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Triumph Sports Six Club

The Courier 424

OCTOBER 2015



October 2015

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB
 No.424 VOI 37. OCTOBER 2015
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Whereas every care is taken to publish accurate
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SUNSET
 ON ANOTHER SEASON
 PICTURE BY
 CHRIS RYBKA

Contents

October 2015

Events Calendar	4
CoMment	5
News Review	6
GT6 I, II, III Register	8
New Members	11
Vitesse Register	12
Stag Register	16
Spitfire MKIV/1500 Register	22
TR4/4A/5/250/6 Register	28
TR7/8 Register	34
Herald 948/1200/1250 Register ..	38
Herald 13/60 Register	42
Big Saloon Register	46
Spitfire I, II, III Register	50
Specials Register	54
Bond Equipe Register	58
Small Saloon Register	62
Area Showtime	64
Readers Write	66
Organising Club Trips	68
TSSC CLASSIFIEDS	70
TSSC Officers	74
Area News Review/ EVENT Adverts ..	75

T.S.S.C. Events Calendar

e-mail trudi@tssc.org.uk

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NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

October 2015

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TSSC NORTHANTS AREA
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CoMment

What's in a Name? What's our purpose?

BY BEN BROADBENT
GENERAL SECRETARY

Hi everyone, well I've been looking through the Club archive and come across some interesting documents! So I ask the question what does the name the **TRIUMPH SPORT SIX CLUB** mean to you? Is it a reference to the name used for the Vitesse in the US, the Sport Six Convertible? Or is it completely different?

Now, this is where I get letters, emails and phone calls from long standing members who where there when the Club started!

I'd love to hear from you!

Well, to start the debate going, here is an extract from the minutes of the very first meeting of the Club (at 10:30 am on 31st July 1977 at the Newport Pagnell Travelodge - was this the first meeting?) and the subsequent membership application form.

.....First to be discussed was the name the Club should adopt..... after a time it was decided on this Title - TRIUMPH SPORT SIX CLUB - although this could be considered ambiguous by some, to cover SIX categories of cars.

1. **Vitesse** (which has Six Cylinders)
2. **Herald**
3. **Specials**
4. **Bond Equipe**
5. **Amphicar**
6. **Spitfires, etc**

(the GT6 is included in the Spitfire range)

Could you have named the six categories?

Most people I guess would leave out the Amphicar and include the GT6 as its own category.

Well, as you can see the original minutes of the meeting say otherwise!

Looking at the membership form its states the following objectives of the Club.

"...The common denominator to us all is the chassis and running gear, which was the essence of 1960's motoring, and it is this chassis that affords easy access to the engine and front suspension, providing a steering lock which is the envy of other drivers.



Since it is now six years since the last chassis left the production line it has become increasingly difficult to obtain spares, and this is the main aim of our Club, to maintain a stock of parts and to provide technical knowledge when it is required."

So we have a Club that was formed to cater for the cars utilising the Herald Chassis and running gear and providing a stock of parts along with expert technical knowledge.

Well, this is still very much the ethos of the Club, with spares and expert knowledge only a phone call away. Make the most of your membership, that's what we are here for!

*Do More with
Your Triumph!*

INTERACT WITH THE CLUB



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

TSSC 2016 Five Point Tour

A big thank you to all the people that got in touch to say that the **Five Point Tour** was a good idea. We now have more than enough of a response to make this happen. The idea behind the tour is to get **ALL** of us working together on **Drive it Day weekend 2016** to have a fantastic time

Friday 22nd April 2016 early evening meet at The Bulls Head, Meridan, near Coventry for a 6.30pm Start at the centre point of England.

Drive north to the Meadows in Berwick upon Tweed the most Northerly point in England, the **TSSC Scottish Central & West area** have already volunteered to run this check point (**A BIG THANKS TO YOU GUYS**) arriving approximately 12 midnight.

Then turn around and head for Lowestoft Ness near Lowestoft, Suffolk, the most Easterly point in England for approximately 8am (any volunteers to run this checkpoint?).

Turn left and head for the Lizard in Cornwall arriving approximately 7pm (I am hoping TSSC Cornwall area will help with this checkpoint?) this is the most Southerly point in England.

An over night stop in a hotel will see us all refreshed and good for Sunday which is the official Drive it day 2016 which will see us start at Lands End the most Westerly point of England for 9am and then make our way up to TSSC HQ in Lubenham for the finish around 4.30pm having travelled around 1500 miles over the weekend

This is not a race, it is not timed, it is an opportunity for us all to be out on the road enjoying our cars at the same time.

We understand some people do not want to be doing ALL the tour, **you are welcome to be doing one section, two sections or all of it.**

How about areas doing a section or all of it together?, we are hoping this is to be a very Social weekend, NOT a hard core driving experience that other Triumph clubs do well.

The TSSC want all our members to be out using YOUR Triumphs. Official entry forms will be in the November Courier

Entry fee will be £50 per car for the whole tour, the more people in the car the cheaper it gets. The cost of the hotel will also be in the November Courier this will be in addition to the entry fee.

Any questions, please ask, you can contact me, Chris, on **07843 435190** or email me at: **chrisgunby@btinternet.com**

Looking forward to seeing you all out on the road in 2016.

Chris Gunby
TSSC Chairman

Free Tickets to NEC Lancaster Insurance Classic Motor Show

Lancaster Insurance are Offering **2 Pairs of Free Tickets** to this years Classic Motor Show at the NEC Taking place at the

Birmingham NEC on 13th - 15th November 2015, this year's theme will be celebrating one of the most overheard phrases at the show, **'She's a Beauty!'**

So the First 2 people who can email the correct answer to the Editor by 10th of October will win the Tickets!

The question is "Which Triumph model did THIS Beauty (above) adorn?"

Answers to the Editor please, email: courier@tssc.org.uk





HQ OPENING TIMES

OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

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NOVEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show

Lancaster Insurance Classic Motor Show

NEC Birmingham - Friday 13th to Sun 15th November

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

Council of Management Meetings

NEXT MEETING - NOVEMBER 29TH 2015

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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GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
e-mail. gt6@tssc.org.uk



Andy Cook

The Rear Driveshafts

A

shortish article this month as I'm running out of time getting ready to drive around Europe on the Club Triumph 10 Countries Run, I'm co-driving in a TR7 this time but there are 3 GT6s entered so I'll hopefully be able to get some GT6 pictures on the run.

GT6 Rear Driveshafts

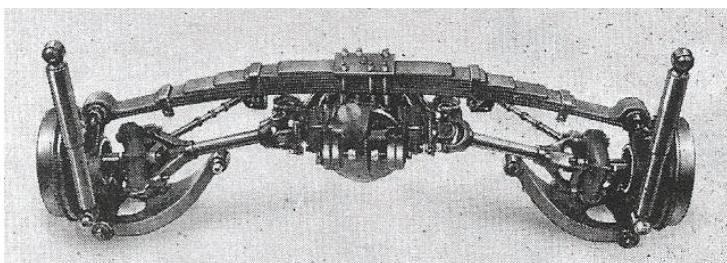
Part 1 of a 2 part article.

Over the versions of the GT6 there were a few variations in rear suspension and drive set up.

The MK1 had the fixed rear spring and

halfshafts with inner UJs as fitted to the early small chassis Triumphs such as Heralds, Vitesse 6 and Mk1, Spitfire Mk1 to Mk 3.

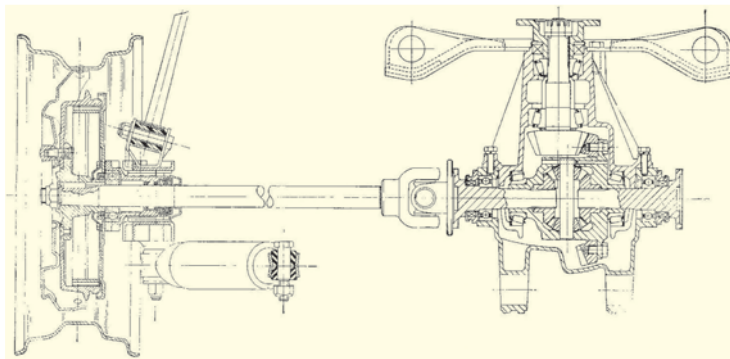
These halfshafts had small flanges with 5/16 fixings and were shorter than the later swing spring halfshafts.



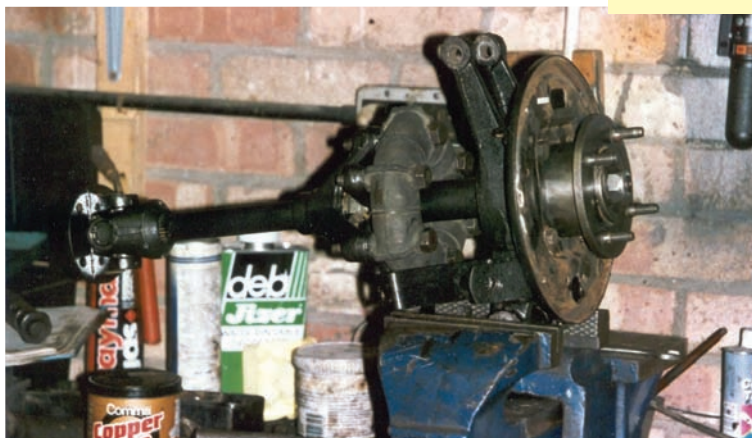
**Picture 2 Mk2/early MK3 Rotoflex suspension layout
(Picture from the Triumph Factory Repair Manual)**

After the handling characteristics of the MK1 got rather slated in the press due to

wheel tuck under on the limit Triumph redesigned the rear suspension for the MK2 and early MK3. These had a two piece halfshaft with a Rotoflex coupling to allow the shaft to flex and alter in length due to the lower wishbone suspension. The Rotoflex suspension set up was a real step forward in terms of handling.



**Picture 1 MK1 rear suspension layout
(Picture from the Triumph Factory Repair Manual)**



Picture 3 Rear Halfshaft from my Rotoflex MK3 following a rebuild

Metalastic ones this would be at a reasonable mileage of say 25,000 miles but some of the cheaper aftermarket ones can start to break up after a few thousand miles.

Changing the rototflex coupling is a major suspension rebuild job as the hub has to come off the halfshaft which can only really be done off the car.

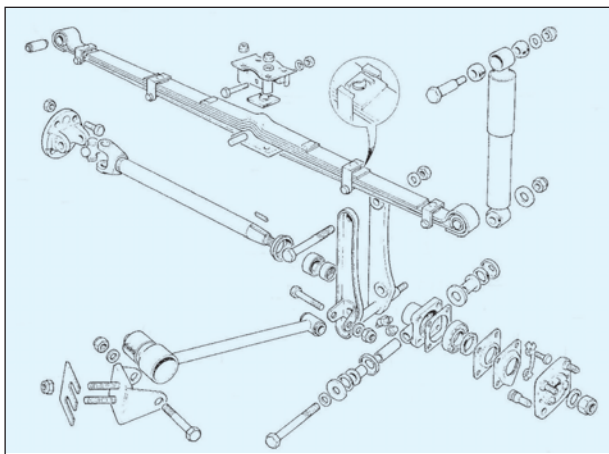
However it was more complex to maintain and probably worrying for the Triumph "Bean Counters" expensive.

To counter the expense without going back to the handling problems of the MK1 the late MK3s (together with MKIV Spitfires) had the excellent swing spring suspension set up. This used a pivot box on the central spring mount on top of the diff allowing the spring to pivot to prevent tuck under. The camber angle changes through suspension travel are still quite large unlike the Rotoflex suspension but the handling is pretty near on as good. The late swing spring halfshafts are also longer than the MK1 increasing the track width which also improves handling and they have the larger UJ flanges for more strength.

Although the Rotoflex suspension is probably the best set up with it's lower wishbone controlling camber change through suspension travel it does have a few disadvantages for owners as well as the cost issue it presented to Triumph.

1. The Rubber Rotoflex couplings start to break up, with the old genuine

2. The outer halfshaft threads which hold the hub in place are easily damaged when carrying out rebuilds and it's easy to strip



Picture 4 Late MK3 Swing Spring suspension layout (Picture from the Triumph Factory Repair Manual)

the thread. Worse still the halfshafts are no longer available so if you do damage one it's a question of searching for a good 2nd hand replacement. Also the Nylock nuts available from the current Triumph Suppliers are much deeper than the original Triumph ones and the Nylon doesn't really lock properly on the thread which has a taper.

I always use loctite as a back up to ensure the nut stays done up.

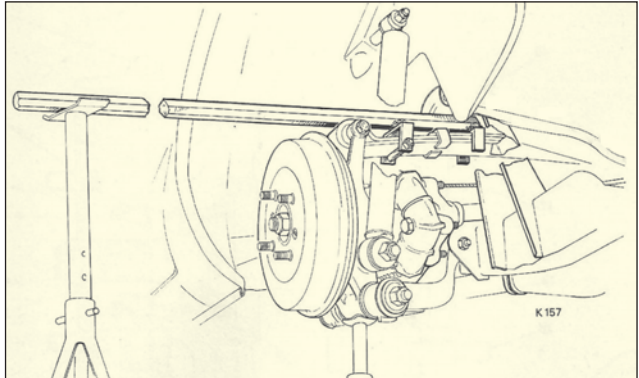
3. The Rotoflex couplings being under tension can mask slack in the UJs. When UJs on non-Rotoflex cars start to fail the rear suspension knocks and gives a warning allowing replacement before failure. With Rotoflex suspension the knocking only starts when the UJ has seriously failed and by then it will probably have damaged the UJ flanges.

4. To replace the halfshaft you need to take the tension off the Rotoflex coupling using a spring lifting tool, even using this it's really difficult to line up fixings and get the suspension back together resulting in lots of swearing and bruised knuckles until you've done the job a few times and got the knack.

5. As per a previous article of mine in the March 2015 Courier the hub bearing is tricky to set up as it's shimmed, careful set up is required to adjust the bearing otherwise the bearing will fail and the hub can be scrapped.

6. Proper Metalastic Rotoflex Couplings are now ridiculously expensive and can cost as much as £240 each! Cheaper alternatives are available but they don't last and even the genuine Metalastic ones are inferior to the originals like most rubber parts for our cars due to EU H&S legislation preventing the proper rubber

compounds from being used nowadays due to "environmental issues". Basically if you find any NOS (new old stock) genuine Metalastic couplings snap them up as they



Picture 5 Spring lifting tool in use (Picture from the Triumph Factory Repair Manual)

are rare as rocking horse poo! I picked 2 up on ebay for £20 the pair a few years back as the listing had a spelling mistake that I stumbled upon by accident and was the only bidder so that was a result!

The good news is there are some solutions to replace the Rotoflex Couplings available which get around the above issues. **Part 2** of this article in a future Courier will look at these.

From Cookies Archives

I need some help with this one. This picture below is from my collection and shows a line up of GT6s at a TSSC meet but I'm not sure where it was taken! I reckon it's probably late 1980s, possibly from SEM when it used to be held at Chessington Zoo (now World of



Welcome to **NEW & RETURNING MEMBERS**



THE
TRIUMPH
 SPORTS SIX
CLUB

*Welcome to all
 these members, who joined or
 returned to the Club in August*

Benjamin Just	Bedford	Andy Hedley	Middlesex
Brian Copeland	Beds	Tom Eaves	Monmouth
Stephen George	Beds	Jack Morris	Norfolk
Peter Sanders	Cambs	Trevor Barber	Norfolk
Ian Elliott	Cornwall	Steve Allsworth	Oxon
Carol Ramsey	Cornwall	David Heathcote	Staffs
Graham Edwards	Cornwall	Alex Baker	Surrey
William Matthews	Derbys	Derek Brockwell	Surrey
Paul Williams	Devon	David Beckett	Surrey
Peter Stowers	Hants	Andrew Rundell	Surrey
Rob Bridger	Herts	David Emerson	Wilts
Peter Radley Smith	Kent	David Crowder	Wirral
John Walker	Kent	Mark Bullivant	Yorks East
John Lennox	N. Lanarkshire	Bernard Nicholas	Yorks North
John Butterley	Leics	Robert Horner	Yorks North
Dudley Gray	N. Lincs	Carl Heaton	Yorks West
Graham Perkins	London		
Michael Upton	Lothian		
Barrie Ogden	Merseyside		
Geoffrey Brown	Merseyside		
Stephen Phillips	Middlesex		

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

e-mail.

vitesse@tssc.org.uk



Dave Rumens

60's Retro Boy Racers

H

ello everybody, I thought this month that I would look back at the

Vitesse in the 1960's,

Back in the late 1950's all the large car manufacturers were producing cars using monocoque body construction and had long since stopped using a separate chassis frame. So when the Herald and subsequently the Vitesse were introduced built on a chassis, due to the loss of a contractor who was building the bodies to BMC, a competitor, they were considered unusual. As the small specialist manufacturers such as Lotus, Morgan and TVR were still building cars on a chassis, this added to the appeal of the car. In fact Standard Triumph made much of the use of a chassis in promoting both cars saying it cut the cost of repair. These days we have reaped the benefits of this construction as it is much easier to restore a car using a chassis than the later monocoque method. I will add that if you are looking for a company to restore your Vitesse then don't be tempted go to a bodyshop that repairs modern cars, use the Triumph small chassis specialists as they have built up a great deal of knowledge over many years. This in the long term will save you a lot of time and money. In many ways Standard Triumph in their small chassis vehicles were producing updated 1930's cars. The Spitfire being the last



Picture 1.

traditional separate chassis mass produced sports car built in the UK. As for the Vitesse 6 in my view its concept is very 1930's as it is a relatively small car fitted with a small six cylinder engine built on a separate chassis. Back in the 1960's this was the attraction of these cars and too many of us still is. [Picture 1.](#)

There were those back in the 1960's who wanted more power from their Vitesse. There were a number of tuning outfits providing after-market goodies to make a car go faster. However, there was one company that specialised in providing these parts for Standard Triumphs cars. This of course was **SAH** who were based in **Leighton Buzzard, Bedfordshire**. [Picture 2.](#) Their products could be obtained either directly or through your local Triumph main dealer. I always found the staff at Stevensons Motors Ltd in Tunbridge Wells very helpful. Stevensons were a long

2.



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GT6	9.5 —1	10.0 —1	10.25—1
2000	9.0 —1	9.5 —1	10.0 —1
Vitesse (2 litre)	9.5 —1	10.0 —1	10.25—1
Vitesse (1600)	8.75—1	9.5 —1	9.5 —1

Please order by SAH Part Numbers as per our main catalogue lists.

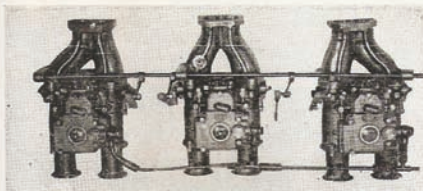
Note: Stage II Heads are recommended where complete Full Engine Conversion is being considered.

When a modified Head is sent in advance on exchange a deposit is charged, this deposit is refunded when we receive your old Head etc. Only the bare Head, and Valve Guides are supplied.

2V65/1/68

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Set (3) Manifolds only for 2000/Vitesse TR5-250 Part No. 296

Set (3) 40 DCOE Weber Carbs. only for All above models—Part No. 017

Set of Throttle Linkage for GT6 SAH Part No. 994

Set of Throttle Linkage for 2000/Vitesse Part No. 295

These Special Inlet Manifold Adaptors for use with the 40 DCOE (or 42) Horizontal Weber Carburettors - 3 being required - on the fully modified Triumph 6 cylinder Engine, enables over 150 BHP to be obtained as in our Stage III form of Tune (modified cylinder head with large valves, 6-branch Manifold, Special Exhaust, "SAH 26" camshaft, Valve-springs, etc.) which is equivalent to approximately 115 BHP Nett output i.e. actual power transmitted at Road Wheels.

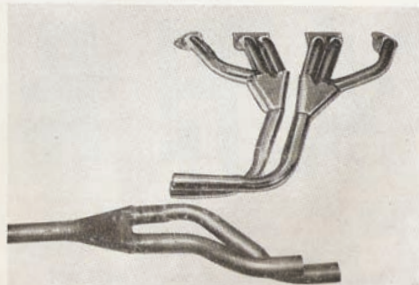
The Special high tensile aluminium cast manifolds are designed with strengthening webbs for anti-vibrations, number 2 Manifold section has union-boss suitable for connection of a servo Brake Booster unit. Both these Manifold Kits are so styled as to permit the fitting of Weber units without the necessity for any alterations to body-work—there being ample clearance.

Note: It is only recommended that this form of Carburettor Conversion be used on a fully Modified Engine at least in Stage III degree of Tune, for the reason that it is only at the higher rpm range that the full advantages from these Carburettors can be achieved.

SV6/1/68

term Standard Main Agent going back to the pre-war days. Moving back to SAH they offered gas-flowed heads with an increase in (CR) compression ratio, [Picture 3](#). Looking at the increases in CR they quote I believe you would now have problems running a road car using the fuels we have available today. Remember we had 101 octane five star petrol available in those days. [Picture 4](#) show that Webber carburetors and matching manifold were on offer. [Picture 7](#) gives some hairy camshafts with lots of overlap and lift. [Pictures 6 and 8](#) give the improvements that can be made to the exhaust system. An extractor tubular manifold and twin exhausts. The exhaust improvements are still available but now in stainless steel which in itself is an improvement over the original mild steel they were made of back in the 1960's. The rear suspension was usually modified by fitting a stiffer spring which also produced a negative

6. EXTRACTOR EXHAUST MANIFOLD for VITESSE, TRIUMPH 2000, GT6 & TR5-250



up to 16 bhp increase

This Special High-efficiency Extractor type Exhaust Manifold with its "Y" section coupling piece, enables it to be installed with either the Standard or Special "SAH" Silencer/Tail-pipe Units on the Triumph 2000, Vitesse, GT6 or TR5-250.

For the maximum efficient "breathing" from your Triumph engine, fit an "SAH Triumphune" Exhaust Manifold.

Greater Acceleration - Increased Top Speed

For Example:-

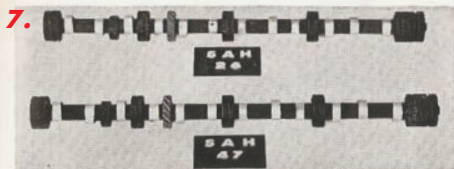
By using this manifold together with our Special Silencer systems on the 2000 - an increase of 16 bhp and 8-10 mph is obtained on an otherwise standard engine. This being equal to (11 bhp at the rear wheels).

This power output can be further increased when using this Manifold in conjunction with our other basic Engine Conversions, such as the Gas-flowed Cylinder Head, Camshaft, etc. and Special Carburettor Kits.

Improved Fuel Consumption - Maximum Performance

This Light-weight Fabricated Manifold is supplied in a bright nickel-plate finish, and can be used with any Standard Inlet-Manifold or with any Specials, such as the Fuel-Injection, Triple-Webers or 175CD Stromberg types that are listed in the SAH Catalogues for these Models.

SV6/1/68



NOW AVAILABLE Special High-Lift Touring or Racing Camshafts For 6-Cylinder Engines

Fitted to:-

1600 VITESSE, GT6 or 2-Litre VITESSE

As used on the "S.A.H." Modified Engine, developing up to 165 B.H.P.

