we send our thanks to those who took on the task. But it must also be appreciated that its not always possible to please everybody 100% of the time, and provided the concerns of members are relevant and constructive, by voicing them they hope that the next event will be even better by at least making note of them.

TriumFest 2015 - Provisionally Will be a week earlier, **Friday, Saturday & Sunday 10th/11th;and 12th July 2015.**

The next meeting on the **3rd Tuesday of the month at the Olton Tavern to be held on the 16th September 2014** will be the last for this year. For the **3rd Tuesday of October** we will be holding one of our famous 2 of £10 fish and chip nights at **Chamberlains Restaurant on the Wolverhampton Road**. Details will be given out at our next meeting at the **Drakes Drum on Tuesday 7th October 2014** and I will also circulate details by 'e' mail.

Until then keep your exhaust pipe polished
Cheers

Roger
the Dodger.

WIRRAL

Tel. 0151 339 4150

Hi everyone. Not a lot for me to say this month, there are a handful of events mentioned by Ray in last months area news, but at time of writing these have not taken place yet.

The last couple of area meetings have been well attended, with several Triumphs and a few none Triumphs present in the car park including a couple of nice TVR's.

It was good to see Richard at the meetings who has a GT6 mk2, Richard has owned this car for 30 years, but it has been off the road for over 10 years, so is in need of some restoration work.

The Cottage Loaf has now been booked for our **annual Christmas Dinner, this is to be held on Saturday 13th December.**

As usual, I'll keep you informed about deposit payments and menu selection.

Work is progressing slowly on my GT6, I've found a couple more holes in the bodywork which need to be repaired, so another delay in getting the car back on the road. That's about it for this month, I'll probably see you at the November meeting, as I'll be working nights for this months meeting.

Take care.

Andy

NOTE to ALL:

If I don't reply to your email
I Haven't received it!! Bernard Ed.



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* Calls cost 10p per minute plus network extras. All bookings are subject to a £1.50 transaction fee.

All information correct at time of publishing. See website for all information. Tickets include show guide to the value of £7.50.

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