Recommended to be used in conjunction with our specially modified High-Compression and "Flowed" Cylinder-Heads with improved carburation and our Extractor-Type Exhaust Manifold Systems, etc. to give maximum B.H.P. output.

It is NOT recommended that any High-Lift Camshaft is fitted until the above improved components are firstly installed.

VALVE TIMING

"S.A.H. 26" CAMSHAFT PART No. 003

Inlet Valve Opens 23 degrees B.T.D.C.	R.P.M. range 3,000—6,000. Extra
Inlet Valve Closes 64 degrees A.B.D.C.	Increase in lift at valve—0.076"
Exhaust Valve Opens 64 degrees B.D.C.	
Exhaust Valve Closes 23 degrees A.T.D.C.	

Valve clearance with above Camshaft MUST BE 0.010" (In. & Ex.) Hot.

"S.A.H. 47" CAMSHAFT PART No. 004

Inlet Valve Opens 40 degrees B.T.D.C.	Lift .428"
Inlet Valve Closes 70 degrees A.B.D.C.	R.P.M. range 3,200—7,000. Extra
Exhaust Valve Opens 70 degrees B.D.C.	lift at valve—0.115"
Exhaust Valve Closes 40 degrees A.T.D.C.	

Valve Clearance with above Camshaft MUST BE .012" (In. & Ex.) Hot.

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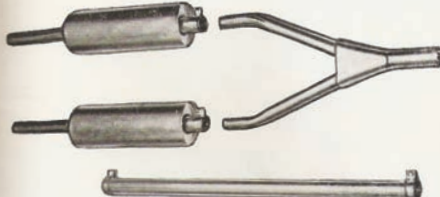
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THE "SAH" DUAL-SILENCER KIT

up to 9 b.h.p. increase



These TWIN high-efficiency, straight-through, large bore silencers are available with special fitting kits to suit every model of Triumph, as listed below.

GT6, SPITFIRE MKI, II and III. ALL HERALDS (except 948), VITESSE 6, 2000 SALOON, EQUIPE GT4S and 2-LITRE.

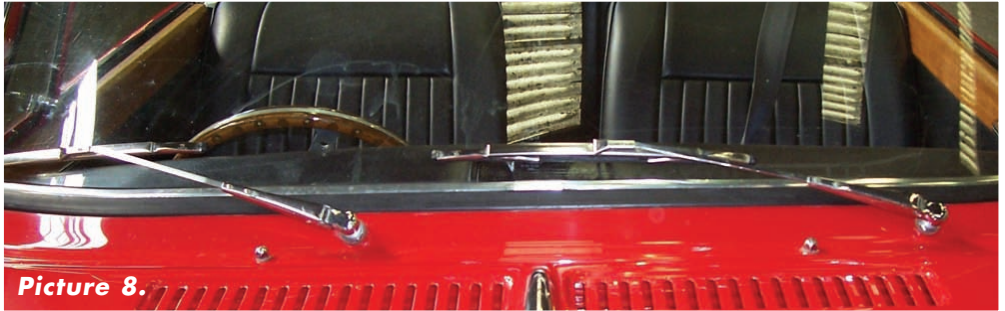
Each kit is supplied with TWO silencers (each finished with a 1 1/4" heavy chrome-plated tail-pipe), a large-bore "Y" coupling section, an intermediate coupling pipe and all clips, fitting instructions, etc., tailored to suit each individual model.

This silencer kit is a well designed modern approach to achieve maximum efficiency (minimum gas-flow restriction), but at the same time retains the noise level to a comparatively low acceptable level for normal driving—yet still permits that "full-bore throaty" note under hard driving conditions.

Give YOUR Triumph that "twin pipe sporty look"

Order under the part number, as quoted in our lists

camber in the rear wheels. If you could get hold of one a camber compensator was another



Picture 8.

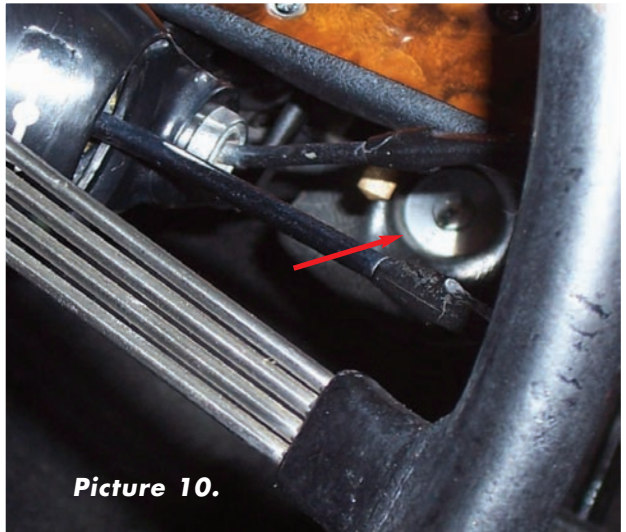


Picture 9.

option. The brakes would have harder pads and rear brake shoes fitted plus maybe a Power Stop servo. Other brake up-grades like bigger discs and pads weren't generally available.

As normal you drove within the limitations of the car.

I received couple of emails recently asking about the differences found on the very late Mk2 Vitesse. The first was regarding the wipers. This concerned the position of the wiper mounting on bulkhead which is much wider apart (Picture 8) than on the earlier cars (Picture 9). The change is not documented in the parts book but it appeared to have taken place in 1971 cars. I was told it was due to the introduction of the Toledo/1500 range and the change enabled both ranges to use the same wheelbox. The next was the steering lock which again appeared on the 1971 cars, Picture 10. At this time it was introduced into the GT6, Spitfire and TR6, therefore the change would appear to be for the same reason i.e. the



Picture 10.

use of common parts. As interest, before its introduction the steering lock was available on special order and fitted to the Mk2 Vitesse exported to Germany.

That's it for now, see you all next month.

Safe Driving & Keep Running On All Six

Dave.

STAG Register



e-mail.

stag@tssc.org.uk

Martin Marrison

STAG versus Spitfire



David and Goliath or how to have a car mid-life crisis.

May Introduce Martin Marrison our new Stag Register Secretary! Martin is a long term, staunch TSSC Member and Triumph enthusiast. He is also Area Organiser for the Sussex Area. Martin supplied the following article and knowing his expertise (his 2.5 Spitfire is totally spot on!) I enquired if he might be interested in the Reg Sec job? He Kindly Volunteered to stand in until "someone with more experience volunteers".

So Martin, Many Thanks, and I look forward to joining you on your Stag Learning Curve and Stag experiences.

Bernard Ed.

Sometimes that time of life gradually creeps up on you and you start to notice it.

I was finding the Spitfire more and more uncomfortable and seemed to have less and less space. I even put MX5 seats in it to give

my aching back more support. They helped but then it was still quite a lively ride and it was still very small and my wife didn't like coming out



Awaiting Track Laps at home....



.... and at SPA



in it and when she had our dog on her lap too it was getting a bit silly.

I began to realise that I had out grown/aged the Spitfire.

I have had the Spitfire since 1983. I bought it when I was 19 so I have had it for 32 years and been to many places and done many things in it including moving house with it. It has had many incarnations over the years and been tuned and tweaked. It has a 2.5 litre straight six in it coupled to a single rail 1850 gearbox with a J type over drive. It has rotoflex suspension with CVs replacing the rubber couplings. The brakes are GT6 based with Ventilated discs on the front. Suspension is progressive G Thomas front springs, GT6 rear spring and AVO adjustable shock absorbers all round. So it goes, stops and handles very well, if a little lively.

The big step forward or what to change it too! So where to start? I knew I wanted a convertible and ideally a Triumph. I wanted something more comfortable than the Spitfire and I wanted something bigger. We tried taking the Spitfire to Le Mans camping but it was getting silly as to where we were trying to pack things. So I started looking at the Vitesse. I have had

them before but they didn't do it for me, but they would have been the most obvious answer with similarity of spares etc. I looked at TRs but the main problem here was they weren't much bigger than the Spitfire and to be honest they were slower and dearer.

I looked at MGBV8 and MGR V8 and again very nice but they were not much bigger than a Spitfire. (and they are MGs!) I had a quick look at Morgans and Austin Healeys but they were too expensive and I didn't have any experience of them so they were disregarded too. I was running out of choices.

So I then looked at Stags. Many years ago, good mate of mine had a very nice Stag and I had the pleasure of helping him change the clutch on it and had fun and games with that. I know that they weren't as easy to work

on as the good old Spitfire. But I started looking into them and the cost of parts. Excluding the engine the cost of parts cost weren't too bad. It is still 1970's technology it will be still fixable and it shares a number of parts across the Triumph range. So I started reading up on them and the pros and cons. The engine seems to be the main bone of contention. The overheating problems seem to have been overcome and there were lots of things you could do to improve it if you needed too. Timing chains seemed to be less of an issue. The consensus seems to be if you have German manufactured chains that they will last 25,000 mile plus so that would last me 10 years with the mileage I drive. Stags have a reputation for head gasket failure. There now are a number of well-defined things you need to do if you have a head gasket failure. Yes they have the angled head bolts and yes they can be difficult getting them off but the Sprint and the TR7 guys seem to manage. So perhaps the engine is manageable. Rebuilt Stag engines are not cheap now but neither are rebuilt straight six engines (yes I know they are simpler etc.) So I suppose the worst case is if I really got stuck I could put a straight six or a Rover V8 in it. Not ideal but

it would keep me on the road.

Ok, so there is some mileage in a Stag (excuse the pun) so if so which one? So I am not big on restorations and can do mechanical work and we have people in the area who I call on if I get really stuck! So bodywork condition was going to be key. Originality wasn't a requirement as I would have been happy with a properly engineered Rover engine and my Spitfire has a few modifications on it.

The facelifted MkII was more similar to my existing Spitfire so that was my preference. Gearbox wise I was after a manual plus overdrive. I had converted my Spitfire many years ago and it was a different car with overdrive and now I had to consider that the

I had made my mind up and I went to the Sussex meeting to float the idea.

There were several sharp intakes of breath but when I explained the logic people understood my requirements.

Luckily one of the Sussex members knew of someone that was selling a Stag and from what he knew it sounded hopeful except it was an auto! So I arranged to go and see it. I turned up but it wouldn't start as it had a fuel pump problem and it was in a tiny garage without a light but from what I could see it was in excellent condition. The guy that owned it had had it for thirty years and was the second owner it looked in very good condition, not perfect, but in good condition. One other thing

that did stand out was that it was very, very original! Something new to me! The guy had been the Area Organiser for Stag owners Club in Sussex in the past and he had been on the committee. The timing chains had been done 2500 miles ago. It didn't overheat and he had been across Europe in it. The reason he was selling it was because he was spending 6 months of the year in Spain so he wasn't using it. It was £500 over my budget and he wouldn't move on the price but he threw in a lot of spares and Stag owner's club magazines. So I agreed to it subject to him getting it running well and with a new 12 month MOT. This was in December. He agreed but there was a catch, he was back off to Spain for three months so I would have to wait for him to come back before it was fixed. I had seen the prices of other Stags and I knew this was a good one so I agreed but had three plus months to wait!

During this time I read up on Stags and kept an eye on prices. From what I could see that they were only going one way in price and that was up! Looking on eBay there was a wide variation but in general any similar to the one I was buying were dearer. It looks like most classic cars are going up in price GT6, Vitesse and even Spitfires. My concern was that my seller would come back from Spain and either change his mind or want more money. My seller sent me a couple of photos of the car and again it all looked good. I spoke to my



Stag had a much bigger 3 litre engine and a 4 speed plus overdrive would be more economical than a 3 speed slush/auto box. It would mean that my engine wouldn't need to rev so much and thus reducing the stress on it too.

A couple of things I did want on the Stag were a wind break on the T bar to reduce the wind noise and there is an option for loud exhaust pipes and I am still a little bit of a boy racer at heart.

I wasn't too worried about a hard top as I had had one on the Spitfire and never used it.

insurance company that insures my Spitfire and they wanted an extra £50 to add the Stag onto it and it would be unlimited mileage too. Not bad. Road tax would still have to be paid. However I knew that it was registered in early April 1976 so I hoped that it would become tax exempt in 2016 if I could prove it was built prior to the 1st April next year. Don't forget this tax on a Stag is £260 per year as it is based on engine size.

I had a lot of help from Richard Brake, a long term Stag owner, and got a lot of advice from on what to look for and what to look for. All very useful advice too.

So the day came when I got the phone call and the buyer still wanted to sell it. He had had it MOT'd and it was running fine. So I went down to Brighton to have a drive and it was

towards the Stag but many people said that I would regret selling the Spitfire after all these years and to see if I like the Stag first before selling it. At the moment the Spitfire is still in the garage and I've not driven it since I have had the Stag!

So I ended up buying it.

I have had a few challenges with it. I had to replace the headlight column switch which was interesting, thanks Pete. Soon after that the 1980's alarm that was fitted failed and it had been cut into the main wiring loom!

So after pulling my hair out, one of the guys in the Sussex area came and helped me out, thanks Clive.

I did take it to Spa for the Classic this year and it was great for getting there. Lots of space nice



SPA Classic - Track laps

interesting. The three speed auto box had had its kick down cable disconnected apparently. But boy did it feel big after the Spitfire. My Spitfire is about 130 bhp and the Stag is 145 so I expected it to be reasonably quick but it wasn't. It was definitely a grand tourer not a sports car. I think once you get your head around that the Stag makes sense! It's for wafting down to the south of France as a long distance cruiser not for caning it round on circuits. A bit different from my Spitfire.

The other good news was I had a spare space in the garage alongside the Spitfire. My plan was to sell the Spitfire to provide funding

and comfortable great. However I had signed up for the track laps! Remember the questionable tyres and the lack of kick down on the auto box? The car was slow and it handled like an old barge! I think the best description of it is that it was a 'mobile chicane'! But I made it round and hopefully I didn't get in anyone's way too much? So I now have to make it handle better, without losing the comfort and I need to make it go better. Thanks Jon B for the assistance with "fettling" before we went.

Probably the best part of the good news is my wife likes it which is excellent. So what did I find was the difference between the two cars?

Handling

This was the main difference the Spitfire feels taught and level with handling the Stag felt like an old barge lolloping down the road. It had standard suspension 185/70 tyres on standard Alloys I found out later it had Chinese economy tyres on the front and out of date Michelins on the rear. I will be fitting new 15" wheels and tyres and some new shock and springs to remove the "old barge" feeling.

Space

The boot on the Stag is probably a 1/3rd bigger than the Spitfire and it's deeper. Also the Stag came with a Boss Wind deflector and a vinyl cover that covered over the back seat so you could put more luggage on the back seat and keeping it out of sight. Apparently you can get a set of golf clubs in the back as I keep getting ribbed!

It will be ideal to go to Le Mans in next year.

Comfort

It is also a lot bigger in the cabin area and the seats are bigger and more comfortable (even than the Mazda seats I had in the Spitfire) It's easier to get into (yes I am getting older) It is a more comfortable ride. I think that the brakes are a little on the under servo'd side compared with the Spitfire and there is a servo upgrade available that I will be doing.

Sound

Probably one of the best reasons for buying a Stag is the noise! Now I long for a good six cylinder scream and it is a lovely noise but the big V8 rumble with the louder rear exhaust pipes is superb. It is a bit restricted with the 3 speed Auto box at the moment but I have a manual gearbox and overdrive in the garage and my friend Pete has offered to work his magic over it, I will have more control over the 20

noise and it will go better.

Engine

So I think it is manageable. After 30 plus years owning the same Spitfire you know where everything is and you have done most jobs on the Spitfire. But with the Stag it is all new. The Stag engine is twice the size of the original Spitfire engine so it does seem big and complex and you don't have the side access like you do in the Spitfire. Some of the layout does seem a bit bonkers and whoever put that battery where it is needs shooting! I am also aware that I now have alloy heads and the relevant risks of stripping threads. I will be keeping an eye on the water temperature and oil pressure gauges.



Looking Good! South of England Meet - 2015

Looks

I like the looks of the Stag and it's interesting to compare it with a Spitfire and it only just fits in the garage with a bench at the end. It does look to me like a Spitfire on Steroids! I have the standard Stag Alloys on the car and they look ok, I have 14 inch wheels on the Spitfire and the Alloys on the Stag at 14 inch look on the small size so I will probably increase them to 15 inch wheels

So was it a good choice? I think so, but you will need to ask me in another 32 years before I can compare it with the Spitfire.

P.S. Does anyone want to by a very nice 2.5 litre Spitfire? One owner since 1983.....

Martin

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SPITFIRE MkIV/1500 Register



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Steve Payne



High Mileage Marvel

I made good progress on my own Spitfire rebuild in June and July, thanks to some encouragement and support from friends and colleagues at work. However I didn't get the MOT in time for Silverstone in July and due to holidays and work commitments I've ground to a halt in August and September. The hard work is done and I haven't too much left to do, seat belts, refit door windows,



Seen at
Silverstone



I'm glad to say I managed to get to the Silverstone Classic Festival this year, the weather stayed good and there was plenty to see and do. I took my wife, son and his friend and I think they enjoyed it (none of them car fanatics in any shape or form). However I was disappointed to only see a handful of

door trim, some minor wiring and refurbish the soft top (partly done) so I'm still aiming to get an MOT this year, probably just in time for the winter, but at least ready for the new year.

I'm still interested in pictures and reviews from anyone who attended the TriumFest at Donington or the Silverstone Classic Festival.



MKIV and 1500 Spitfires. Is it me or does there seem to be a decline in the number of these Marks at shows? Is the MKIV and 1500 less popular? Or do we just not get as involved? Maybe I'm just not going to the right shows? I include a few pictures of the cars from Silverstone, including an interesting MKIV rebuild in red complete with rear spoiler and



smiley face. I believe it was fitted with a GT6 engine. If the owner is reading this article maybe you can tell us more of where the inspiration came from.

At the very start of writing for the TSSC I asked for your 'Spitfire' stories. **Roger Harvey** sent me his story.

HIGH-MILEAGE MARVEL

The Russett Brown 1500, well-known at shows and on the roads around the North of England, has already been featured in various issues of The Courier, but I am offering it again for the interest of members and to pose a question.

CCU 722V is a one-owner-from-new car, and my wife and I often wonder how many more are on the TSSC register. There can't be many, if any.

Certainly at shows and in general chats about the car,

admirers are usually amazed to learn it has had only one owner. (That is because I am as delighted with driving it now as I was in 1980.) So are there any more one-owner-from-new high-mileage Spitfires out there?

Its story begins in the Winter of 1979 when I read that British Leyland were to discontinue production of the very car I had wanted to own since I first gained my licence in 1971, the car which had haunted my imagination with its curvaceous Michelotti lines and the promise of cruising sweetly through country lanes or sweeping down highways: the Triumph Spitfire. These were to be the last years of the Spitfire's production and they seemed to me to have given us a car of exceptional beauty. As expensive as it would be to do so, I was determined

to buy a Spitfire from new, to avoid the ravages or carelessness of a previous owner, but they were becoming very scarce in the showrooms. I would have to be quick. Mine was bought from Heron in Newcastle-upon-Tyne, the British Leyland dealer which had supplanted the much-respected local firm of Rossleigh's, suppliers throughout the 'Sixties of Jaguar, Wolseley, MG, Triumph, and other marques of distinction. It cost £4,193, which seemed hard to find at the time even with the funds from the sale of my trusty Volkswagen



One Owner from New - Roger Harvey's 1500.

Beetle thrown in, but the pleasure derived from this car has been worth every penny and it has worked out to be great value over the years.

Although I originally wanted a Triumph in dark green, I was happy to choose this one in luscious Russett Brown. The colour was unfash-

The years have seen a gradual cleaning, maintenance, and gentle restoration of almost every area of the car. Apart from the new hood, the only modifications to its external appearance are chrome 'bullet' mirrors and the twin pipes of a stainless steel exhaust (the manifold is also



stainless, replacing with fit-and-forget smooth pipework that fiendish-to-cope-with joint well known to Spitfire owners). The interior is original and virtually unmarked, to the perennial delight of concours judges. Under the bonnet, now on gas-filled struts, lurks an oil cooler - very good for older engines - and everybody likes the polished brass radiator,

ionable in the early 1980s but I loved its luscious depth and it has held a wonderful polish down the years. It looks even better now that the car has a new hood in tan to match the interior. (The original hood was black and split at the Vybak window after 29 years of going up and down).

The Spitfire looks like and is a cherished vehicle but is also a working car. Driven every week, it tackles urban motoring or long holiday cruises with equal gusto. It has never been SORNed or taken off the road for any length of time. It 'went round the clock' in 1997 and has now travelled **181,000 miles** - all on the original engine which as never been stripped. The body was Ziebarted when new, has been liberally Waxoyled ever since, and is regularly sprayed with old oil in all its vulnerable places. I know some MOT men and motor engineers who grimace jovially when they see the car, knowing they are going to get well smeared with oil in dealing with it—but we would all rather have an oily car than a rusty one.

the flash of chrome and steel, the polished jubilee clips on the hoses, and the gleaming copper fuel and brake pipes with their brass unions. Electronic ignition went in during



2013, an upgrade I had resisted for many years. Simple enough to fit, this threw the timing into confusion and required weeks of fiddling to re-settle the engine to smooth acceleration and a comfortable beat. However, the effort was worthwhile: performance has never been better. When in perfect tune it really is as beautiful as a musical instrument. The engine enjoys strictly observed annual oil changes and runs sweetly on unleaded dosed with Castrol



When I first wrote about this car for The Courier I ended the article with this paragraph. 'This Spitfire has come to embody a lazy, long-legged style of pleasure motoring, at its best on a mild Summer morning with new Castrol in the engine, picnic in the boot, and a hundred-mile run over country roads beyond the polished bonnet. The hood is down; fresh air and birdsong waft above us; the throttle is light and fluent; with a sure grip we swing

Valvemaster Plus.

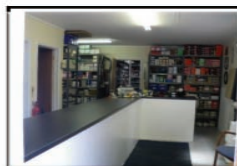
From the late 1980s, when I was able to afford a second vehicle conserve the Spitfire properly, the brown car has had several 'running-mates' from a Citroen 2CV to a Skoda Rapid. Unquestionably its best is the car my wife and I enjoy now: the 1977 Triumph 2000TC 'Honeysuckle' (also featured in recent issues of The Courier.) The two Triumphs make a splendid pair of classics.

The nostalgic glances and amiable comments continue. I have had thirty five years of "But isn't it expensive to insure?", "Can you still get the parts?" and "Is it awkward to work on?" Spitfire owners know the answers and smile. Then there is, of course, "We wish we'd kept ours." Through great good fortune, sometimes a lot of effort and occasional stress and strain, we have kept ours and it's been joyous.

through sun-dappled bends, snort through flowered villages, cruise at forty with the engine scarcely audible. Then how ecstatic is the pouring-on of power, how sweet the delicious feeding-in of the gears after long free-wheels under birdsung tunnel-tops of trees. Spirits are light, hopes are high...and on the homeward run, waving away from the country inn through a glamorous dusk, we will slide into that delicious limbo of road and cockpit, luxuriously comfortable, snugly relaxed yet wide awake, lulled by the car's contralto while Summer stars twinkle in the perfect blue. The lights of home ride up over familiar hills; we will do it all again for as long as we are able, for this really is poetry in motion'...and that is still gloriously true after thirty-five years.

Thanks Roger

Steve.



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TR7

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Service exchange oil pump 215573	£35.00
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Clutch kit TR8 Q/H	£110.00

STAG

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Track rod end GSJ157	£11.50
Gearbox (exchange)/Reconditioned	£400.00
Recon exchange J Type overdrive	£320.00
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Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
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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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Seatbelts non-sensor	£120.00

TR6

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Rear quarter bumper O.E. LH Only	£80.00
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Recon steering rack (exchange)	£65.00
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Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
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Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
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Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£395.00
Dash top cover 714482	£40.00
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Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Syncro (exchange)	£350.00
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A' post lower filler panel 706889/9	£24.00
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Bonnet hinge tube L/H-R/H 91107/8	£60.00
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Rear wing rear repair panel	£28.00
Rear lamp panel 716182	£191.50
Rear valance 908970	£95.00
Boot floor	£155.00
Boot lid 911327	£475.00
Rear inner wheel arch 725563/4	£160.00
Rear outer wheel arch 909661/2	£89.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
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Window regulator glazing channel	£75.00
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Water pump 216939/GWP128 (exchange)	£29.50
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Heater valve 724021	£18.00
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Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox exchange	£350.00
Recon exchange D Type O/D Mk IV	£320.00
Recon exchange J Type O/D Mk IV	£320.00
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Recon Exchange Diff	£350.00
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Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
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Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
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Clutch slave cylinder GSY103	£35.00
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Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
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Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£220.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,200.00
Front wings Mk I 908113/4	£115.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
Gearbox (exchange)	£350.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£108.00
Front shock absorbers	£20.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap	£9.75
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

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Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£145.00

Mk II boot reinforcement panel 910505	£75.00
Bonnet seal 613894	£12.50
Rear centre bumper (estate) plain 576530	£97.50
Rear centre bumper (estate) for insert 917813	£97.50
Rear quarter bumper (saloon) plain 910158/9	£67.50
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
Gearbox (exchange)	£350.00
Mk II front side/flasher lamp 216149/216150	£42.00
HT lead set	£12.50
Clutch kit	£80.00
Recon (exchange) water pump GWP201	£29.50
Rear wheel bearing kit	£19.50
Rear shock absorber	£20.00
Recon exchange brake caliper	£56.00
Brake shoes Mk I (axle set)	£27.50
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Headlamp bowl 1300/1500 Dolo (Square)	£28.50
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Recon windscreen wiper motor (exchange)	£45.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
Set of HT leads 18.50	£12.00
Distributor cap 1300/1500 GDC136	£4.75
Oil filter 1300/1500 GFE119/150	£5.00
Service exch oil pump 18/50 - Sprint 215573	£35.00
Sprint gearbox (exchange)	£350.00
Sprint clutch kit	£80.00
Gearbox exchange 1300/1500/18/50	£350.00
Gearbox exchange 18/50 3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157659	£36.00
Lower steering column joint FAM1718	£22.50
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TR 4/4A/5/250/6 Register

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Bernard Littlewood



Malvern, Overriders, Fiberfab.

I usually go to the Malvern TR Register International event for the weekend, but the South Wales area wanted to support the Pontypridd show which was on the Saturday, so it was just a day visit for this year.

Another great show and with good support from Triumph traders, I was able to buy quite a few parts for my Vignale Engine (which is where the TR2 engine originated from), this was very handy as I have read a few books that list common parts to TR's to find that actually they aren't



John Williams TR4 with John Phillips TR3 behind

common and I have also found that some parts that are not supposed to fit actually do! If anybody is interested I am making a list of parts

from the TR range that fit my Vignale engine.

Despite the forecasted rain the weather was sunny all day and I was able to drive there and back with my Surrey top off, my 4A running absolutely spot on.

Members John Williams (TR4) and John Phillips (TR3) had entered their



TR3 in the same colour scheme that my Vignale will be



The Winning Emerald Green TR6

cars and I was very pleased that the TR4 won a bronze medal in the pride of ownership and the TR3 was runner up for best in show. John Williams also contacted me to tell me that the best in show car was won by another TSSC member, an Emerald green TR6 FANTASTIC! If the owner reads this please get in touch and let me know a bit more about your TR.

I must say yet another thank you to John for sending me another article, his covering e mail said it is a "tongue in cheek" account from entering his car in shows.

THE SAGA OF TR4 FRONT OVERRIDERS by John Williams

Other owners poring over a tidy TR4... **"Oooh, that's not right..."**. WHAT isn't right? **"Your front overrides"**. No further explanation. Then at the TR International Weekend, more of the same. And the car is in "Pride of Ownership" competition in the company of Concours & Masters entrants – the shame of it! I repeat... **"WHAT isn't right?"** Finally the answer – **"Go and look at mine over there"** (an immaculate powder blue TR4 in the Concours with non-standard wheels!). So THAT's what those holes either side on the bottom of the grille are for! AND those elongated holes through the inner wings! (Oh,... and "there's something funny about your front bumper alignment"!)

shown here.



**TR4
override**



**Bad boy TR4A
Unit**

Loosen all the components – Arms from chassis to bumper, bolts holding bumper brackets to arms, bumper mounting bolts to brackets.

All bracket holes are slotted for adjustments.



O/S chassis arm



Bracket to bumper



Bumper to chassis arm

Fit the spacer cups and adjust the brackets.



Bumper Spacer Cups



Cup in place



Hole filled!



Slotted hole & tube

Immediately understood the alignment issue – the car has an aftermarket anti-roll bar fitted – and it stops full movement of the chassis arms, so blocking some adjustment!



Roll bar blocking the bumper arm N/S



Something's not quite right!

I prefer stability in cornering, so the car retains it's wonky appearance!!
Despite all, a Bronze medal came out of the International Weekend!

1966 TRIUMPH TR4A ?

While at the TR international at Malvern I came across this car. I love American styling and had to take an image of what looked to me like a mini Corvette. Imagine my surprise to find that it was in fact a TR4! Luckily for me the owner

was available in the 1960's for British Sports cars eg. MGA, Healey's, TR2,3 & 4 & the German VW Beetle

About 300 bodies were manufactured in various forms but very few were completed as it was much more difficult to build than the brochure lead you to believe and arguably it would have been just as cheap to buy a super car in the first place rather than try to build one of these!



There are believed to be only two right hand drive and completed Jamaicans, this one and one in New Zealand.

The NZ car prompted me to see if I could buy one and I was lucky enough to find one after searching the net in South Carolina.

Andy Somerville had left details of the car in | It arrived in the UK in July 2013.

a note on the windscreen and it was by pure accident that I saw him about to leave the show later on and was able to ask his permission to feature his car in the Courier.

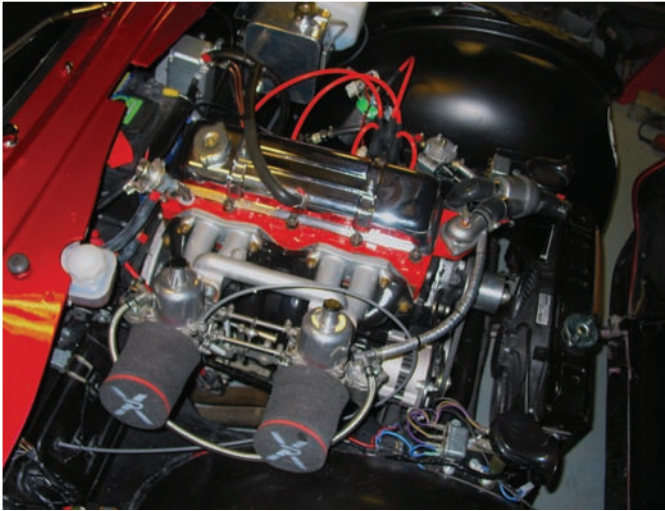
So thank you Andy and well done for keeping such a beautiful car on the road
FANTASTIC!



So in Andy's own words.....

This is a **Fiberfab Jamaican** body kit that

It is built on a TR4A Chassis and the underpinnings including the metal tub are all original



and bonded to the fibreglass outer body making it very stiff and heavy. It has an agreed insurance value of £40,000.

Whether 6 cylinders or 4 a TR is more
(unless its a Fiberfab!)

TR4A "B" POST REPAIR

After putting up with the intermittent sticking when closed (I would have to give a mighty pull on the door handle) of the driver side door of my TR I finally got around to finding the fault. I checked the door latch mechanism and it looked like it was functioning correctly so I then removed the anti burst catch. I opened and closed the door many times and could not get it to stick. I found a few very slight marks on the male part of the latch which indicated that I would have to adjust the two parts so that they were closer together when the door was in the closed position. This I accomplished by cutting a thin piece of rubber to use as a shim/gasket on the B post part of the latch to replace the paper gasket. I checked this out by once again opening and closing the door many times, there was no sign of the door sticking.

Now if I had addressed this issue 10 months ago when the problem started occurring this would have been the end of the story, but as I hadn't because of either pure laziness or other more important car related jobs the story continues! Please use this as a reminder of the old

saying of "a stitch in time".

On very close inspection when I removed the catch from the B post I noticed a hairline crack that was running along the leading edge of the catch (not visible with the catch in position). This had obviously been caused by the poorly adjusted anti burst catch.

I scraped off all the paint along the length of the hairline fracture and cleaned it up using an emery bit in my Dremil.

I then carefully welded along the length of the fracture with initially just a spot of weld

every ½ inch, allowing each weld to cool then filling in the gaps, again allowing each weld to cool. I then ground the weld flush, gave it a coat of etch primer and applied a skim of filler. I then applied waxoil underseal to the back of the B post.

The next day I used 320 graded wet or dry to sand back the filler and gave the area a coat of primer. After this dried I applied a bit more filler to the imperfections.

After leaving this for another 24 hours I sanded back the filler and primer using 320 then 600 wet or dry then gave it 3 quick coats of primer and applied some stopper.

This was then left for another 24 hours to dry then I sanded back the stopper with 600 wet or dry then applied 3 coats of primer. The aerosol can of Fern Green arrived from the TSSC club shop so I then sanded back the primer then using my hot air gun to warm the area (as it was freezing cold) and after having stood the spray can in hot water for about half an hour I applied 5 coats of top coat. I have to say that the aerosol cans that are supplied through the club shop deliver an excellent spray pattern and are very easy to use.

I left the paint to harden fully for a week then I sanded the top coat with 1200 wet or dry then polished it up using "T" cut. I then re fitted the anti burst catch. I have to say that the repair is invisible thanks to the "T" cut blending in any paint colour difference that there might be.

Bern

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Paul Lewis



In **NEED** of Restoration

Back in June one of our members **Gerry Wood** dropped me an email about his car.

As I do not have garage space for the car, I fear it will simply deteriorate under its cover which would be a crying shame. Although it would be upsetting, someone may want the car for parts and there are some really good

Dear Paul,

I am a TSSC member with a GT6 Mk3 and a TR7 Drophead. The 7 is in need of restoration which was my intent but my work has taken me overseas and I am also in the process of house sale in Wiltshire to move my family back home to Northern Ireland – net



result any restoration is not going to be achieved by me any time soon. The car is in Shaftesbury, Wilts at present.

aspects to it – here goes.

4 x Carmona period alloys in very good condition with brand new 185x70 tyres (the tyres were £220 alone)

Dolomite Sprint engine conversion with just over 15,000 miles on it

5 speed gearbox

Lenham hard top (good condition) and soft top

Upholstery very good

Most panels salvageable though some welding work underneath required.

Gerry

I was very interested in writing several articles about a car that was due to be restored and all the problems that I faced. This seemed like the ideal opportunity to acquire an

TR7/8 Register



abandoned project that was worth saving. Gerry's car seemed like the ideal vehicle.

To give you a brief background on the vehicle Gerry sent me a few lines.

serving in the Army in Glasgow and wanted an interesting runabout to get out and about when the chance allowed from my busy job in the Army's Personnel Centre where I was managing officer careers. The car had undergone a Dolomite Sprint engine conversion only 15000 miles previously and was for sale near Glasgow at a reasonable price. I arranged to view the car and was instantly taken by its rakish lines and soft-top option. The car needed some work but was basically sound and a deal was agreed with the then owner, Mr David Benstead of Renfrewshire. He passed me some history of the car showing a previous owner being one Mr Keith Scrimgerour of Glasgow with various bills for work done/parts etc. It was taxed and MoTd and I had arranged

insurance, so I drove it away back to my flat (luckily with dedicated underground parking) in the Merchant City. The weather was cold and damp (Feb 2010) and I found the interior fan to be pretty useless in keeping the windscreen clear, but aside from that it rolled along reasonably well, although a bit slower than had expected. I figured it needed some fettling and I was close to the mark - over the next few



I had always been a Triumph and Jaguar nut, owning many examples over the years, but they tended to be in the 60s/early 70s bracket. I had admired the TR7 Convertible from afar and always thought the marque could have been a world beater if Leyland had simply gone for a Sprint engine variant or V8 as the standard. I came across FOA 340V when I was





and ignition did not appear to make much discernible difference and I just knew the wee car had more to offer. In the ensuing months I tinkered with it here and there having brought up some of my garage kit from Wiltshire and then the Army decided to promote me and send me back south. So, with the ultimate faith, I drove the TR from Glasgow

months it got a lot of attention in the engine bay to try and get some of the potential out of that great Sprint yoke, with only partial success it has to be said.

to Wiltshire in November 2010 and it did the job. I kept the car on the road throughout the winter but by far the best investment of all was an afternoon session on **Neil Stark's** rolling

road analyser in Amesbury in April 2011 - with some sensitive fine tuning of the jets and ignition, he managed in a few hours to get the car doubling in bhp! The drive back home was exhilarating - best 200 quid I ever spent! Neil took a car that was seriously underperforming and made it an absolute joy to drive and I commend him to all petrol heads - really excellent.

Having no tools or facilities with me in Glasgow, I have to admit I found it immensely

The car ran really well after Neil's specialist intervention until I eventually took it off the road

frustrating to have to rely upon so called 'specialists' to fettle the car. An £880 bill (inclusive of £520 labour at £40 per hour) in May 2010 left me a bit numb, especially when the work done failed to release much of the innate power in that great engine. Expensive bespoke workshop attention on carbs





(SORN) in October 2012 due to leaving the Army and commencing work overseas which was (then) thought to be a temporary arrangement that subsequently became rather more permanent.

As I had limited garage space, the car had to lurk under an outdoor cover since - never ideal - and the work overseas still continues.

Thus, I am delighted it has gone to a more deserving place and look forward immensely to the results.

Gerry

The car itself is not all it seems. After looking at the VIN plate I noticed the colour was code HAF Poseidon green and not the Inca yellow that the car is dressed in today. First dilemma green or yellow?

I will let you decide, please drop me a line.

Over the next few months I will detail the work that has been carried out and if you fancy getting your hands dirty the car will be at the NEC restoration show next year to hopefully be put back together.

Fingers crossed!

Paul



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Colin Lindsay



"Just a little bit further"

I've been somewhat of a chancer recently with regards to petrol; especially how far I can get in a car that's running on fumes. My Landrover used to do around fifty miles after the warning light came on, until I changed the fuel pump and it dropped to around twenty, which I found out the hard way. My daughter's Peugeot 107 fills with around forty pounds of unleaded – probably less now that prices are plummeting – but it has an LED gauge that drops in large segments, so you can go from 16% Full to zero without realising how low you actually are...

Anyway the reason for all this fuely-waffle is that someone recently asked what the point was of having a reserve tap on a Herald tank, and would it run without one?

Well yes it will, provided you adapt the fuel take-up, but the reserve is quite a simple



1. Main Supply Position

and handy feature that has got me out of a jam on at least one occasion. Remember the song: *"don't it always seem to go, that you don't know what you've got till it's gone?"*

Similarly with petrol, but in the absence of a big yellow taxi you'll need some alternative way of getting home when you run out.

Heralds have a small tank of around 6.5 gallons with the reserve allowing an extra six pints or so, and at around thirty miles to the gallon that reserve, although small, will get you around another twenty miles. It works on a really simple principle: the shape of the tank allows a sump in one corner; under normal use, a pickup pipe would suck fuel from the tank and when it gets lower than the end of the pipe it runs out. By cleverly curving the pipe, Triumph were able to use simple geometry to suck fuel out of the tank to a certain level, whilst not emptying it completely (pic 1). If the pipe is turned to a different angle the



2. Reserve Position

curve deepens and the pipe goes lower into the sump thereby picking the last small quantity of fuel (pic 2). If you need to ask: "why?" as in why not just let the pipe use all of the available fuel all of the time, then you haven't factored in human nature – the risk of the hard shoulder is outweighed every time by the smug feeling of having beaten the fuel gauge, and when our luck finally runs out it's nice to know things aren't all lost.



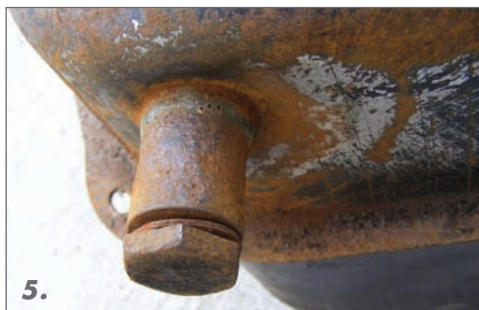
Keep the reserve lever in the appointed position; the label tells you where it should be and if yours is missing, replacements are readily available (pic 3). It's always nice when the car sputters to a halt to find the lever in the 'main supply' position with that little extra to get you home, or maybe just to a safer location.

You can't always rely on the red reserve marking on the fuel gauge; they're often not particularly accurate, and Estates for example don't have one – which is strange, given that they don't have any reserve capacity either (pic 4). The estate tank is a flat affair that lies under the rear load area with a capacity of 9



gallons, and no more hiding in a corner for emergencies. As with the best Supermarket sales lines: when it's gone, it's gone...

This reserve facility does raise the question of the pipe picking up particles of rust and dirt from the deeper parts of the petrol tank; not a problem when they were new but it does happen on older cars. I'd say that unless you have a very dirty tank, or are going over some very rough ground where sediment will be agitated inside the tank, it shouldn't make any difference or at least none that your fuel filter shouldn't cope with.



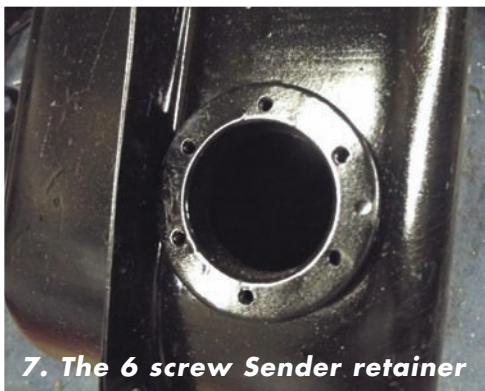
Triumph also fitted a very handy drain to the bottom of the tank (pic 5), but most I see these days are long seized solid, and a real challenge to remove. Don't ever simply put a large socket on it and use brute force; you'll simply twist the neck clean out of the tank. Lots of penetrating oil, clamping the neck and twisting against it, and not the tank body, and an aid such as an impact-wrench usually works. Gently does it! You can then drain the tank completely along with the offending rust and detritus. Refit with a good sealing washer and some copper grease to prevent future problems. It's also handy in these days of fuel

6. Larger Capacity tank



additives if you like to drain your tank over the winter to prevent fuel eating its' way through the metal.

One option for those of you who want a few more miles out of the Herald is to fit a larger petrol tank, such as that from the Vitesse or, I believe, later Heralds from around 1970? These are readily available second-hand and give an extra gallon's capacity – you can identify them by the larger profile to the right of the centre seam ([pic 6](#)), plus the supporting bracket that screws to the side of the spare wheel well; necessary for the extra weight. Otherwise, they're an almost straight fit.



7. The 6 screw Sender retainer

I say almost because the one difference you'll find is the fuel tank sender fitment; on earlier cars they were a six-screw arrangement ([pic 7](#)) but on the later cars the sender is retained by a locking ring ([pic 8](#)). They can't be interchanged so you'll require the correct type. This can also cause problems to owners of very early cars where the electric circuit is unstabilised – you may find that the fuel gauge

reads full all the time, and so you may have to replace your speedometer for a stabilised version to get the true reading with the later sender system.

Both versions of sender are readily available new.

One other thing to be careful of is if you're buying a replacement petrol cap: look for the kind with three tabs on the rear ([pic 9](#)) – Morris Minors use them too; some supplied for 'older cars' including Heralds and Vitesse don't often fit, having only two lugs, and no

8. Locking Ring Sender retainer



amount of messing about will get them to stay on. Check before you buy, they are not "one size fits all" as some on-line auction site sellers will have you believe!



8.Count the lugs

And just to end on a low note: I was in the hospital recently and the doctor said to the nurse: "BP is 127"... to which I replied "Maxol is 109"... I'll get me coat...

Colin

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Phil Willson



Donington - The open toppers



This month it's the turn of the convertibles to be in the spotlight. I will start off with the event's Sienna Brown gatekeeper, which is owned by our Chairman, **Chris Gunby** (Photo 1). This was the first car that most of us saw as we came to the main show area.

Photos 2 and 3 show my choice in the Show & Shine for 2nd place. It's a beautifully prepared red convertible from sunny South Wales. As you can see, it's not exactly factory original but, in my opinion, all the work has been done to a high standard and to my eyes it looked pretty stunning. Just to prove that I don't just go for cars like this, my first choice was a 948 Coupe, 957 BAB, that was in near original condition.

The two white Heralds (photos 4 and 5) were both in lovely order, too. These both show how a restoration can be achieved to a high standard and still keeping the car looking original. The one thing that these two illustrate perfectly (and this is not a criticism) is that they



Pic 1. Chris Gunby's 'Gatekeeper'.

have both had the bulkhead unit changed. The F reg car has the later bulkhead where the



Photo 2.



Photo 3.

wipers are further apart. The J reg car has the early bulkhead with the wipers closer together and symmetrical about the centre line. The production changeover was roughly during the H-registered cars and was about the same time as they went from metal to

plastic grilles. One of the reasons I'm not criticising is that my car is exactly like this! It originally had the later bulkhead but, come restoration time, it was so rusty it was unusable.

I just happened to have a near perfect unit from a 1967 12/50 that came to the rescue.



Photo 6.



Photo 4.



Photo 7.



Photo 5.

Photo 6 and 7 show the correct grille and bulkhead combinations with the red H-registered car having the metal grille and the symmetrical wipers.

The yellow car, being later, has the other combination.

Finally, [photo 8 \(Overpage\)](#) shows something a little different.

It's obviously a work in progress, but what is going on? [Photo 9](#) is a close-up of the hole in the bonnet side. The



Photo 8. Note the Vent

answer is that this car has been fitted with a Mazda MX5 engine and the engine air intake

and even 1 mph over the limit is too fast and can lead to prosecution. This is obviously



Photo 9.

on that unit is on the left hand side of the car, albeit in the wheelarch in the original vehicle so it can't be seen externally.

Update on speedo accuracy

Back in the January edition of The Courier I was talking about the recommendations from the Association of Chief Police Officers (ACPO), which allow for a bit of leeway when measuring car speeds using radar guns etc. This was the idea that prosecutions should only take place if the speed measured is no more

than the speed limit + 10% + 1 or 2 mph. Well, recently the news has come out that the Scottish authorities are abolishing that rule and that, in the future, speeding is speeding

aimed at reducing accidents and injuries but it does mean that anyone driving in Scotland had better be sure that their speedo is either accurate or over-reading. Coupled with the recently introduced reduction in permitted blood - alcohol levels, anyone who lives or ventures north of the Border had better be very careful!

Of course, it could one day apply to the rest of us since the leeway is only a recommendation and not

legally binding. And pleading that you were only speeding because your speedo must be wrong would probably just make things worse!

Finally, Chris Allen recently sent me a copy of the "**Press Information for the Triumph Herald 13/60**" which is marked thus: "**Confidential. Not for publication until 12th October 1967**". I will let you see some of this very soon as it's no longer a secret!

Phil

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Mark Blease



Wiper Woes

TriumFest UK this year was a great chance for me to put “names to faces” and to see some of the cars that have been featured in this Courier Register over the last few months. One of these cars was **Martin Feltham’s** rather nice 2000, which I featured in July’s article. Martin had planned to continue from Donington for a few nights elsewhere - a plan almost scuppered by his saloon’s wayward wipers:

“After a thoroughly enjoyable Triumfest UK 2015, towing all our camping equipment in the 2000, we decided to break up our journey home this year by stopping off in Chipping Norton for three nights. The car ran perfectly down to the site and it was nice to chat to three people about the car who came over while we were putting up the tent.

We had been recommended a visit to the Cotswolds Motoring Museum in Bourton-on-the-Water by friends Nigel and Gill who we’ve met camping next to each other at Stafford and Triumfest. Following this recommendation, we set off to the museum on a wet Monday morning, a journey which was twenty minutes from the site. After a couple of miles with the wipers on I began to notice that they weren’t quite parking fully down and that they were going further over to the left on the upward stroke. “That doesn’t seem right” I thought to myself after the third wiper cycle. And I was right, as on the next upward stroke the wipers stayed up and failed to return. Turning them on and off made no difference and with the rain



continuing to fall, I calmly said to Caroline “I think the wipers are broken”. We managed to find a turning off the main road onto a track and with a bit of luck pulled up under cover of a tree.

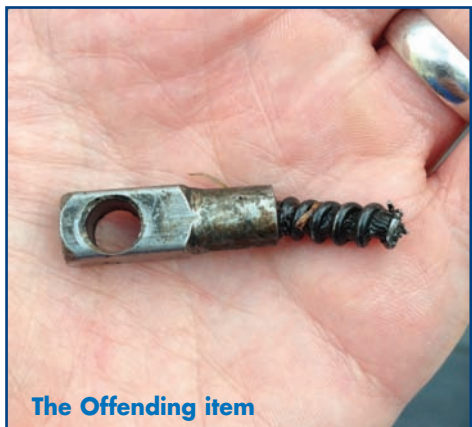
Relieved I’d bought a mini tool kit for keeping in the 2000’s very handy storage space under the boot floor, I reached in and got out the gloves and multi-meter. Pulling the plug out of the wiper motor I tested for voltage while Caroline flicked the stalk on the car up and down. All was working and voltage came and went. I remember reading in Bern’s blog of ownership that he had repaired the motor by putting in new bushes so I thought it’s unlikely to be there and my next place to check would

be under the cover of the wiper gearbox. Once the cover was removed the problem became obvious, the cable to the wiper arms had snapped in two. I tidied up under the



Snapped Cable

bonnet and returned to the driver's seat to deliver my findings. "The cable's snapped!" "Great" replied Caroline with a smile on her face as the rain fortunately began to ease. "What are you going to do?"



The Offending item

"I'm going to do what I've read about in so many classic motoring magazines" I thought to myself. "Simple, I'll order the replacement

part (from a well-known classic supplier) and get it sent special delivery for tomorrow to pitch 68 on the camping and caravan site in Chipping Norton, fit it, and we'll be motoring again in no time!"

The call was made and the replacement part ordered and paid for without fuss. With the rain almost stopped but with more due later on, we leather dried the windscreen and turned back to Chipping Norton. Stopping off in the town to visit a little hardware store where I bought a junior hacksaw as I knew I'd have to cut the new cable to size and also some grease which was interestingly branded "Carlube"!

The next morning, the site warden came over with my parcel and wished me good luck on the repair as rain once again started to fall.



Lots of grease

I began work by removing the thrust washer and retaining clip from the top of the connecting rod inside the wiper gearbox, being extra careful not to drop them in the grass! I then removed the wiper arms and pulled out the old cable. Joining the two broken halves together I measured up the replacement and cut this to size. Applying lots of grease from the tube onto the new cable, I pushed this up the tube turning

the wiper arms to assist threading this through. When in place I applied more grease into the gearbox. "Well, this has gone remarkably smoothly" I thought to myself as I tried to push

forth on the side of the hole wall.

With the hole now the correct size everything went back together easily and a full demonstration of my repair was enthusiastically given



Ready to go again!

the connecting rod into the hole of the new cable. Famous last words, (or thoughts as the case maybe). Try as I might I couldn't get the connecting rod into the new cable end. The hole was too small. Remaining positive, I wandered over to the campsite reception to see the friendly warden who had taken an interest in the car on our arrival. Thankfully he had a small workshop with a vice and a battery drill I could borrow and although the drill bit he had wasn't quite big enough I was able to crudely open it up by drilling back and

to my good lady, before the cover of wiper gearbox was returned.

Just as planned, we set off again in the afternoon to Bourton-on-the-Water and had a great time looking around the museum and the beautiful town. I'd strongly recommend a visit if you are holidaying in the area."

Some very ingenious "on site" repairs Martin! If you have any tales tell of big six ownership, please send them to bigsaloon@tssc.org.uk Until next month!

Mark

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In the November issue...

The man who restores Italian supercars in his potting shed including an amazing **Alfa Romeo Montreal**. Plus: We drive to the European Car of the Year Awards in the 1964 winner, the **Rover P6**. There's a celebration of the **Sunbeam Rapier**, a guide on **buying a BMW E28** and there's technical tips on the **Triumph Stag** and **Hillman Super Minx**.

SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton



Spitfire Spotting

As ever I've managed to leave it right to the last minute – and beyond to put some words together for this month. I just hope I find a few reasonable ones that you don't mind reading. I think the best thing to do today is share with you some of the bits and bobs that have been collecting in my articles folder over the last few months or so.



for nudging into his territory) but rather a fun way to lay out a summer display at the Gates garden centre in Oakham.

Then there was the Herald coupe and matching trailer at TriumFest UK at Donington. No, that's not a Blue police light on top – but rather the Thunderbox in the distance – I didn't exactly frame that photo well, did I?



First some cars I've seen myself.

In June, on our way to the Standard Club rally we saw this early Spitfire in Cheltenham – was this you?

Later in the summer on the Standard Register rally we saw another Spitfire. This was a later model (apologies to Steve Payne



SPIRIFIRE I - II - III Register



*"I thought you might be interested to know that a Mk1 Spitfire appears in an episode of **'The Saint'** entitled 'The Elusive Elshaw' [I've just seen it in a boxed set bought for me as a present]. The episode was broadcast in*



Spitfire spotting can also be carried out on the



telly as these stills show from an advert for Robinson's Squashd drink.

Another TV Spitfire was somewhat longer ago. Apologies to **Paul Lovell** if reading this gives him a shock as the original email came to me over 3 years ago but I haven't got round to using it previously.

October 1963 but the episode is dated 1962

It has a '3609 VC' registration. Given the timing, I wonder if this is a prototype version.

The car can clearly be seen driving up to a house and it was interesting to see how the rear of the car dropped as the car slowed down; there is

a lot of positive camber on the rear wheels even at rest."

Can anyone shed any light on the car used in this programme? Googling the registration brought up a link to an advert featuring this car being sold on ebay but without an image. Apparently it's from a 1963 Motor.

Does anyone have a copy of this advert they can scan for us to include in a future article?

A bit more searching on the aforementioned google came up with the following website, <http://www.imcdb.org/> - The Internet Movie Cars Database!

A fun website to play with when you have some time to spare. If you check Guy's Bond page you'll see what I mean.

A little while ago Martyn Jackson sent me the following:



"I thought you might like this if you have not come across it before. It was taken through glass and the lighting was difficult) in one of the stairwells of DFDS King Seaways, currently plying Amsterdam / Newcastle.



At first sight I thought what a discerning chap the monarch must have been, but of course the photo is not Himself determinedly exiting the quay in his Spitfire and black specs, waved off by a small child, but his namesake ship leaving for Oslo."

For those as interested in the ship as the car the plaque under the picture, which Martyn also sent me a photo of, noted that the King Olaf V sailed on the Copenhagen-Oslo route from 1961 to 1968.

And, finally, another vehicle spotted on the TV – not a Spitfire this time but certainly an oddity – but rather a very stretched Renault (below) which appeared on the 'Escape to the Continent' programme when an episode featured the Dordogne.

So, as you can see, these articles don't happen without help from all of you. Do please keep those articles and snippets coming.

Suzie





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Trevor Collett

A Road D Type

In her January 2013 piece **Suzie Singleton** told us about the Spitfire rolling chassis she sold to a Dorset-based company called **Tribute Automotive**. Tribute wanted the chassis to put under a new fibreglass

I switched on the translation machine there was not much technical detail given.

What I did surmise was that this car is a Tribute A352; where the "Bond" bit comes in I don't know. Possibly the car is based on a Bond Equipe chassis. The original A352 was

car body they had built. They were planning to make this body available to home builders; it was to be called the A352.

Now, everyone knows that it is my job to introduce TSSC members to new Triumph-based kit cars, but this time I was beaten to it. I did pick up on this new addition to the Herald-derived kit car and special family in my column in the March edition. I used pictures of the company demonstrator in my article, with bodywork with minimal adornment and rather bland grey paint finish. I signed off that piece with a hope that I would soon get the opportunity to report on someone's build of a Tribute A352.

As it turned out no one did come to me with a Tribute A352 build story, and the car pretty much disappeared from my radar – until now. Looking around the interweb for inspiration for a register topic I came across pictures of a car described as a "**Bond D Type Replica (1968)**". The car was being offered for sale by a dealer in the Netherlands; and even after



Bond D Type Replica

designed to fit on a Spitfire chassis, but fairly simple alteration could be made to the fibre glass body to fit one to the longer wheelbase. I must admit to being surprised just how much better looking, in my humble opinion, this Dutch A352 looks compared with the car I showed you in 2013. My discovery led me to set off on a Google hunt for more A352s. What I found was several more really great looking cars. The Tribute Automotive company does have a web site – but it is short on the sort



of technical details people like me crave. It does seem they now have two versions - the A352 body is created by fixing fibreglass

gritty of these cars – watch this space. I know you're wondering, "**Why A352?**" Well, I did find that out – it's the number of the road where

a model that has always been a contender for my own "**money no object**" fantasy.

As is usual for me, I'm writing these words right up against Bernard's print deadline, which means I haven't time to contact people direct to find out the real engineering nitty-

Tribute's workshop is located... seeamples.

Shere Hill Climb

You may recall that in November last year I gave you a report of a splendid motoring event that takes place in September just a few miles from my house – the **Shere Hill Climb**. I said, at the end, that I would apply for an entry for the 2015 event – I did, and I was successful. It was my



panels to a Spitfire body and a version they call "Jaguar D-Type", which is a complete fibreglass tub to sit on a Triumph chassis.

One very useful information source was a forum thread on **madabout-kitcars.com** – a thread dedicate to A352 builds, where one of the regular contributors is the proprietor of Tribute Automotive. On these pages are pictures of several completed and part-built Tribute cars; one in particular caught my attention – built to replicate a Jaguar XKSS,

Herald 13/60 Convertible that joined around 130 other classic and sports cars in the paddock off Staple Lane on the morning of Sunday 6th September. And a really great day it turned out to be.

The most important aspect of the day, speaking as the mechanic, was that the car successfully made it up the hill, three times. Phew! Worst nightmare: something breaks in front of a paying crowd of motorsport enthusiasts – avoided. The event is all for charity, and is not

Run 1 Start



supposed to be a competition, there is no timing equipment. But, of course, as the driver, one feels obliged, when facing an open stretch of closed road, to gun it.

Considering we've only got fifty-something horse power to play with I thought I got off a good launch, with even a hint of wheel spin. I left gear changes as late as my ears could bear, shaved the straw bales at the chicanes and pressed on right through to the chequered flag – I was quite pleased with Run 1.

My passenger for the first run was daughter Abby; for Run 2 **Abby** took the driving seat, with her elder sister **Gemma** as co-pilot. **Abby got away cleanly, and Gemma gave it the full two-arms flourish for the full length of the course.**

Two beaming young ladies in a shiny red convertible seemed to meet the approval of the watching masses – possibly the loudest cheering of the day.

The day was blessed with glorious weather and a great turn out.

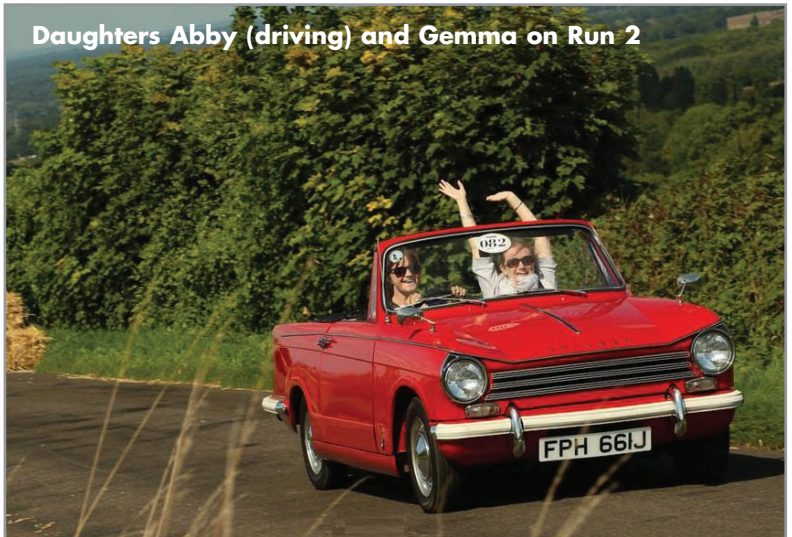
This event is only four years old but has already firmly established itself as something any self respecting Surrey petrolhead just cannot afford to miss.

There is a list of the cars competing, with pictures of many, on the event's web site, just search Shere Hill Climb. Your search will also find you dozens of photos and videos taken on the day – you can find some video clips of my

Herald on my Youtube channel.

I'll just mention one of the other entrants – another Herald. It had the rounded head lamps and boot badge of a 1200, but it didn't have

Daughters Abby (driving) and Gemma on Run 2



an 1147cc engine. It had been fitted some sort of ginormous V8 lump, with a back axle and rear rubber to match – a Herald dragster. It had the potential to be one of the quickest cars of the day, but as it had no chance to warm up its drive tyres it could not turn its power into proper acceleration; an entertaining display of snaking off the line.

A thoroughly enjoyable day was had – only question for 2016 is: drive or watch?

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Guy Singleton



Oldest Running 2Ltr

Ls usual I will be in Last month, together with **Bob Buckby** from the Bond Owners Club, I heard of a 2 Litre Coupe for sale in the USA, it was 'the Oldest Running 2 Litre' - it is the 36th car built. When it belonged to its previous owner **Alan Day** I understand it was regularly shown at shows in the US and at that time with authentication from **Jonty Wild** as identified as the Oldest Running 2 Litre. Unfortunately time has not



believe it has been over there since at least the early eighties. If Charles can get it running again, it will again be the Oldest Running 2 Litre as I only know of one other earlier car which is in pieces awaiting restoration. It is for

been kind to the car, and the current owner had asked if we could help find it a new home. Bond owning being a very small world Bob & I contacted existing Bond Owners in the area and **Charles Frick** in Pennsylvania, who some of you may recall is restoring a 2+2 has now acquired the car and is hoping to restore it when he gets time.

The car was originally a UK car and I do not know when or how the car got to the US, but





sale so if you want an early car let me know. It does have some unusual details, to start with it has overrides on the front bumper - I assume

Moving on I recently heard of a 4s which I did have on my register, but had not heard of for some time, it is owned by **Spencer Colquitt** and his father had bought the car when it was 6 months old so it has been in his family almost all its life.

He rebuilt the car some time ago and currently, like many of us, is trying to keep it on the road and running well.

A cinematic leap now, and sticking to the 4s theme, you may have noticed mention in



Spencer Colquitt's 4s

these are from a 1300 FWD Saloon as the bumpers are based on those from that car. Also, the engine number has an unusual addition - it says **ID/2** after the number, I have not seen this before and wonder if anyone has any ideas, the implication is that perhaps this is a rebuilt engine and the number has been changed but over to you! Interestingly the engine is an early GT6 one, not the original one for the car, but of course in the US, GT6 engines will have been much easier to find than Vitesse ones when a replacement was needed. In a similar vein, the cars which were originally exported to Canada had GT6 engines fitted by Bond. I don't know the reasoning behind this. Can anyone shed any light?

Suzie's early Spitfire article of the **Internet Movie Cars Database**. As also noted in the article, this week has become particularly



TV series 'The Protectors', 1972-1973

hectic and, without much tucked away to slot



TV series 'Do Not Adjust Your Set' 1967-69

tion, so I had a quick look at the site myself.

Unfortunately, apart from the Minicars and Bond Bugs the only Equipes they seem to know of are all identified as "1965 Bond Equipe GT4s". The only car where the number plate can be read is **AH 107**? I assume this is not in the UK – the sun is shining! Looking further in the site the film was Die Xue Jie Tou, filmed in Hong Kong and Thailand in 1990.

As it happens the screen cars identified in this section all seem to be 4S models and I didn't have time to go through the many pages of



**TV series
Monty Python's Flying Circus,
1969-1974**



into articles as Suzie had, I needed to find something else for your delight and delecta-



Film Die Xue Jie Tou (aka Bullet in the Head) 1990

**TV series
'The Champions',
1968-1969**

'unidentified' cars to see if there were any 2+2s or 2 litre cars tucked away in their archives, So, if any of you do have a few free lunch-hours to look through their images, or know of any of the other models on screen in film or TV, so please let me know.

Guy



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Andrew Burford



I'm Back - was I away Long?

Hi and welcome to the small saloon register. I'm sorry for the lack of articles although I have still been answering you inquiries and trying to help in the background. It's was an incredibly busy 2014/5 with so many cars in my ever expanding fleet and that 4 letter word work. That's how life is sometimes but I have attended some of the shows and in this day of changing technology been talking and helping many people on Facebook groups. Did you know as well as the TSSC group there's Triumphs Dolomites and Toledo's, perhaps that's why I've been busy...!

promoting "our" cars we create interest and demand. This is essential for the future to keep the heritage going.

I helped with a photoshoot this year and seems quite a few people saw that and again a good way of keeping the cars to the fore in the publics mind.

On the ebay front I've noticed a upward trend on car prices but also noticed that they are appearing less then when I started this role many years ago.

In May we made our way to SEM and noted very few small saloons where are the ones in the South? This year I think the weather bought a lot of cars out and we saw many MG's and Borgwards near Brooklands the previous day



So much happened on the car scene it's difficult to know where to start but as best as I can I will go through what I remember and then we can go forward from there.

I'm sure you may have noticed with the low interest rates the classic car market has been on the strong increase. Some makes/marques have seen huge increases but hopefully with

but not another Triumph all the way there and all the way back which is around a 300 Mile plus journey for us.

Even though I was unable to attend I was aware that Kirk from the Essex group managed to get a strong little group of Toledo's to the TriumFest UK event. It was nice to see the pictures and I believe the more common cars

Toledo Dolomite 1300/1500 Register

are taking note of us so keep up the good work. I also believe a few Dolomites and a 1300 FWD also were in attendance so the small saloons were well in force. (Thanks to Anthony Hay for this picture)

In July I was asked to attend a "survivors" display at the TR international along with a few

many positive comments where received during the day.

I have also come back from attending the Dolomite Rally, I know I saw Gwen car from South Wales, where any more of you there ? I think it's essential to try and join forces and maybe even with wider events, let's face it it's



other TSSC members. Hopefully this was a good way to "join" together and also show some of those present other Triumphs are available. We had a chance to not only display statically but drive in the ring and describe our cars. These "original" cars are a rarity now and it was well attended and

all part of the classic car movement and enables legislation etc in strength in numbers.

Next time I will try to get some of your cars included and some of the things I have come across but this was a short edition for the moment and hopefully we will get more next time. (Thanks to Matthew Tremayne for this picture).



Picture Left is another "original" car in a scrapyard in New Zealand this is the worst fate and a reminder to enjoy the cars whilst you can! As always please keep sending me your articles and pictures.

Maybe I will see you at the NEC show in November ?

Until next time, see you at the shows.

Safe Autumn Motoring.

Andrew

Area Showtime



e-mail.

courier@tssc.org.uk

Bern Robinson

All Show Reports to the Editor please



Lincolnshire Camping Weekend

By Simon Oliver, Lincolnshire Area

A huge thank you to everyone that joined us at our camping weekend at the beginning of September.

to you all, but I very much appreciate everyone that had made the effort to join us including some attendees that had travelled from Essex and Berkshire, and those locals that popped by throughout the weekend to say 'Hello'. People seemed particularly impressed with Matt's



We had a great turn-out of around 25 cars on the Saturday convoy run, and around 20 cars staying with us over the weekend. Apologies for not getting around to speaking

triple carburettor GT6 Mk2 and Calvin's v8 TR7 coupe – I heard many discussions regarding exhaust notes and envy!

Congratulations to local members Keith and



The Nocks lovely Mk3 GT6

Sue Nock, for winning the Peoples' Choice vote for their immaculate Mk3 GT6. They get to keep the Lancaster Trophy for the next year. There was strong competition for the trophy from Chris Edmund's Mk2 GT6 and Bob Meller's TR6 – all

Lincs Camping Weekend



Sue & Keith Nock

were outstanding vehicles.

Commiserations to myself, Garth and Carl who seemed to fail to receive any votes in our

campsite on other matters and saw our cars on the Sunday morning. With a bit of luck there may be a photo and a bit of a write up in the classic car press.

We've had a lot of initial feedback about the event and the site. We're looking to perhaps go to a coastal caravan site next year with choice of camping options (tents, caravans and statics) and better facilities (more showers and a function room), although this may make the event more expensive. The shorter convoy run seems to be preferred, however people seem to want something else to do on the Saturday afternoon such as a walking treasure hunt. A reintroduction of our Sunday farewell meal has also been suggested.

Please send me any further comments via simon@lincstssc.co.uk.

Whilst the Lincolnshire Area weekend always appears to be in chaos – there is a lot of planning in the background and I would like to personally thank some individuals for their help. Phil and Will planned the convoy run and produced the popular "Fiendish Quiz". Garth wrote and hosted the Saturday night quiz including some dubious 'what am I?' questions – and also provided us with some



own 'concours corner'.

Next year we're threatening to add categories for 'most spotlights', 'longest CB aerial' and 'most purple shade of Alpine Mauve'.

We'll try and upload all the photos received to the www.facebook.com/lincolnshiretriumphs page. We had a surprise visit from Simon Goldsworthy who was at the

fantastic photos from the weekend.

And thank-you to the many others that helped to set-up, tidy up, locate my disappearing daughter and keep us all sane (Keith, Sue, Carl, Emma, Sarah...) – your help is very much appreciated!

We'll be back next year; somewhere and somehow!



Readers Write

Spitfire IRS

I was interested to read Steve Payne's "Coil-over" article in issue 423 and if nothing else, it revealed yet another way of trying to make a Spitfire go fast around a corner and not doing an opposite lock correction as shown in photo 1 of Steve's treatise. Early in Steve's piece, he observes that "back in the 1960's the Triumph Herald and the Spitfire were considered as pretty sophisticated with their all independent suspension". Within the company itself, it's not untrue to say the vast majority of staff in the Engineering Division and Production Division regarded the set-up as little more than a disaster. What's more, they said so. However the Sales Division was hell bent on offering a full range of cars with four wheel independent suspension and were ably supported by Harry Webster, the then Director of Engineering and Alick Dick, the CEO.

Alright, in its early days, the Herald wasn't exactly a ball of fire in the performance stakes by today's standards but many had the greatest misgivings when the 1600 Vitesse entered production. Here was a car with essentially the same rear end set up, nominal adjustments to suspension settings all round and a much heavier engine. Then the Vitesse was further 'extended' to 2 litres and in the hands of an inexperienced driver on a wet road with cross ply tyres was something of a nightmare. In its own way, the Spitfire wasn't too far behind and many found to their cost that over-enthusiasm in a Spitfire could result in a very nasty fright and possibly some badly bent panel work.

Some years after the euphoria that followed the launch of Herald and its Vitesse derivative,

the Sales Department started to become ever more critical of the original rear end suspension set-up on Spitfire. There was enormous pressure being piled on by importers in export markets - especially the States and Canada, who maintained with some justification perhaps, that the handling on the Austin Healey Sprite and MG Midget was far more predictable - even in the days of the Spridgets quarter elliptic rear springs.

Webster began to find himself being pilloried by his own colleagues.

My good friend and Standard-Triumph contemporary, Paul Richardson, has often mentioned Ray Henderson in many of his articles in 'Courier'. Ray was a gentle soul, quiet in disposition, a raconteur and a consummate hands-on engineer. Ray could take an engineering concept and turn it into reality. In his final years he told me on more than one occasion - and I know he told Paul as well, about the day Harry Webster came into his workplace in Experimental.

According to Ray, Webster was almost apoplectic with rage having just emerged from a Board Meeting at which all those present had slammed into him about the disappointing handling qualities of Herald and Herald derivative cars. Ray was therefore instructed in no uncertain terms to stop whatever he was doing and put all his attention into a Spitfire that had just come into the Department from production.

"Just make sure that whatever you do to it, the bloody thing will go round corners without breaking away."

"Do I have a clean sheet to do what I feel is necessary, Sir?" Ray enquired. *"You do,"* Webster replied - *"and you've got a maximum of a month!"* With that he stumped off.

Within the month, Ray had ripped out the rear suspension, reinforced and substantially

modified the rear part of the chassis and boot floor and fitted a TR4 beam axle with half elliptics and telescopic dampers. Taking it out on a number of proving runs to satisfy himself the car was fully tweaked to his satisfaction, Ray then told Webster the car was ready for him to take out himself.

The story further goes that Webster took a whole day out and disappeared with the car into the Welsh Marches where there were some 'interesting' roads - and he put the car through its paces.

The next morning, he returned the car to Ray who naturally asked if his boss felt it was an improvement?

"I don't want to see that thing ever again," was the reply. *"It's the most perfect handling Spitfire I've ever driven. You can do utterly stupid things with it and it behaves perfectly. In fact it's even better than the new Sprite I drove the other day with the revised half-elliptics."*

Nodding towards the car he'd just driven to work he said, *"I want that car in the crusher*

within the day. If anyone else drives it - and especially from Sales or Production, I'll be the laughing stock!"

Ray tried to find out more but was left with the statement that Webster and his team had to come up with a far better handling car without incurring even moderate cost and allowing the company to still promote a full range of vehicles with independent suspension on all four wheels.

I asked Ray how the problem was overcome. *"Well, they never really overcame it. Soon afterwards the Vitesse and GT6 got lower wishbones and rotoflex driveshaft couplings but those caused problems. Then someone had the bright idea of a swing spring and I suppose both were improvements in their own ways but in my opinion that transverse cart spring arrangement was an abortion from the word go and the company should never have put it into production".*

John Macartney
TSSC Honorary Member



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Trials & Tribulations **Of Organising Club Trips**

by **Kieran Line** - Group Relations Manager

Scenic & Continental Car Tours

Being the person responsible for organising your club trips and rallies is a job that few envy and most admire. From a brief weekend away for a handful of members to national events for a few hundred, the role of the group organiser is more than just piecing together a successful itinerary and getting people to join. Pleasing the masses is a hard job in any organisation yet most readers will know of someone in their club, that with complete and utter dedication, will spend hours gathering opinion, researching options, contacting destinations, booking, writing and coordinating plans that will ensure the trip or event runs well and will please everyone. If the to-do list above seems time consuming, this is normally just the start and the hard work of marketing, persuading and galvanizing support is to follow. The unseen qualities of the role will also include, but not be limited to, playing politician, banker, counselor, travel agent and mechanic!

The dedicated individuals that carry out this role often love what they do, with existing memories of previously successful trips driving their desire to get the next one in the diary. Many clubs will have set and run their own trips for years, yet few are aware that in accordance with the EC Package Travel Directive, there is also the legal requirement to be financially bonded. This little piece of European legislation has been in place since the early 1990's, providing consumer protection to anyone that books a package

holiday but also to more than 120 million people who book other forms of combined travel. This definition of combined travel can be simply understood by whether there are at least 2 elements to a trip booked together. In most cases, this will be a hotel and ferry or flight. As with all legislation, there are complexities and exceptions bound into countless pages that few outside of the core travel industry will ever bother to read. It is though, something that organisers need to make themselves aware of to avoid stumbling into the realms of being liable in the event of trips going wrong.

Booking travel arrangements through a legitimate tour operator is one way to give organisers peace of mind that they are complying with legislation, with the added benefit of knowing that they have the support and expertise of a tour operator looking after their members' interests from start to finish. There are a number of tour operators in the market that can fulfill this role and rather than viewing them as middlemen that will complicate your plans, it is also worth considering what benefits they will bring to the planning process and ultimately, the success of the trip. Points to consider when looking for a tour operator to help you with your trip:

Financial Security – In many instances, an average sized group may be collecting funds in excess of £10k. Using an operator that is bonded or runs client trust accounts will protect the money of members and also fulfil the legal obligations as mentioned previously.

Getting the best deal – The world is a much smaller place nowadays and booking hotels directly has become easier for all of us.

Multiply the numbers of people and the situation becomes more complex. Many tour operators have unique contracts with hotels in the areas that they frequently visit and in some cases form part of larger travel organisations with much greater purchasing power that will, in most cases, provide customers with pricing that is advantageous.

Dedicated support & information –

A good tour operator won't take away your role as the group organiser. If you already know what you want to do, use their expertise and research to support and finalise your plans. If you're not sure where you want to go, they can also provide ideas and suggestions based on your budget, location, timeframe and size of group. Tour operators will often work with as few as 5 cars in a group and these will vary from a bunch of friends in all manner of vehicles to major international rallies. Whatever size the group is, having back up and expertise will ensure that organisers can also enjoy the experience. Many operators will also provide a 24 hour emergency back-up (not breakdown!) service on trips.

Administration – What is often seen as the most tedious and time-consuming part of the job for organisers, administration is something that tour operators are set up to easily absorb, with dedicated staff and booking systems to control every aspect from start to finish. This can include tour confirmations, road books, supplier payments, ticketing and travel documentation.

Bookings – The days of chasing monies or waiting for cheques in the post are over. Bookings through most tour operators can now be done directly, where they will take card payments or even accept the payments online so that anyone wanting to book is merely 1-click away. More often than not, the group organiser having to be banker is becoming a thing of the past.

Marketing support and advice –

Use a tour operator to support your promotions with the help of professional artwork, pictures, flyers and even exposure at



Gloucester do Laon Historique

shows. In many cases, they can also provide you with your own branded web pages that link to the club website, providing access to online bookings as well as all the trip details.

Financial commitments – Take away any financial commitments you may incur - i.e. hotel deposits, tickets etc. allowing you to just get on with promoting your tour to your members or friends. If you also undertake overseas trips, the risk of currency fluctuations can also be removed where the operator offers a no-currency surcharge guarantee on its bookings.

Having taken part in many trips, it is easy to overlook the work that goes on behind them. From small groups of likeminded friends to national clubs, I have had the privilege of working with some incredible people, all of whom have a passion for driving and exploring. I hope they would say that working with a tour operator has helped them run their trips with ease and most of all, provided some great memories that'll last forever.

For help and advice in organising your group's trip, whether it be a weekend away or a more adventurous event or itinerary.

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MKIII 1969 with LeMans bonnet, full MOT, dry stored, great interior, good body panels but needs some TLC to look and perform at it's best. £3,500 ONO. Paul Ward (Birmingham) 07990 626925.

1978 1500 Very good original condition. White 86000 miles. Hard top. Recent MOT & service. History file Club valuation. £5,500. Price £5,000. Scott & Nancy Hillsdon (St Andrews Fife) 01334 475900.

4/Mk.II for sale/exchange Good condition. Recent rebuild. MOT'd/taxed. Can no longer use due to back injury hence reasonable offer sought OR exchange for Herald similar condition. Offer/exchange. Christopher Schneider (Birmingham) 01212 404498.

Herald



13/60 1970 Wedgewood Blue. 72,000 miles. Resprayed 2014. Two owners last 30 years. £3,995. Allan Prentice (Fife) 01383 852426.



COURIER VAN ('factory' converted to Herald Estate spec) 1500TC Overdrive as per eBay listing 390980524753. £1,300 ONO. (or £800ono without the engine / gearbox / propshaft / exhaust). simon@triumph-recycler.com or www.stores.ebay.co.uk/Triumph-Recycler / Triumph-Parts (trade)

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1300 FWD SALOON 1970. Car is original, has been garaged all its life, still has plastic film on doors, hardly used, must be seen, MOT'd good runner. Offers over £5000. Peter Eagan (Carlisle, Cumbria) 07745 894265.

Vitesse



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



MK1 1600 SALOON. MOT June 2016. No advisory. Overdrive. Ammeter. Oil pressure gauge. Sunshine roof. Garaged. Some History. Olive Green. £4,700. Alan Melbert (West Sussex) 07808 061725.



MK2 CONVERTIBLE Overdrive, wire-wheels, unleaded, stainless exhaust etc - see eBay item 351506780173 (www.ebay.co.uk/itm/-/351506780173) for more details & pics. (cherished registration £600 extra). £7,750 simon@triumph-recycler.com (trade)

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CARS WANTED

2500 PI SALOON WANTED I'm after a decent 2500pi saloon, MK1 or MK2, preferably manual and in good condition. Good home offered and I can travel within the UK to view cars. Toby. (Kent) 07562 707 680.

DOLOMITE SPRINT. Tidy, usable Sprint wanted To use as a daily runner. I'm mechanically and electrically competent so not afraid of periodic failures! Colour not important, will have to get past the boss lady which probably excludes brown interior! Simon Morgan (Telford, Shropshire) 07786 806189.

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RECONDITIONED (uprated) radiators as per www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts. Direct prices: Herald/ Spitfire £120 (full-width £140) Vitesse £180; GT6 £190. TR/ Saloon/ Dolomite/ Stag £enquire. simon@triumph-recycler.com (trade)

RECONDITIONED STEERING RACKS, new master cylinders, used parts. See www.stores.ebay.co.uk/Triumph-Recycler/Triumph-Parts but email simon@triumph-recycler.com for direct prices! (trade)

HERALD 13/60 ENGINE (GE..HE type) gearbox and twin SU carbs on manifold - been in my garage for years. Engine turns ok. Ex donor car. Free. Alan Dodd (Tyneside) 01914 569680.

NEW REMOTE BRAKE SERVO KIT. Rimmer Part No RH5272 remote brake servo kit, bought in error. Brand new and unused, 1 original box with all fittings. Cost over £100. Price £75. Roger J Collins (Southampton) 01489 781747.

VITESSE MK2 BOOT LID Used Boot Lid, some slight rust. Buyer Collects. Keith Power (Lancashire) 0704 534474.

SPITFIRE MK 3 ENGINE Complete Mk3 FD engine including carbs and ancillaries was running 10 years ago when stored my garage suitable for rebuild £150 Richard Bond (Guildford, Surrey) 07949 317176.

HERALD, VITESSE & SPIT PARTS. Loads of secondhand parts available. Just Call with your requirements. Simon (Cumbria) 07901 842248.

SUIT STAG OR 2000. Four x 6 x 14 inch Wolf race alloy wheels with centres. No dents or scrapes but could do with a good polish up. No tyres. Been stored in a garage for years. Will need to be picked up from Mid Sussex. £60. Martin (Mid Sussex) 0781 232 6211.

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PARTS WANTED

13/60 DOOR SWITCHES wanted a pair of door light switches for a Herald 13/60. Can any one help? Shawn Daniels (Wolverhampton) 01902 723062.

VITESSE drivers side bumper in good condition with no deep scratches that can't be polished out. Needed to complete my restoration. Andrew Biddulph (Lancashire) 07843 156089.

SPITFIRE MKIV Handbook, owners manual & sales stuff. Does anyone have any old

Owners manuals/Owners handbooks or sales brochures for a 1971 MKIV Spitfire please? (or anything from the sales pack back in 71). I also need an original tool kit for the above. Alex Baker (Surrey) 07595 503714.

13/60 Parts Wanted L/H capping Squab rail part No 704683. Complete Hand brake lever. Adrian Clague (Pembrokeshire Wales) 01437 731640.

VITESSE ROOF WANTED. Solid roof

wanted without sun-roof hole. Doesn't matter if it has no glass/seals as long as it is solid. Happy to collect. Alistair Clark (Gloucestershire) 01451860289.

12/50 CHASSIS WANTED. Needed, a replacement chassis for my Herald 12/50, ideally close to Somerset. Martin Hughes (Somerset) 07824 357463.

ROLL BAR Wanted for Spitfire 1500, a Roll Bar. Anything considered. Bryan Hurley (Isle of Wight) 01983 282996.

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The following services are available from the Club headquarters.

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£46.00 UK £49.00 EUROPE £55.00 OVERSEAS
Young Member £24.25 (Age 17 to 25)

RENEWALS

£46.00 UK £49.00 EUROPE £55.00 OVERSEAS
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Young Member £20.50 (Age 17 to 25)

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

TSSC MEMBERSHIP INFORMATION PACK

TSSC - Sunderland Court Main Street,
Lubenham, Market Harborough, Leics. LE16 9TF
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e-mail: info@tssc.org.uk
TSSC HQ, Sunderland Court
Main Street, Lubenham, Leics LE16 9TF
Tel: 01858 434424 Fax: 01858 431936

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

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

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

HERALD 1360

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

Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk

SPITFIRE Mk I/II/III

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

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

SPITFIRE Mk IV/1500

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton. Warks. CV11 6YJ.

Tel: 07792 987353 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

VITESSE 1600/ Mk I/ II

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

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

GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA

Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk
http://cook1e.blogspot.co.uk/

BOND

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

Tel: 01672 514241 e-mail: guy@bondequipe.org

SPECIALS

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

Tel: 0776 7248798 e-mail: specials@tssc.org.uk

BIG SALOONS

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

Tel: 0116 267 1688 (Eves/Weekends)

e-mail: TriumphToledo@tssc.org.uk

TR 4/4A/5/250/6

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

Tel: 02920 315260 e-mail: tr4-tr6@tssc.org.uk

TR7/TR8

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

Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

TRIUMPH ACCLAIM

Chris Gunby, The New Room, Church St, Sth Witham. Lincs. NG33 5PJ

Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Marrison, 2 Ridgeway, Greenhill Way, Haywards Heath,
West Sussex RH17 7AQ

Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaws Lane, Burtonwood, Warrington
Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: archive@tssc.org.uk

AMPHICAR

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Tel: 01684 592985

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YOUNG MEMBERS CO-ORDINATORS

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

Tel: 07962 956362 e-mail: ymc-dan@tssc.org.uk

TSSC TRIUMFEST UK EVENT MANAGERS

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

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

CONCOURS ORGANISER 2014

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

Tel: 07827 891471 e-mail: concours@tssc.org.uk

AREA LIAISON OFFICERS

Di Allen & Nigel Hill, 32 Hollyhill Road, Selston, Notts. NG16 6EF.

Tel: 07976 163006 e-mail: alo@tssc.org.uk

TSSC PUBLIC RELATIONS OFFICER

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

Tel: 01527 894125 e-mail: pro@tssc.org

CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**

Julie Hazell **Tel: 07813 589799**



October 2015

Contents

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

Sunday 18 October 2015

TSSC Northants Area

Proudly Hosts

Angie's Breakfast Run

in aid of Macmillan Cancer Support

in memory of Angie Richardson

Bacon Rolls & Coffee will be supplied

Bosworth Garden Centre, Burton Latimer. Northants

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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.

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

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
DI ALLEN, NIGEL HILL
Tel: 07976 163006
E-MAIL:
alo@tssc.org.uk

Area Area Organiser/s Meet at On the

SCOTTISH AREAS

CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 7.30pm
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		
NORTH EAST	Deryck Beadling: 07939 068976	The Dunn Cow, Primrose Hill.	1st Sun.
	Geoff Dent : 07773 440201	BOURMOOR DH5 6DY.	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
LANCASHIRE	Kevin Makin: 07980 604021	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
	Dennis Petty: 07951 727747		
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: 01302 771628	The Crown - Barnburgh, DONCASTER DN5 7JQ	1st & 3rd Tues Eves
WEST YORKS	Victor Thompson: 01484 541185	The Arkle, 105 Springfield Ave, MORLEY, LS27 9PP	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 8.00pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Beedles Lake Golf Centre - EAST GOSTCOTE LE7 3WQ	2nd Tues 7.30pm
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 7.30pm
	Nigel Hill: 07976 163006		
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	The Golden Pheasant. Main Rd - ETON. PE6 7DA.	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embury: 01952 371783	The Huntsman - Little Wenlock, TELFORD, TF6 5BH	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 Kitchen: 01527 894125	Pear Tree - LOWER SMITE Worcs WR3 8SY	1st Mon. 7.30pm

WELSH AREAS

NORTH WALES	Roger & Helena Hill	The Trevor Arms - Marford Hill MARFORD LL12 8TA	1st Tues. 8pm.
	01691 600215	The Plough Inn, St ASAPH	3rd Wed. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.15pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Good Intent - HORNCHURCH	4th Sun. 12 Noon
	(Venue Swaps Monthly)	The Wharf - DARTFORD	April to October
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 - Nr MAIDENHEAD on A4	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 Crown. High Rd.Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN SURREY	Mike Goolding: 01252 722432 Clifford Derby: 07900 657176	The Seven Stars - STROUD GU32 3PG Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ.	1st Tues. 7.30 - 8pm. Last Wed. 8pm.
SUSSEX	Martin Marrison: 01444 450941	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	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
		The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Various - See report in Area News	Last Thurs. 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	
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		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
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TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
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		Revere Court Lacey, Olympia - WASHINGTON 98503.	



ALO REPORT . . . ANDOVER / NORTH WILTS AVON . . . SOUTH BUCKS

TSSC AREA NEWS

AREA LIAISON OFFICERS

email alo@tssc.org.uk
Tel. 07976 163006

We are welcoming to the Area Organisers team Lawrence Cochrane for the Northern Ireland TSSC Area, and say a Huge Thank You to Jacqui and Paul Robinson for their involvement of being very active area organisers for this area previously, do hope they continue supporting the group and activities that Northern Ireland undertake.



Well the season is drawing to end for camping but remember you can still use your triumphs you never know we still may have nice weather through October and November, let us of any events or exciting trips you have done or planning.

As winter draws near keep chit chat alive on Facebook or update your forum with events for next year, next month is time to renew area organisers forms so we will give you more information nearer the time.

Do you need help with anything? Whether it be help on the Internet, Facebook. Updating your forum or ideas to get interest. Ring us or email, we are here for you guys.

We cannot believe how quiet you are or is this the quiet before the storm!!

Events in November is the **NEC Lancaster Insurance International Classic Motor Show on the Friday 13th November till Sunday 15th**. Take a trip down, bargains to had, advice from Club stand and many more. Tickets call 08712301088 quote CSCMS15 or visit website - www.necclassicismotorshow.com Simon Oliver and his Lincoln group did an excellent job for TSSC Lincs weekend, very enjoyable and we know it takes a lot to organise these events.

It's your volunteering your time because of the love of the cars and group of close friends and hope with the enthusiasm that we all have that it continues, because remember guys, without AOS and folks wanting to help these camping weekends and social events don't take place.

Notts and Derwent New year Run Date is confirmed to be Sunday 10th January 2016. Full details to follow.

Happy driving.

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

Nice to meet Tim at the Bruce Arms meet in August, hope to see you again sometime. We hope that no new members came to the Bruce for the September meet as we were - finally - away on holiday on our newly re-engined canal boat and it appeared that other Bruce Arms regulars were unlikely to be able to make that particular meet.

August was very quiet at the Plough but a good meeting in September with most of the usual suspects, and 3 club cars in the car park, Brucie Baby still a little temperamental so left at home until he can behave better. Conversations included rotor arms, getting the rubbish bins lined up and spongy brakes.

Heading into the quiet part of the year now with regard to shows but still a few autojumbles to go, and the Classic Car Show at the NEC which we'll be at. Also, it seems far too early to be mentioning it but we'll need to start thinking about our Christmas meal

soon. We'll check to see if the Plough can feed us for that one as they've done pretty well the last few years - chefs having babies and serving the wrong dinner notwithstanding - so the likelihood is that we'll have our dinner there again. We can discuss this at the next meeting though and make a decision.

Guy & Suzie

Next meetings:

Thursday 8th October - The Plough, Grately, SP11 8JR
(Note this is early in the month, the 1st being a Thursday this month)

Wednesday 21st October - The Bruce Arms, Easton Royal, SN9 5LR

AVON

Tel. 01454 327059

August bank holiday saw us attending a charity event at Kingsdown near Bath on the Sunday with Chris and Angie with Mike, Linda and Stuart turning up later. It was rustic (i.e. muddy) and we were the only cars there. Apparently the MG club were supposed to turn up but a bit of rain put them off. There were the usual tombola and raffle stalls and a live band playing. Food was available all day starting with freshly baked cakes and flapjacks followed by a ploughmans lunch with half a pound of cheese and plenty of ham followed by strawberries and cream or cream teas if you could manage it. The afternoon saw us being entertained by a small live version on One man and his dog followed by a parade of tractors. Last year the event raised £2000 for cancer research and hopefully this year we helped to beat that - especially as it took one more go on the tombola for me to win a bottle of wine! Definitely on the calendar for next year.

I need to publish an apology about my article last month on parking your car at a car show - apparently the owner is a bit unhappy even though I mentioned no names or the type of car and intended it as a public information service!

On to the **Christmas meal** - Tyler assures me he is all ready for the vote at October's meeting. The ballot papers are ready but a bit upset there is no voting booth - we will see what we can do on the night. We also had no preview this month as we were assured it is not a campaign - just a one off vote. If you don't come to the meeting you cannot vote for the winning venue (no postal votes allowed) but you can still put your name forward to attend the meal through my email address (Junewrighton@tiscali.co.uk). The winning venue will be announced on the night with payment due in November and finally eating it on **December 7th**.

Hope to see you all on **5th October**

June

SOUTH BUCKS Tel. 07788 436167

www.tssc.org.uk/southbucks

email carlswanson@btinternet.com

Hi. I start with hoping you and yours are well.

With my parents health situation being an on going issue, my time is limited at the moment so I seem to be sending out text messages to the local members, advising of shows that I don't attend! I hope they are of use to you, and you are getting out in your Triumph.

Tues the 11th was a damp meeting at the Harte and Magpie classic car night, but Dan in his newly finished Stag was there, so to was Simon and Tracy in their recently returned from work by Simon's brother, TR7. Despite the weather it was a good turn out with a good variation of cars in attendance. We had a good evening and agreed that some would meet up the following day. Wed 12th August was such a case where I was delayed at work and had to make a dash home to collect my son and we turned up as the last car had left!! That was the afternoon show at Gerrard's Cross that I missed!!

Wed 19th was the South Bucks monthly at The Squirrel. A good number in attendance, despite it being wet again. Robin and his dog Ted, Rob, Paul and Liz and their sheep, Bonnie, Dan, Phil and I. Robin was telling us about his on going challenges with his gearbox in his Spitfire (well, now outside!!) so good luck with that. Thanks to all that came as it made for a good evening with

CHESHIRE CORNWALL . . . CUMBRIA



TSSC AREA NEWS

varying conversations and topics.

I missed the Littlewick show and Cookham regatta too this year! I sent details out so please do let me know if you attended.

It was a another sad day for motorsport when ex F1 driver Justin Wilson was killed by a part of another car that flew up when it crashed during a race in the USA, hitting him in the head, and causing fatal injury.

As we now head into the Autumn, the events start to dwindle..

Tues 13th Oct either Ace cafe or Harte and Maggie

Wed 21st Oct South Bucks TSSC meet at The Squirrel.

Take care,

Carl

CHESHIRE

Tel. 01625 425845

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As ever, we'll start with a review of shows and things. The first event attended was Tatton on the 22nd (and also on the 23rd by Peter in his GT6). As rain was forecast for the whole of Saturday morning we left a little later and encountered virtually no queues inside Tatton. Dave the Stagfordshire AO once again joined us (he has to ride in a Triumph occasionally) and he elected to make the outward journey in Adrian's GT6. This was fine until it came to getting out of the GT6, when Dave's slightly dicky back reminded him why he should have made the journey in Heap the Vitesse. The rain was notably absent for the whole day, and while there weren't quite as many people as there would have been if it had been a dry sunny day (forecast) there were still plenty of folk, a number searching for information about Triumphs, and, of course, plenty of things to buy in the Autojumble (warning – check that what you buy is actually the right bit for your car!).

Then on the 30th it was Capesthorne. Again the forecast was not very encouraging but on arrival the place was buzzing and the day whizzed by. Paul came along in this GT6, and demonstrated his method of demisting the back window, while Simon was also there in his Herald, which is still sporting a red oxide coloured A pillar. There was a brace of powder blue Vitesses, and another dark green GT6 too.

On the 31st I finally managed to make it to the Woodsmoor Show (Rally). Here the forecast rain was actually present, although not in large quantity. One brave soul had his (very nice) E-type with hood down while the fine drizzle came down, and added a large broly to protect the interior when it tried to rain properly.

We must also note that Adrian's GT6's habit of spraying coolant over the engine has been cured after the cylinder head was torqued down to the right figure for a MkII – this took ¾ of a turn on the head nuts, which had previously been done up to the MkI spec. There appear to be different recollections of the conversation about the correct torque immediately before correction, but all is well that ends well!

Our meeting was a cosy affair, with various people offering work and holidays as reasons for being elsewhere. The road mending elves had seen fit to close the Silk Road (hopefully to mend it a bit – at least one of the roundabouts is (was?) quite chewed up) but that wasn't really an issue. Jack came along in his Herald with recently acquired leather front seats (from an MG, I think) and a servo, which has made the car much easier to stop. We won't mention getting the front and rear drums mixed up. And Mike came along in the XK150, which apparently has the habit of opening doors as it's driving along. That would never happen in one of our cars, would it? Tom also came along for a technical natter, and has probably had enough technical talk to keep him happy for several months. Paul was in the Bond, and relayed the method of reassembling Rotoflex suspension (not using a large hammer).

The events list currently shows just the **Restoration show on 25th October**. I have a feeling the Directors of Cast Iron World (and Peugeot Garden Ornaments) will be attending, so there may be space available in a car from Macclesfield. Other events may, of course, be available.

Our next meeting is on **Thursday 5th November at the Cock and Pheasant**. Please take care not to turn up in an old banger.

Henry

CORNWALL

Tel. 01872 573763

www./autos.groups.yahoo.com/group/cornwalltriumphs/

e-mail: cornwall@tssc.org.uk

Yet again the deadline for last month's news got away from me, sorry that I didn't get you any news. July and August have been very busy months with shows every weekend and new members coming to meetings. July's weather brought lots of lovely cars out, but they all hid again throughout August; or was it just the busy roads?

Meetings have been busy too with plans for our winter programme well under way. One change this year the MUST happen is that I will not be standing for re-election as your AO in 2016, although I will remain committed to the Area and continue supporting all the meetings and events. So, if you fancy a go at being AO, please feel free to contact me.

It's great to hear from so many members by email, it's really encouraging. Come along and we can help you enjoy the social side of our Club.

Diary Dates; OCTOBER

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

Sunday 18th Sunday Lunch TBA – Steve and Jo Hardyman

NOVEMBER

Saturday 7th Fireworks Party at Mike & Claudia's,
Calleswick 7pm

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

Sunday 23rd Sunday lunch TBA.

DECEMBER

Thursday 10th Meeting at The Hawkins Arms, Zelah,
8pm onwards Pre Christmas drinks!

Saturday 12th Christmas Dinner/Dance, The Metropole
Hotel, Padstow

Keep enjoying your cars.

Mike

CUMBRIA

Tel. 01229 474077

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

It has been a busy month for some of us. Sunday August 7th a number of members gathered at the Green near Millom for the Millom Bike and Car show. Apart from a couple of showers it was another good show.

The Scotland trip, 17th to 22nd August, was a huge success. The only day we had rain was the second day on the Isle of Bute, apart from that day the hoods were down every day. The plan during the trip was to stay off the main roads and explore the wild country side, this we managed to do. The roads through the splendid Galloway forest were built for our cars. The question we all asked ourselves on our return was why are the back roads in Scotland better surfaced than the main roads in England. Probably not as many trucks destroying them? It was not all driving and we visited a number of attractions. Mount Stewart Castle on the Isle of Bute was well worth the visit, you can rent the castle for weddings, when I asked about the price I was told that Stella McCartney was married there, in other words if you have got to ask about the price you can't afford it. Another attraction was Inveraray castle with its internal walls covered in hundreds of muskets and lances. Unfortunately the gardens on the Isle of Ghia were past their best owing to the time of year. Early summer is the best time to see them. Everywhere we went the people were very friendly and could not do enough for us and we had no complaints about the food or the Hotels apart from the last one at Lochgoilhead. It was a castle in the middle of a holiday park. The only good thing about it is the road to it, single track, similar to Corney Fell but through a forest. Roger has not stopped talking about that road.

Cumbria Continues

Bank Holiday Monday saw us gather for Bootle show. A warm sunny day, that made a change from the usual cold blustery days we have endured there before. The weather brought out the punters and the show ground was packed which meant that a lot of interest was shown in our cars, we had nine on display. Congratulations to Ray, picture at top, for being awarded second in the classic car category with his Dolomite Sprint. Gill you did a splendid job of cleaning it.

Plans are being made for a possible long weekend trip to the **Isle of Man next year, April or late August**. Initial pricing will put the cost at around £400 for the ferry crossing and three nights B&B, two people. Travel over on Friday and return Monday. If anyone is interested would they please let me know. I don't want us to pay sky high prices by booking at the last minute.

We are now coming towards the end of the season and at the time of writing there are only two shows in September that we are attending. **At the end of October the monthly Sunday lunches will start again, last Sunday every month at 12 noon.** October's venue has yet to be decided and will be posted on our facebook page later.

Safe motoring



Ray

DERWENT VALLEY Tel. 07813 397731
www.derwentvalley-tssc.org.uk
e-mail: richard.malin318@gmail.com

Hi All. This is just a short one from me for a change.

The monthly meeting was a quiet affair with the numbers being made up by a small but well-formed contingent from the Leicester area, it was lovely to see you guys, thanks very much for the visit. It was really great to see you and a very pleasant surprise.

Who knows maybe some of us may head out your way soon, I know its not always possible to travel to different areas due to life kind of getting in the way but hopefully a few of you will be brave and try a few cross border visits. We had a nice little film quiz ably provided by our glamorous quiz master, thanks very much to Ginger spices alter ego.

Im sure that most of you will now be wrapping up your triumphs in preparation for the winter season so that will be keeping you all busy but don't forget to keep your eyes on the Courier for details of events ready for 2016,

Thanks very much and taraa for now

Richard

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www. www.tssc-devon.org.uk
e-mail: sueandjohn@tssc-devon.org.uk
https://www.facebook.com/groups/134271493433942/

You will see from Darren's North Devon report that the meetings at the Crealock Arms are really taking off now, and again some new faces there. Mike Hadley once again enjoyed the round trip from Brixham in Spitty. Well done Mike – it is a fair trip from Brixham, around 60 miles each way. These meetings are aimed

at ALL Triumph owners particularly in the North of the County as up to now all the Triumph Clubs have been South Devon based. If you are up on North Devon and you have not yet been along to the Crealock Arms, you will find a very friendly welcome, great food at the pub and good company.

We were pleased that the Star at Liverton had not yet changed hands for our August meeting, and the food was as good as ever. We were missing a few regulars and the vile weather meant only two cars out to play, along with Dan's Dodge van. Adrian brought his 2000 along, and Chris his TR but the rest of us wimped out. We welcomed Richard and Kathleen, who have moved down from Cumbria where they were also members, to their first meeting in Devon. Disappointingly, the weather forecast, including yellow warnings, dissuaded us from making the trip to Thornfalcon on 23 August and it appears that the Met Office once again scored a bit of an own goal. Although there was horrendous overnight rain, most of the day was dry and a good crowd went instead to the Route 38 American & Classic show on Plymouth Hoe.

Whilst John and I have been exploring a few new shows, we know a number of members were at Boconnoc, Mt Edgcombe, Fitz's Rally on the Hoe and the Route 38 Show there too.

Our 'AO'S Barbeque' took place on 6 September. Allan and Jackie led the 40 mile run from Exeter Services, via the coast



taking in Teignmouth, Dawlish and Shaldon before the narrow but picturesque lanes of Stokeinteignhead. Then via Totnes to our place in the depths of Diptford. The weather gods smiled – just as well as Plan B was absent – and 40 people sat in the garden in the sun. We were delighted to welcome Karen, Chloe and dog Brock on their first Club outing in Karen's great 13/60. The Monmouth Mafia made the trip from – you guessed it – Monmouth – in Mike's Acclaim, and we were joined by a biggish group of friends from Devon SOC. It was good to see everyone enjoying themselves and all the dogs, Brock, Russell's Simba, and Claire's Smeaton were all perfectly behaved. Brian from the SOC had a bit of a fright though. Ian's Herald Pickup was parked on the slope behind his car and, as they went to leave, they heard a creaking. Ian must have thankfully left the car in gear as they drove away unscathed! Is your insurance valuation up to date?

COMING UP IN DEVON

North Devon meeting at the Crealock Arms is Thursday 1 October. Do go along if you can and Darren will be particularly pleased to see more of our many North Devon TSSC members at this meeting.

We will have an **autumn run from Exeter Services on Sunday 4 October**, meeting at 11am, hoping to stop at Dart's Farm for a quick look at the Cider Makers, with a carvery lunch at the Bowd Inn near Sidmouth. We do try to shift our meetings around the county so, if you are in East Devon, this is one for you! We really DO need to know if you are coming so that we can confirm numbers with the venue.

Club Night will be on Wednesday 21 October, still at the Star Inn at Liverton.

Looking further ahead to our **November outing – as usual this will be our Treasure Hunt**. Bob and Marcia will be organising this, and we will email out details shortly as to starting place, but we expect it to be around the Plymouth / South Hams area. As usual there will be lunch at a suitable hostelry afterwards. If you'd like to come along and just worry that you may have to organise next year's if you win – change of format this year means that Bob and Marcia will again be organising the event in 2016!!

We now have the menus for CHRISTMAS and have emailed these out to all that we have email addresses for. If you'd like to

DEVON NORTH . . . ESSEX

come along on **Saturday 5 December** and are not on email, PLEASE get in touch with us now as we will need your £10 per head Deposit.

DEVON DIARY

Thursday 1 October North Devon Meeting at the Crealock Arms Littleham EX39 5HN

Sunday 4 October Meet Exeter Services – EAST DEVON RUN

Wednesday 21 October Club Night at the Star Inn
Sunday 1 November Annual Treasure Hunt – see above

Thursday 5 November North Devon Meeting at the Crealock Arms Littleham EX39 5HN

Sunday 22 November Inter Club Skittles and Lunch
Waile Inn, Zeal Monachorum

Saturday 5 December Christmas Evening Meal at the Dartmoor Lodge Ashburton

Sue & John

DEVON NORTH Tel. 07806 351499
e-mail: darren@tssc-devon.org.uk

Venue: Crealock Arms, Littleham. EX39 5HN.

After possibly the wettest August ever, even by North Devon standards, it was a welcome break to have some dry weather for September's meeting. Despite the wet weather my Herald gets used all the time, but that does mean the rear valances and sills collect most of the mud off the roads thanks to the local farm traffic, one the joys of rural life.

The last few club nights have been largely spent in the car park around the cars and enjoying the evening sunshine, but no such luck this month as the light seemed to fade very quickly as Autumn seems to be beckoning, so the home comforts of the food & drink on offer persuaded all of us to stay inside this month.

Hats off to Mike Hadley once again for the not insignificant journey he makes to attend these meetings, he clearly loves driving his Spitfire and it's easy to see why, lovely car. Only one other TSSC member in attendance (apart from myself) was Malcolm Huxtable in his Spitfire, an ever present at the North Devon meetings, so well done! Malcolm was threatening to make the trip down to the Star Inn for the main area meeting at some point in the future; I said I'd tag along when he goes. If any other North Devon members also want to venture down, then get in touch and we can go in convoy! It's on the **3rd Wednesday of the month** for those who may be interested.

As said before, these meetings are for all Triumph owners regardless of which club they belong to. TR Register member Steve Williams (TR5) has been along to all the meetings except last month, as that happened to fall the day before the TR International. Two other TR Register members came along with Steve, Paul Gibson (TR6) and Andrew Willmott (TR3), all three TR's were looking magnificent. SOC members Max & Simon Whenmouth and Geoff Wheeler and his wife ensured the Stag was well represented also, both great cars.

It was also good to see Gary & Tanya Liminton return. They are restoring a Spitfire for their daughter, Gary says it's now a winter project, but wouldn't be drawn on which winter he was referring to. Hopefully he means the one coming and we'll have another Spitfire along to the meetings next summer.

I'd received a number of emails leading up to this meeting from those that couldn't attend for various reason, so to have 12 people and 8 cars attend was excellent.

Date of next meeting: Thursday 1st October

Darren

IMPORTANT NOTE

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



TSSC AREA NEWS

ESSEX

Tel. 01375 672072

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

Hi all I am thinking of looking for an Amphicar car if this rain gets any heavier, it has been on of the wettest Augusts on record, luckily we had not committed to many shows and the ones we did do the weather was ok.

My office - Kiki (Toledo) had its MOT, it passed, I was surprised as I am not happy with the brakes but it went through even with the new testing regime on the brakes at the MOT centre. Not too much else car related as I have been restoring two old garden benches for our granddaughters christening and earning car working brownie points to store up for the next few months.

Out and about - Waltham cross, this is a nice show held in the pedestrian area of the town centre, we had 4 cars and 9 members for this event, as it was a Saturday a few cars could not make it.

We had two Spitfires, Tallulah, Primrose, one Toledo Kermit, and one Stag, Winifred. Once parked up it was off to the coffee shop for some sustenance, then back to the cars, a fiddle with Kermit's carbs and then more shopping for some and car spotting for others. Followed by lunch then more of the same, shopping, car spotting and chatting then off to play with the M25 on the way home. The girls like this one as they get to do a large amount of shopping!

Club day - a quiet day, 8 Triumphs and a mini, one very nice TR5, two Toledo's, and five Spitfires it turned in to Spitfire day



with a lot of comparing under bonnets. After Lunch and coffee drinking we even managed some tinkering on an electric fan that would not stop, it was adjusted and worked fine after that.

We even had some admirers in a pair of soft top BMW's pull up and chat.

Club day 2 - this was to try out a new venue we had a good turn out, 26 members and 10 Triumphs so it was a good test for the pub and I am afraid to say it failed, so still looking for a better venue. The food was good it just couldn't cope with 26 and also the car park was too small.

Harpers hunt - This event was something different that one of the youngsters spotted on the internet (facebook) so a quick email to John Harper got us entry, following Kirk's lead and then it was full with 12 teams per heat, there are 3 heats. A few reserves were taken and eventually TSSC entered 4 teams, team Jannaway in a Spitfire, team Baker in a Toledo of course, Team Orton (Jed & Vera in their 2.5 and team Grant in a Vitesse. It was a very tiring day with a ¾ hour drive to the start at Godstone Vineyard just outside Sevenoaks. A quick coffee and briefing and meeting the rest of the teams and we were off racing start style. With a few questions to answer at the venue then hitting the road, with a very unforgiving map and questions. We all got lost a few times but made it to the half way point at about 1.30pm. A quick sandwich or snack and we were soon back on the road again. More getting lost and finding clues, it was very hard but we made it to the Whiterock pub at about 5pm. Grabbing an evening meal

TSSC AREA NEWS

Essex Continues

and that was very nice indeed the scores were totted up. We did 63 miles and lost 11 points for going over so we were lost for a total of 11 miles, every one lost points there. We gained points for fancy dress education related and we got points for photos and correct answers. In the end, the four TSSC teams, team Grant came 4th, team Jannaway came 5th, team Baker came 6th and team Orton came 8th. So not bad indeed. We said our goodbyes and we got home about 7.30pm an 11 hour day, very tired but quite elated.

Up and coming

October

Sat 3RD. Classic boot sale Kings Cross - this is classic boot sale stuff being sold from classic cars as located in middle of London will be going up by train.

Held just by Kings Cross.

Sat 10TH. Firework display Southend on sea, this year can you sort out your own dinner before the event.

Sun 11TH. Club day, Halfway house and AGM your chance to have your say on what the Essex Area will be doing next year. Anything thing that you want to have a say about please get in to Allan so he can do the agenda.

Fri 30TH- Sun 1ST. Classic car show Alley Pally a new show this one.

November

Sun 8TH. Club Day

Fri 13TH - Sun 15TH. NEC Birmingham

Sat 28TH. Rochester Christmas market

Welcome to - I did not receive Courier by publication dead line will welcome you next time all being well.

Birthdays. Allan on the 11th, Vera on the 21st, Joe on the 22nd (special one 21) Stewart on the 27th so quite a few celebrations this month.

Allan & Janet

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

Ok as last month passed by without me getting the news in I've given myself a good talking to and just as my old school reports used to say "could do better" I'll try and so on to the news, our pub run was in Cheltenham at the Langton, a small select group turned out to sample beverages and catch up with a natter.

As has happened before we were invited to put on a "guest" club stand at the TR international at Malvern, a few of us set up camp so we could enjoy what the weekend had to offer, we had an excellent display of cars and lots of visitors enjoyed the good weather too, it was nice to meet Marvin and Debbie who joined us with their lovely Stag and they have a Spitfire too, nice to enjoy your company and the pictures you post on the area facebook page.

The area meeting at the Swan was really well attended it was a lovely evening and the car park was packed with Triumphs and a really good variety of club cars too.

Vince and Jane once again opened their home to us for the area annual BBQ and all our practice in eating and drinking once again meant food and drink aplenty was consumed, it was a lovely evening and good to see and catch up with those of you that we haven't seen for a while, Sue, Frank and Bj to name just a few. The "car showroom" got a lot of well deserved praise and a poke about in the workshop at Rob's work in progress Spitfire was good too, a big thanks to all for coming along and of course to Vince and Jane for their excellent hospitality, roll on next time.

The last bank holiday of the year (not including Christmas) had a group of us out into Wales for a jolly jaunt, Roger did a route for us and off we went to enjoy some great roads and scenery, all topped off with lunch at a steam railway, it was a good day out our thanks to Roger for guiding us round.

The last European trip on the calendar for us is the European

triumph friends weekend in Holland, this is one that we enjoy attending as our friends make us so welcome and put on a very enjoyable weekend.

Jane, Vicky and I usually go and this time Roger joined us for the weekend, averaging about 1000 miles and visiting five countries makes it a great driving trip and we do enjoy driving our cars, Jane got to practice her hood fumbling and I got wet, well actually we all got wet but that's just part of the fun, Isn't it?

So no more weekends away until 2016 and no more pub runs either the last one to the Beacon Inn at Haresfield was this week, the "Cirencester splinter group" came along as did Bev and as always a pleasant evening was had.

No more weekends away until 2016 but there are lots, lots, lots next year, The Isle of Wight, Laon, LeMans, Area camping and Holland so start saving your Euros make sure the passport is up to date and get on board for a fun filled calendar.

There are still events on to do so look at the events and we will see you all soon.

EVENTS.

Mon 19th October Area meeting at the Swan, Combe hill.

Sat-Sun 3rd-4th October The Prescott Autumn Classic.

Sun 11th October Malvern classic car, historic commercial and mini show and autojumble.

Sunday 25th October The Carole Nash Restoration show at Stonleigh park, Warks.

Sunday 25th October The Shelsley Walsh breakfast club.

31st October & 1st November The Footman James classic vehicle restoration show at Shepton Mallet.

Fri-Sun 13th-15th November The Lancaster NEC classic motor show at The NEC.

Andy

HERTS & BEDS Tel. 01582 750943
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Hi, it seemed a busy August with some awful weather just to mess up many good outings across the UK, we had 34 members at the last area meeting with 4 new members, I hope we made you all welcome, getting around to be social with all is getting more difficult with the numbers on the increase, Jo did wonders with our Raffle, many won twice and the Crown Pub is proving the best move this year and we are attracting more locals and some from further a field. Anyone is welcome you don't need a classic or be a member to pop in for a natter. Always the Fourth Monday around 8pm The Crown Shillington SG4 3LP.

We did have a good turn out of 9 cars for John's Thames run on August 16th with a pleasant 100 mile country drive down to Wallingford and return, were we met by Doug, Andy (Cookie) and Mark from East Berks area and we all had a good natter and decided to have a meal in the Boathouse, in all a very pleasant day and good to put faces to the names, need to do more of this.



Note this photo is nabbed from Cookie:

We had a plan to attend the Buckingham Steam railway on the Very Wet bank holiday Monday, but many bailed out (no punn) Martin and family went with his "This years best Area Car" Herald andwon 2nd prize so he now needs a bigger mantle shelf to display his new hobby of trophy hunting. Well done

Christmas Dinner is planned for Saturday evening December 12th 7.30pm at the Crown Shillington, Menu to be advised. To book, contact myself please. This will be around £25 each.

All the heart ache of planning Duxford will be over ... Phew !!! and we round up the accounts and decide if we pass or failed at gaining some volume in numbers, we know the faults with repetitiveness finding somewhere new to go with something new to occupy the grey matter around here is not easy, we don't want to

ISLE OF WIGHT . . . WEST KENT LINCOLNSHIRE . . . MANCHESTER

just a sit in a field. After 22 years we wait and see. It's a dinosaur, but many expect it as a late season bash.. hey ho!!

Before you ask the few traders this year is due to lack of space whilst IWM carry out renovations. any feed back from those who attended would be helpful.

Don't let this stop you coming but we have to hold a short Herts and Beds Area AGM at the November meeting to present where we are with events and accounts for our Area any bright idea's are welcomed.

That's all, regards

Pete

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk

www.facebook.com/groups/786750551371248/

Yet another month has whizzed past, it will soon be Christmas!! Our August Brunch Run was a little different with no brunch and no run! We met as usual in Newport, but due to the wet weather we all headed straight to Roud for the Area barbecue or should I say bambeecue. Rain certainly didn't stop play, Jason was able to cook under cover, while the rest of us made ourselves at home in the adjoining barn, we all managed to keep warm and dry and the food was a great success, thanks to all for coming and all the help too. Of course as soon as we had eaten, the sun came out! Most people had more plans for their day and disappeared off, while Jason, Elaine, Marcus and I went for a blast over to Sandown Airport to see the show that was on, when we arrived we were directed into the show field and our cars became attractions in their own right. More on our September run next month.

September was busy, the first weekend was a sunny Wolverton Garden Fair, further afield was Beaulieu Autojumble, followed by Goodwood Revival and then Totally Triumph in Norfolk.

Our next **Brunch Run is 18th October**, Pinky and Tors from the TR register are arranging a trip over the New Forest with a possible overnight stay with their local members. If you are interested, please let us know now if you haven't already done so. Meanwhile if you fancy meeting up anywhere, just let us know. Happy motoring,

Elaine and Tracy

WEST KENT

Tel. Colin 07810 102525

Tel. Del 01732 743747

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www.tssc-southeast.org

Hi. Bit thin on the news front this month with most people away. Hellingly show was well attended, but Bexhill passed again with the lousy weather. Monthly meeting was cosy with six of us this month, again apologies for absence from our loyal core, away on holiday. So myself, Anne, Colin, Andrew, Ruth and Erminio all in good spirits.

And lastly the Sunday Lunch Run. Well the good news, I didn't lose anyone on the run, bad news there wasn't anyone on the run. So just me then. In all fairness most people were away and on arrival there was Paul and GT6 with 4 TSSC Heralds around the field. So lovely weather and stayed till 3.

Coming up, well just the Christmas Meal to think about and the meeting on the 29th. I will be sending out a mailshot to the Maidstone area members soon with some ideas for a Mid-Kent group to supplement West-Kent, anyone with ideas for a venue please mail.

So yes that's it for now.

Colin

NOTE to ALL:

**If I don't reply to your email
I Haven't received It!! Bernard, Ed.**



TSSC AREA NEWS

LINCOLNSHIRE

Tel. 07841 450715

www.lincstssc.co.uk



A huge thank you to everyone that joined us at our camping weekend at the beginning of September.

Bern has appropriated this report for the Area Showtime section in the Courier so look for that in full there.

We had a great turn-out of around 25 cars on the Saturday convoy run, and around 20 cars staying with us over the weekend. Apologies for not getting around to speaking to you all, but I very much appreciate everyone that had made the effort to join us including some attendees that had travelled from Essex and Berkshire, and those locals that popped by throughout the weekend to say 'Hello'.

Whilst the Lincolnshire Area weekend always appears to be in chaos – there is a lot of planning in the background and I would like to personally thank some individuals for their help. Phil and Will planned the convoy run and produced the popular "Fiendish Quiz". Garth wrote and hosted the Saturday night quiz including some dubious 'what am I?' questions – and also provided us with some fantastic photos from the weekend. And thank-you to the many others that helped to set-up, tidy up, locate my disappearing daughter and keep us all sane (Keith, Sue, Carl, Emma, Sarah...) – your help is very much appreciated!

We'll be back next year; somewhere and somehow!

Simon

MANCHESTER

Tel. 01524 791607

www.tssc-manchester.org.uk

Manchester Area have been very busy this September thanks to Mark and Lorraine for organising our weekend. Saturday night TSSC Manchester Area hit Manchester clubs and bars and very surprisingly they all managed to make The Sunday Run to Compo's Chippie in Holmfirth then on to The Carding Shed where there is a Classic Car Display and Hepworth Emporium, auto-mobilia, bookshop and antique centre. Thank You Guys I think everyone enjoyed themselves.

Next was the annual Area BBQ at Piethorne Camping and Caravan Park the weather was pretty decent considering what an awful summer we have had although it was freezing after the sun disappeared, a massive thank you to Mark and Tracy who organised a run over the tops.

Also thanks to Paul and Pete our two resident Chefs who cooked up a mean BBQ as usual to the kids who gave us a traditional Cypriot lamb dish, Ler for her Pork speciality, to Frank for delivering all the meat and also a special thank you to all those that contributed and supported our fantastic weekend.

These weekends and events would be dismal and boring without your support. Me I'm just gutted I missed it again (groan) hopefully next year.

Next Event will be **Event City at The Trafford Centre** unfortunately too late to go in this month's Courier. Then there is the **Xmas Do** to look forward to Lorraine Kilgallon is organising as we speak.

How about some different events in 2016? We've been doing the same events for a few years now so is it time to try something new? **Cholmondeley Pageant of Power, Silverstone Classic, Goodwood and Carfest North** are all possibilities. Let us know if you have any other ideas or comments. Any more thoughts on our Summer Holiday 2016? We're considering Scotland, Wales, Northern Ireland or Northumberland. Please let us know if



MANCHESTER . . . NEWBURY NORTH EAST . . . NORTHANTS

TSSC AREA NEWS

Manchester Continues

you're interested.

Neil and a few other Manchester members will be taking part in Benidorm or Bust in June next year in aid of 4Louis, a charity that has helped Neil's family through a very difficult time recently. Neil is hoping for as much sponsorship and support as possible, please speak to Neil if you can help.

Dates to remember in October

**Area Meeting Tuesday 6th October Boundary Inn
Audenshaw**

Pip n Frank

NEWBURY

Tel. 01635 868640

e-mail: dave.rumens@btinternet.com

e-mail: mary.rumens@btinternet.com

Newbury Classic Car Show was a great success this year after the awful weather of last year put lots of people off. The weather was a bit cloudy in the morning but brilliant warm sunshine came out in the afternoon. The TSSC stand comprised Lloyd and Debbie in Spitfire, Ian in TR6, Nigel in TR7, Andy and Thomas in Vitesse, Dan and Jake in Vitesse, Malcolm and Josie in GT6 and Mary in Vitesse. We were next to the TR Register stand that had 7 cars including Dave's TR7 and so there was a good Triumph display. There were over 900 cars there altogether of all shapes and sizes, and Leukaemia and Lymphoma Research raised about £20K. There were lots of stalls, with quite a bit of Autojumble and car-related items as well as general items so there was something for everyone. A great day out!

The meeting at the end of August was a jolly affair with Malcolm and Josie telling us all about their trip to France. It was good to see Dan and Rosemary - the Midge is making further progress.

Don't forget Shalbourne Village show on Sunday 4th

October. It will be at the Sports Ground as last year and no pre-booking is required. There are always lots of great cars to see there as well as a variety of stalls. **Dunstan Park show in Thatcham** is the following **Saturday 10th October.** This is a 'turn up and leave when you like' event and is part of Thatcham Festival so there are other things going on the town. Hope to see you at one of these shows.

Meetings

**Wednesdays 14th and 28th October at The Berkshire Arms
starting about 7.30 p.m.**

Events

**Sunday 4th October Shalbourne Classic Car Show
at the Sports ground**

**Saturday 10th October Classic Car show on Dunstan
Green, Thatcham**

Keep 'em flying

Mary and Dave R.

NORTH EAST

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

Apologies for the lack of news in last month's magazine, work commitments, family, and holidays are to blame, some days it is manic in our household. I will have to book another holiday to have a rest. Oh I can't I have too much to do!

As most of you will know by now, we lost a good friend to cancer at the start of September, quite a few of you knew Bill Crawford from our trips, and he was a regular attendee at our meetings, even though he never had a Triumph he still enjoyed our meetings and the banter that it brought. The members that attended September meeting had a collection for the Bobby Robson Cancer foundation in his memory and collected £80.

Bills family' and friends thank all who sent their sympathies and donations. He will be a great loss to all who knew him.

WILLIAM EDWIN CRAWFORD

(AKA. the Triumph steering column)

1953--2015 RIP

On the club side still not a lot going on at the moment. It was suggested at the last meeting about a memorial run up to Keilder in memory of Bill in October and raise more funds for cancer charities. Details at Octobers meeting.

Chris Fish has his Gentry back on the road again, and my GT is stuck in the garage with no MoT, nothing serious, just jobs that were advisory last year, that I have never got round to sorting out. It's taxed and insured, I just need some time to do those jobs.

Also talks took place about route and options for our trip next year to Belgium.

In the last month Me and Kevan both celebrated being eligible for free prescriptions and a 10% discount at B&Q. (only on a Wednesday) now I know I am officially an old Git

Once again, thanks for all the messages that I received.

Geoff

NORTHANTS

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e-mail: nigeljohnhawes@gmail.com

As I write his report I know that there are members living in Northamptonshire that we have not met and have not come to an area meeting. If you are one of these members it would be nice to meet you even if you can only spare the time for a one off visit. You may be surprised at how friendly we are and what we do as a club.

Our monthly meets usually consist of a short quiz and a fun raffle where members bring along a prize which cost about a pound wrapped in newspaper, last month I won fly papers thanks John, and the objective is to avoid the tin which comes back each month, and last month was disguised as a Land Rover well done Chris. I believe the Vulcan bomber visit went well as I have heard members discussing how they squeezed into the various cockpit seats. Thanks to Butch for organising the visit.

Pat and John went to Classic Vehicles in the Park at Brackley and got a surprise when they found they were parked next to Rene in his new Herald. The good news is that his Mk1 2000 which did not stand up well to its impact with a Mercedes on the way to Silverstone Classic will be repaired when he can find a front valance. Hope to see it back on the road soon.

Thanks to Robert and Kevin for organising our display at Little Gransden although it was a shame some of the aircraft did not display, due to the weather and other reasons, the ones that did operate gave a good display considering the rain.

It was good to see the return of the Lincolnshire camping weekend. Thanks to Simon and the Lincolnshire team for an enjoyable and relaxed weekend. The run out to the windmill was great especially when the miller set the sails turning. We then went into Mablethorpe where we found that quite a few others had the same idea. It was just a bit windy walking along the beach but coffee and then some donuts soon warmed us up. Saturday nights quiz was a success for Northants Area when we managed to have two teams one finishing in last place and the other being a combined team coming first. The bubblecar museum had an interesting collection of micro cars and was well worth £3 entrance and the tea shop was reasonably priced too.

Our meeting night is the second Wednesday of the month **meeting at The Overstone Manor, Sywell, NN6 0BB** at 8.30 pm
Regards

Nigel

NOTE to ALL:

**If I don't reply to your email
I Haven't received It!! Bernard, Ed.**

NORTHERN IRELAND . . . NOTTS

NORTHERN IRELAND

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AAAAH It's been a month as AO and I still have not been asked to stand down. Note to self, must try harder to offend. Who am I kidding? I normally do not have to try to offend.

The monthly meet at Nortel had a reasonable turnout. Myself the three Alan's, (not in order of merit) Forsyth, French and Hayes, Colin McGaw, Frank Bell, Mark Raine Douglas Hogg and a welcome visit from Colin and Heather Lindsay. A nice informal meet. Discussed at this meet was **October's run** to be organised by Alan and Pam French for **Saturday 17th of October** Meeting Comber Bus depot 10.30am for 11 start. Instructions are bring flasks and euro's. Finish point is AJ's cafe Crossgar. Have fun.

The Antrim Hills Run this year, on 22nd August, was under the direction of Alan (H) and his wife Maureen, as his co-pilot, in their Herald convertible. There were six other cars in attendance, Frank and family in their Vitesse, Michael in his Spitfire, Douglas and Heather in the TR6 (with the roof down), John and Billy in another Spitfire - not forgetting the Cool Dude. Two non Triumphs were Peter and his wife Amanda, along with their son Nathan, in a well turned out Austin A35 and all the way from Spain, Ernie and Valerie in their Nissan Figaro - good to see them again. After the usual briefing at Galgorm Golf Club we set off through Ballymena towards Broughshane, famous for the Britain in Bloom awards, and then to the Sheddings before, as they say, taking to the hills, no tractors this time, as we drove to Parkview along some very narrow roads before joining, once again, the main road from Ballymena to Glenarm passing on the way the historic walled gardens of Glenarm Castle. Some really nice views along this route as we dropped down to the coast, and the Irish Sea, and then along the A2 heading towards Glengariff and Waterfoot. This is really a most beautiful route along the coast and well worth a visit if you have never been along it before.

The right turn in Waterfoot towards Cushendall is always difficult and as a result we were a little spread out as we drove towards and through Cushendall, with its usual difficulties of parked vehicles, and then on to our tea stop in Cushendun at the Corner House now under the National Trust. Just before arriving there we met a large convoy of motorcycles travelling in the opposite direction. I don't know how many there were but it was a large group, although on second thoughts Edward will know, as he counted them all as a result of his fascination with numbers - he has a better memory than Douglas. The Corner House was really far too tempting as we tried to put to the back of our minds that we were going to have our evening meal at the Countryman Inn at Ballymena in less than two hours - a number of us weren't successful and cake and tray bakes were ordered. After leaving Cushendun we took the Glendun Road, passing under the A2, and keeping the Glendun river on our left as we followed it along the valley and then as it climbed towards its source. It was then that we came to the Breen and Slieveanorra forests as we looked left to the Irish Sea and the bays at Cushendall, Waterfoot and Glengariff. Once again, outstanding views and the weather to appreciate them.

We then dropped down to Newtown-Crommelin and then, after a slight detour, we arrived at the Countryman Inn at Ballymena via Martinstown. As usual we had a great meal here, some nearly had too much, to round off the run. We look forward to calling again, if we are in the area next year. A big thank you to Douglas for arranging the meal. We said our goodbyes in the car park but



TSSC AREA NEWS



not before Nathan explained all that was under the bonnet of the A35 to Ernie.

Peter where does he get all the knowledge from? - Ahh-his father. Just wait until he gets his driving licence! Thanks to Alan and Maureen for the run and we all look forward to your next venture in 2016.

See you soon

Laurence

NOTTS

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Tel. 07837 110325

Hi all what a month August was, first it started with the Leicester and Rutland Sunshine Rally at Greetham, a few of us went down on the Thursday and some came on the Friday. The sun was shining and we had a quiet day on the Friday. A large group of us from Derwent and Notts area went for a meal into the village then on to the meet and greet, plenty of catching up with new and old friends. On the Saturday we went on a small run which was picturesque and saw a variety of interesting places. Saturday night saw the bbq, some did their own others had it from the Leicester crew and later a quiz which went on for ever due to various forms of heckling. Sunday saw the concours there was around 30 cars on show, Chris Gunby brought a variety of his collection which was nice to see, the people's choice went to Adrian and myself which was a surprise and car of show went to Keith Lister.

On the Monday saw our Annual BBQ we had organised with the landlord to put a car show on with all the proceeds from the raffle going to the Neo Natal Unit at Nottingham Hospital. We saw 40 cars and some beautiful and some very different one's (Brough Superior). Adrian and Nigel and Di were busy with burgers & hot dogs and Karen from Derwent Valley was busy selling raffle tickets and I was on car park duty. The night was a huge success and we managed to raise over £200.

Nigel and Di have been busy going to car shows and we all went to the Lincoln area camping weekend which was at the Bubble



Car Museum, this weekend is always a quiet and relaxing one. We went for a run to the windmill and had refreshments and some bought their flour. After that a group of us went on to Mablethorpe, it was Adrian's Birthday and Colin had promised an ice-cream for him which had flakes nuts and sauce. On the way for the ice cream the heavens opened and we all looked like drowned rats, then the sun came out.

Saturday night saw BBQs being used and Garth's quiz which everybody has come to love and yes Garth did go into his laughing fit as normal. This was won by the Northants area and guests, well done.

By the time you have read this Nigel and Chris will have completed Club Triumph's 10CR, hopefully they will have enjoyed it and no hiccups. This will be in your next month's Courier.

That's it for now. See you next month.



Julie



PETERBOROUGH SCOTLAND CENTRAL & WEST

TSSC AREA NEWS

PETERBOROUGH

Tel. 01778 560507/01780470358
<http://www.tssc-peterborough.webs.com>

Peterborough Area Change of Venue

The Golden Pheasant, Etton, Peterborough, PE6 7DA

Well Monday the 14th of September Club night was a change of venue.

Paul and myself would like to thank Marie, Gino and the Team for the enjoyed fine fare and hospitality at the Red Lion at West Deeping over the last couple of years or so. Unfortunately it was no longer economical for them to open the pub just for us and Monday is their only day they can get off together as a family. We were asked if there was any possibility we could change the meeting night to a different weekday. Sadly we had to make a decision. If you remember from the Peterborough Region AGM in 2014 we appointed a small but nevertheless necessary sub-committee to meet as and when necessary to discuss matters away from our Club night base.

We met unannounced at the Golden Pheasant on Monday evening of the 17th of August and were met by the sight of the proprietor George Sakkali's classic 1960's Mercedes 190SL convertible in the car park with its hood down. He is a classic car enthusiast and would love to see our cars and hear the stories associated with them. We agreed at that meeting having listened to your comments over the last few months that it would be wrong to change the night of the week and the week of the month in which to hold our Club night.

We were going to make everyone aware at the September meeting of a forthcoming change of venue – but we decided against waiting and contacted all the regulars by phone or by e-mail. Sorry if you turned up at the Red Lion and it was in darkness. It appeared that some of the e-mails hadn't got through and apologies also to those who we missed by phone. If you would like popping on our regular e-mail suite please forward your details to Paul and myself.

We had organised a similar selection of food bites at the Golden Pheasant. The food is a little more costly but believe we will run with this for a trial period of 4 months which will take us into the Christmas Break when we can take another view of what's happening in the club. The Christmas Meal will also be held at the Golden Pheasant on Monday the 14th of December. We would welcome all members and old friends too to make this a special occasion – so there's another date for the diary.

We had at least four couples who made apologies for holiday's, etc., but we were once again blessed with a good turnout of 18 people. Thanks for your continued support folks and the successful first club night at Etton.

Thinking of dates for diaries please be aware that our Peterborough Area of the TSSC Club will be holding its **31st AGM on Monday the 16th of November**. This is always a meeting not to be missed with the great air of expectations and enthusiasm and Members fuelled with alcohol and caffeine. Crowd control is often difficult at this event with people pushing and shoving to get a place at the front – so be there and be early. Your vote will count.

I was unable to attend Lubenham HQ on the 13th as Steph and myself were invited to a 'Havan' house warming ceremony in an Indian friends home and that was certainly an experience and very educational. I look forward to the TSSC open day next year and a walk round the scarecrow festival. We understand from Jo and Dave Beardsley that both were very well attended.

The sub-committee hope you agreed with our decision to come to an amicable decision and move to the new venue and to which degree we look forward to welcoming and seeing you all again at your next **TSSC Club night - on Monday the 12th of October at the Golden Pheasant, 1 Main Road, Etton, Peterborough,**

PE6 7DA around 8.00pm. Join us for the usual raffle and new style of refreshments, noggins and a good natter and that friendly exchange of experiences.

If you have changed your address, e-mail address or phone no. recently please bring the contact details with you to the next meeting or let us know so that we can keep you updated with news.

Doug

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk

The September meeting had a turnout of 13 members, the weather was not too bad so we had 6 club cars present, and one Rover 2000. Plus moderns. I was in a club car but again not my own thanks to Martin for the loan of his Herald 13/60 Estate. We were at Lochinch but it closed early so after looking at the cars it was over to the Cartha Rugby Club. There have been serious discussions with the Manager there regarding a permanent place for meetings; this will be tabled later at the AGM in December. Along with other topics.

We were joined by Graham and Glenda who have just moved up here and have a highly modified 2000 track car with a Mustang 302 engine lurking in it.

Soon to be coming up to Scotland permanently. Graham is a tuning guru and has had Triumphs going way back to Triumphs and Tony Lindsay Dean times. He is on his 24th car. So I am not too bad then. We are all seriously looking forward to seeing the car in the flesh. The people coming to the meetings are attending through word of mouth and meeting us at shows etc. Thank you to all the area members that take the time to talk to people and promote the area.

The show season is all but over for the year. There have already been snippets of information for next year. We are beginning to collect ideas which will be passed to the AO next year. The main chat was Le Mans with several different options of ports etc. being collated by Michael. Let's have your thoughts.

Report on Biggar. I once again got a lift from my chauffeur David (Thank you) and we met Dave and Ian at Abington (we were on time too). We set out for Biggar and met a traffic jam. After about 45 mins in traffic, Ian, in the middle of the convoy, held up his arms and shouted the dreaded words 'no clutch' in the middle of the queue. So we pushed him onto the pavement and after a quick check, the cable was at fault. Now some of you will be thinking cable? It is a Ford conversion car with a variety of parts to allow gear changing. Dave had a tow rope, but we were lacking a shackle to join the tow loop and the tow rope, both with a small loop that would not go through one another. Having tried the local garage and recovery firm we had nothing so Dave wound wire round to make a join. Fingers crossed we made it to the show where in the car park we effected repairs. Thanks to a Marina owner who loaned us a trolley jack and trusted us to leave it under his car when we were done. A true gent.

With a repair fashioned out of electrical connectors and ten pence pieces (2) we had a 20 pence fix which worked. Into the show for food and a look round for an hour. Good autojumble and stalls. A chance to meet up with old friends again and catch up with all things automotive. Dave, I think, wants a stationary engine. (I have one in my Spitfire). Only kidding, read on fellow enthusiasts. Report on Kirkintilloch Canal Festival. This is an event that I help plan as well as run, so I had two hats on so to speak. The main street was closed off and there were 49 classics (including the area ones) on display. Brian borrowed my A-Frame to tow his Spitfire chassis behind his Herald. It was a great success as everyone could see the underpinnings of our cars. A great centrepiece (Thank you Brian). Weather was fine so we had a great time in the town and free lunch vouchers. There were a high number of people there on the day, with a 50's band opposite us providing music and dancers. The cars are always an attraction. A very big Thank you to all members who turned out and helped, also for your patience. It was an extremely busy day for me (being part of the organising team and marshal for the day) All went

SOMERSET . . . SOUTHERN



TSSC AREA NEWS

extremely well. I of course was not in my own car again, guess, yes, borrowed Herald Estate again.

I have had the Spitfire out on the road. It went for a MOT test and some areas need further attention, namely the rear of both sills (yes the complicated bit at the wheel arch, floor, sill corner). And one braided hose has been touching the driveshaft and has almost rubbed through. This shows the importance of an MOT test. A check of all the mechanical components whether you have been working on them or not. I did go the long way home so the gearbox and OD are fine (newly replaced). So I now have to fire up the welder once I get it out the depths of the garage. It was good to have the Spitfire out though. I did come home with a smile on my face despite no MOT certificate. Great fun, noisy and different. But mainly, most things work.

I am looking to start on the Vitesse(s) once the Spitfire is welded up, so I am looking for o/d gearbox for one, either complete or in bits (D-type). Plus anything else on offer of course for any model.

If you have been at any shows that you think would be a good visit for next year keep the details and bring them to a meeting. I am hoping that there will be less of a clash of events next year.

NEXT MEETING will be on Wednesday 7th October 2015 at Lochinch with the possibility of moving on.

Dates for 2015.

The event calendar is closed for the year with only major shows down south. Please book yourself in.

NEXT MEETING will be on Wednesday 7th October 2015.

I should be welding by now, more next month. Ta. Ta.

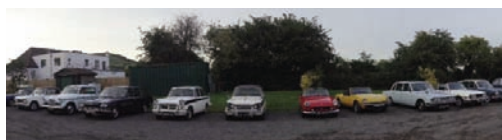
Gregor G.

SOMERSET

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Hi all. Another record turnout for the August meet. There were 20 attendees and 12 classics (photo 1) in the carpark. Those eagle eyed among you will count 10 triumphs and one each of a Jag mk2 and a Sunbeam Rapier!

Good to see Eric, Janet and grandson Ben in their 2000 Mk2 for the first time. Also first timers were Dave in his Vitesse estate and Rupert in a 1200 Herald. Ollie in his GT6 came to check us out and we hope he found it interesting. Long time Avon member Steve, Mk2 Jag, drove up from a caravan holiday in Dawlish to say hi, he left his Vitesse at the



caravan for his wife to guard! Last but not least prospective Triumph owners Phil and Jude Roberts arrived in their Sunbeam Rapier. A big welcome to you all and we hope we see all of you again sometime SOON!

There have been 2 new Somerset members this month and we would like to welcome both Andy Deacon Webb and Douglas Douglas to the Somerset tribe! We know Andy has a 13/60 convertible but have yet to learn what Douglas drives. Anytime either of you wants drop in on a meet we'll be glad to see you!

August 16th saw 6 cars (photo 2) converge on Donniford (Somerset) for an early Children in Need event. The idea being to offer rides in club cars for a donation to the well known charity!

So thanks go to Eric (Spitfire), Colin and Jackie (Vitesse), Steve (Vitesse), Andrew (Herald Coupe), Ollie (GT6) and Mandy, Charlie (woof) and Martin (13/60)! They managed to raise £57 so many thanks to all and special thanks to Martin for organising the day!!

August 23rd was the date of the Thornfalcon gathering. Unfortunately (this year) it became a casualty of the "British" summer weather, although it was not officially cancelled we as an area, along with other groups, decided the rain was too much to handle and stayed away!

Bank Holiday Monday we should have had 5 cars at the Big Band & Classics show in WSM, but as per what has seemed the norm this summer, the weather played a part and we decided last minute NOT to attend! We hope you all got the e-mail but if you did go, you didn't wait for us!!

One brave pair, Jane and Mark (White Stag) did go and yes it did dry up later. They enjoyed the entertainment, so we thank them for representing the Triumph fraternity!

Finally just a reminder of what's happening between now and the end of the year down Somerset way!!

Sunday 4th October classic car meet,

Weston Town Square (from 10am).

Tuesday 13th October, Club meet Fox & Goose.

Saturday 1st, Sunday 2nd November, restoration show
Shepton Mallet.

Tuesday 10th November, Club meet Fox & Goose.

Tuesday 8th December, Club meet Fox & Goose.

We hope to see you at one or more of the above.

Cheers for now,

Martin & Derek

SOUTHERN

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Two weeks before the bank holiday weekend I finally decided to get organised and book us into the Rudgwick Steam and Country Show, which had been recommended by some friends of ours who own a 2000 estate (or2, or 3) (and a saloon or 2 or 3). We loaded up the car and caravan and kids and headed down to Rudgwick early Friday afternoon. On arrival we handed in our pass and were lead to our pitch by a man on a bicycle. Very organised! On pulling up said friends (with estate or 2 or3) came and greeted us and we were able to have a nice chat before setting up the caravan and awning. In true tradition it was then time for burgers on the Barbie after which we headed to the beer tent. Although Mark and I were happy to enjoy the atmosphere, drink and band, little one announced she was tired so back to the caravan and bed for the kids. Mark and I were then able to enjoy sitting outside with a drink listening to the music from the not too far away beer tent in peace (Now that doesn't happen often).

Saturday morning saw the start of the 3 day show. There was loads to see over 44 acres. In our field there were classics, tractors, station engines, military vehicles, remote control boats, beer tent, small fun fair, Wild West town, charcoal burning as well as food outlets and auto jumble. In another field there was the main arena, more food outlets, animals, a market, craft marquee (selling nice liqueur Jak-Jak), fire engines, commercials and more tractors, a further field housed the larger steam powered machines, and yet another field housed the large commercials and erm.....more tractors. Saturday afternoon was a bit wet but Sunday was dry all day so we took the car into the arena, having watched the 117 ish tractors go through first. Sunday evening saw vintage vehicles of various descriptions entering the arena festooned with lights including.....some tractors. This was very good and afterwards we headed back to the beer tent. The singer proved very entertaining, changing headress to accompany the songs and changing words to suit the occasion.

We retired to the caravan about 11 after being fleeced by the kids at the funfair and about half an hour later the thunder and light-

Southern Continues

ning hit. It was very wet all night and into Monday. Sadly not many members of the public braved the rain.

We had a slow pack up though out Monday and watched various combinations of cars, caravans and trailers getting stuck in the mud before being rescued by 4 x 4s andtractors (Bit handy!!) We were lucky to hear that they were intending to open the lower gate so when we left around 4 o'clock we were able to pull away downhill without getting stuck. Altogether this was a fantastic show, one that we will be adding to our list for next year. Even the rain didn't put me off.

Vanessa

August 16th Breamore House Show.- Peter Harper in his Stag met Jackie and I in the TR7 at 8am at my house, took a steady run down the M27 to Cadnam and turned off into the New Forrest. All was going well until we came across a left turn to Fordingbridge but the sat nav told us to take the right fork. After giving us a tour of the tiny lanes in the area we eventually came out on the correct road to Breamore.



We arrived just after 9am to find Clive and his wife setting up the gazebo for the Locksheath Classic Car Club to which we were supporting (and are members of). A total of 17 cars turned up from the club which is a multi marquee club.

The Wessex area TSSC and Club Triumph had put a good display of twenty various Triumphs on show, whilst the Dolomite club had also put an impressive display on. I would say that Triumph cars were very much the dominant marque of the show.

There were around 300 exhibits on show along with some auto jumble and various other stalls. It was a glorious day and Jackie and I walked up to the museum which featured a lot of agricultural machinery and exhibits depicting rural life of the area including shops, school, local garage, smithy's and a brewery.

On leaving you might have thought that the sat nav would have taken you back the same way that you arrived, NO. This wonderful piece of scientific wizardry took us to Salisbury. Luckily the traffic was not too heavy through Salisbury and we headed back down the A36 to the M27. Again traffic was not too bad and we kept a steady pace and arrived home an hour and twenty minutes later.

A good day out on a warm and sunny day.

October Events & Meetings

- 4th Goodwood Breakfast Club "V power" Sunday
- 6th Regular meeting, Seven Stars GU32 3PG
- 18th Sunday Lunch, Red Lion, Fernhurst, GU27 3HY

November

- 1st Goodwood Breakfast Club. Bahn Stormer Sunday
- 3rd Regular meeting, Seven Stars. GU32 3PG
- 15th Sunday Lunch. The Jolly Drover, Liss. GU33 7QL

That's all for this month..

Take care

Mark

IMPORTANT NOTE

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

Hello. I know I've said it before but the months seem to fly past, can't believe this area news is for October, were did the summer go. (did it ever start?)

Now looking at booking the Christmas meal, this year we are using our meeting pub, the George & Dragon, so if anyone wishes to join us please get in touch.

Back in early August we attended the Transport festival at Shugborough Hall with five cars and around 12 people including children. As it was Staffordshire oatcake weekend the day started with cooking lots North Staffordshire oat cakes and bacon, which set us all up for the day. This show was the last to be organised by Geoff & Linda Price of Transtar Promotions as they announced at the show their retirement after 44 years.

The show did them proud as the field was pretty well full with a wide range of vehicles, and even the weather was good, not like last year when it rained and very few attended.

Having eaten well for breakfast, Ian had been hitting the oven again producing chicken & apple pie sausage rolls and scones, I think he really wants to be a chef.

The only other show we attended in August as a club was Lupin Farm, a fund raising charity show, this has grown into a very large gathering of a wide range of classic vehicles and a good number of charity and trade stands. The threatening rain clouds meant that an early exit was made by many which was a shame, however I believe around £4000 was raised for charity, so let's hope the rumour that the organiser is finishing due to the sale of the farm is not true.

Finally six cars attended the Eccleshall show on the 5th September, and the weather was kind to us, so a good day was had wondering around the various exhibits. However the number of cars was down from previous years, but still and good turn out.

The Oily Rag bit, well not much to report on the various projects that are on the go, so if you would like to update us with your car restoration drop me an email.

As for my car, again no progress, partly due to around five weeks limited mobility due to back problems.

I did start some work on the every day car which has turned into a bigger job that expected, I've been intending to clean up the bottom edge of the sills as there has been some rust showing for some time.

So with winter on the way I thought I'd better get on with it, I removed the outer plastic covering and got going with the wire brush. The outer edge done on one side, thinking I caught that side just in time, I started the same on the near side, all was progressing well until the brush dug into the metal and started a hole. Well you know that a small hole can get bigger and it did, so metal was cut and formed to fill the gap, but I needed to get to the inside edge of the sill but a large plastic under tray runs down the length of the car, held with around 14 set pins and nuts, most of which didn't want to undo. 2.5 hrs to remove the tray and I ended up using a hot piece of pipe to melt the plastic around the nuts to remove the tray.

Then I broke the switch on the welder, that's as far as it's got for now, plus I need to remove the under tray on the first side I did, more than likely I'm in for more fun.

The web site is back on line no thanks to the hosting service, or their flaky software, who said I need to register again as the account was set up wrong, funny that as it had been working OK for 2 years, so I didn't set it up again as it would take too long, and eventually got it working.

Events

- Nov 1st Autumn Charity Road Run
- Nov 13th Classic Motor Show NEC
- Nov 15th Newark Auto Jumble
- Nov 29th Malvern Car & Bike Auto Jumble
- Dec 16th Area Christmas Dinner.

That's all for now

Dave

SUFFOLK SURREY . . . THAMES

SUFFOLK

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Peter wasn't able to attend September's meeting at the Sorrel Horse due to more pressing matters, and asked someone else to step up to the plate. There were no volunteers for this, so I was 'press ganged' to do it! I had no formal training from Peter, and wasn't entrusted with the big blue TSSC Notebook either! (Only joking Peter)

Peter's more pressing matter involved spending lots and lots of money, taking his wife away for a few nights in posh hotels in the South of England and several more planned holidays to all parts of the globe over the next few months. What could this be for you ask? Well, he has purchased another classic car, and not a Triumph this time but a Ferrari would you believe. This has turned out to be very expensive as the only way he could get it sanctioned through Senior Management was to bribe her with lots of treats in the form of nice holidays. I did have a quick e-mail from him stating 'It drives great, very thirsty!' Say no more.

It was a decent turn out this month despite the atrociously wet weather. The only people to chicken out of bringing their beloved Triumphs to the meeting were Lyall, Lindsay and myself. Lyall had a very good excuse due to him having had a bit of a mishap when swapping the brake master cylinder on his Stag. To cut a long story short, when bleeding the brakes after the swap, he forgot that there was a breather hole in the top of the cap when he pressurised the system. Yes, you guessed it, this created a nice strong fountain and made a very effective paint stripper on the bodywork! He is now waiting to get a colour match and the car is masked up ready. As for Lindsay and myself, we had no excuse apart from the wet weather and were too soft to get the classics out.

We feel duly shamed.

I'm pleased to report that there were still seven classics on the car park though including a 'new' red Stag belonging to Brian King who is a potential new member with several Stags in the process of slow (very slow) restoration and several other classics. Brian runs his own bodywork and spraying business so he was providing a very good paint consultancy on the car park, especially for Brian 'Lightning McQueen' and Lyall.

Other cars present were Rodney and his red Spitfire. He is still trying to sort out his noisy u/s and has new circlips of various thicknesses on order from Canley Classics. Mike was also in attendance with his newly restored Herald estate. He has been putting quite a few miles on it over the recent Bank Holiday. There was a very nice pale blue Herald convertible present which we have seen before, this is owned by Paul. Paul rebuilt the car a while back and has fitted a 2 litre engine which necessitated the bonnet being stretched by a couple of inches. A very nice job has been made of it.

The two largest cars were of the Triumph 2.5 variety. The brown 2.5 PI estate owned by Russell and a bright green MK2 PI saloon owned by our illustrious leader Colin. This one has been languishing in his orchard for a few months and blended in very well with the background due to the lush green colour. The only thing that let the camouflage down were the rust spots on the bodywork! Some discussion took place regarding the TSSC event at Duxford. Paul was particularly keen to attend along with several other interested individuals. By the time you read this we will know who, if anyone, attended. It would be good to see some collective attendances at some of the more formal and, indeed, less formally organised events. What do you think?

Nothing much to report on the ongoing projects owned by our various members as far as I know. I know that 'Lightning McQueen' Brian is in the latter stages of getting his Vitesse saloon back on the road. Russell is preparing to get his engine out of the Stag to do some major surgery and Lindsay is...well, Lindsay is still trying to organise a day when I can give him a hand sorting out his thrust washers on his Vitesse engine and putting the engine back in the car. He may have to be quick though, as Russell would like his engine crane back within the next month to pull his Stag engine. This has been on loan I think for approximately three years in antic-

TSSC AREA NEWS



ipation of Lindsay's thrust washer maladies. All eyes on you then Lindsay! I wonder if when we read this, the engine is sorted?

As for my latest project(s). The Triumph TR250 which I am rebuilding is undergoing major surgery this week to swap it over to right hand drive. Hopefully it will be ready soon to receive some new paint?

See you all at the next meeting I hope at 8.00pm **Tuesday 6th October at the Sorrel Horse.**

Chris

SURREY

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Another pleasant August night at the Wellhouse Pub, albeit chilly. Seven cars in attendance so well done to all who braved the summer elements. Martin had some interesting photos of wiring improvements to the "new" blue 2000 which featured in the July issue, a very nice car. This is one of those fiddly jobs but worth the effort.

We all had a good day out at Cranleigh among the classics and steam engines, although we were separated from the younger members who had an interesting array of motor cars and regalia which raised an eyebrow.

For my part the new bigger radiator in the Spitfire has resolved the overheating issues, thanks Adam, presumably it was colder in the 1970s.

Goodwood Revival will be past when you read this note, but Messrs Chignell will have attended and I am sure they will have had a great time. For those who haven't been I can certainly recommend it, worth putting in the diary for next year.

Good to see Jeremy again who weathers the elements from south London and also to Paul who interlopes with his TR5. Looking forward to All Triumph Classics at Duxford and an "Indian Summer".

Best wishes,

Cliff

THAMES

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Hi everyone. We have a cunning plan nearly finalised....Starting in November we will be meeting once a month through the winter. This will be the 3rd Thursday of the month still at the Fox & Castle. Come the summer we hope to start holding a roaming meeting on the 1st of the month, we have some venues to check out and welcome any suggestions. There have been some great shows in August like Cranleigh, Camberley Town Centre & Egham.

Our Vitesse is still having issues with the rotolife hitting the rear spring when loaded & have sent the original one off to be re-tempered. On a plus note the driver's door glass has been replaced.

SOCIAL EVENING AT THE FOX & CASTLE - 13TH AUGUST. It's a wet evening and I am glad the driver's window is back in operation. Julie is with me in the Vitesse and we are welcomed by George B, Graeme C & Doug B. Just Doug's GT6 & our Vitesse are the Triumph's in the car park this evening. Graeme had a great weekend with the TR register in Malvern in his TR6.

Doug has changed the oil and filter on his GT6. It was a pleasant evening with good company.

27TH AUGUST. - I am on my own in the Vitesse for tonight's meeting at the Fox & Castle. To keep me company I have

Thames Continues

the pleasure of George B, John P, Mike H, Graeme C, Martin F & a big warm welcome to Mike S who was in his Spit/Gt6 which he has owned for the past 30 years and still loving it. We all went outside to admire this new Triumph to our venue in the fading light. Soon there were other bonnets opening on the other Triumphs in the car park belonging to John P in his Vitesse Mk1 convertible, Martin's Mk2 2000 saloon and my Vitesse Mk2 convertible. Work on our Triumph's has been:- John changed the brake pads and shoes on his Vitesse. Graeme got a new radiator shroud to fit on his TR6 which is garage bound tonight has he has a new drive being laid. Martin still having trouble free motoring in his 2000 Mk2 saloon, but reports a clutch master cylinder leak on his Spitfire (probably sulking over the new purchase). We had a wonderful meeting talking shop.

SHOWS & EVENTS. 16TH AUGUST. CRANLEIGH LIONS CLASSIC CAR SHOW. - I am sorry but I can't find my notes for this show so if I miss you out please forgive me. Karen & Adam had booked a TSSC stand for this show in its 14th year. Julie & I have a great trip to the show ground and join the queue of classic cars entering the show ground. We find the TSSC stand in the very large show ground. On stand were Liz & Con in their 1200 Herald convertible, Henry's TR6, Dave L mk1 2000 estate complete with his skeleton crew, Mike & Jasmines Mk2 2000 saloon, David L 13/60 Herald saloon, David H TR6, a blue Spitfire Mk4, George B Mk1 Vitesse convertible, a light blue Spitfire Mk4 with a surrey type top, Martin F Spitfire 1500, Adam C Mk1 Vitesse convertible, Karen C Mk3 Spitfire, a white Stag, a yellow Spitfire Mk4, a Blue with white flash Mk2 Vitesse convertible, Tony & Penny's Stag, Peter C's Daimler Sovereign and our Mk2 Vitesse convertible. Off stand were Will C in his race Herald 13/60 saloon with his group of fourbangers which included a Dolomite. Sarah & Dennis were with friends in their Spitfire 1500, there were lots of Triumph's mixed up in the masses of classics on show. We meet up with Colin, Jess & family at the show. Mike Brewer of Wheeler Dealers was our commentator for the day. To keep us busy there was a good amount of traders, auto jumble, craft stalls, Kids rides, lots of food stalls, a pimm's tent a real ale bar, Jazz band. It was a lovely day and a great show.

22ND AUGUST. CAMBERLEY CAR SHOW. - I meet up with Chris C in Camberley & we head off for the Town Centre for the show we finally get parked up together after being separated along with a group of TRs in Park Street by the Carpenters Arms. It's a nice line up of six Triumphs, a TR3, a TR4, a TR6, Chris C Mk3 Spitfire, My Mk2 Vitesse & a TR3. Mike in his Stag, David in his TR6, Martin & Cynthia in their Spitfire 1500 (supporting the South West Thames Kidney Fund stand) are in the High Street. George in his Herald 1200 saloon are also in Park Street, other Triumph's on show were another TR3 & 4, a Renown, a Stag and a TR7 convertible. At this show we had the other half of the Wheeler Dealers Edd China signing and supporting the Kidney Fund. Other cars of interest were a mockup of the Bloodhound SSC, Chitty Chitty Bang Bang, a Tyrrell P34 (six wheeled F1 race car) Street Rod & Dragsters. It was a very busy day with lots of interest from the shoppers. The weather was nice 'n' sunny and I managed to get my shopping with free parking!

30TH AUGUST. EGHAM ROYAL SHOW. - This was the 157th year of this show! Although they have only been at Mrs. Caddey's field for 17 of those years. I am not sure how long

the car show has been involved. The show is on Sat & Sun but work only allows us here on the Sunday with my Vitesse Mk2 Convertible we are joined by Trevor T in his Herald 13/60 saloon, Graeme C in his TR6 & Dave L in his Herald 13/60 saloon Simon in his TR7 +2 convertible. Other Triumphs on show that day were two Dolomite Sprints one nicely customised, a Stag, another Tr7 convertible and a Renown amongst the hundred or so classics on show. Tony & Penny came in their euro box as their Stag was having battery issues. We were lucky with the weather as we saw no showers that were promised. There was lots to see with Arts & Crafts Marquee, Horticulture & Handicrafts marquee, a Model Display, Livestock Marquee, Archery, pottery, wood-working display, Trade stalls, a music & bar tents, kid's rides, steam engines & farm machinery, Dog show arena, Birds of prey, First aid Tent & Display, In the Main arena we had Traction engine, Falconry Display, Archery display, "the Squibb freestyle stunt team", a sheep parade, Classic car parade & awards. A great show with lots to do.

Our next meetings at the FOX & CASTLE are from 8pm in October on the 8th & 22nd & then once a month in November on the 19th. Please come & join us for a warm welcome or call me on 07773623807.

Mickey & Julie

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Hello, everybody. Sunday 2nd August was the Weston under Redcastle country show, and our group attended this event for the first time. There was a good display of classic cars. The arena show started at 12.00, with a complete variety of country show events, including carriage driving, Shire horses, and pony club races. There was also racing with dogs chasing a "hare" on a string. All good entertainment. Our group did a parade around the arena in the classics, with M.G. Sam commentating. Once again the weather was kind to us.



On the same day there was the History Alive Show at Bersham, and because this clashed with the Weston show the majority of our group could not attend. However, Mick took his Stag, and reported that Bersham was an excellent event with around 100 classic cars and motorbikes. There was also an amazing display by the American Civil War Society, showing living history including a battle with muskets, rifles and cannons, which made for lots of gunfire and smoke. All exhibitors received a superb solid brass plaque at the end of the show.

Tuesday 4th August was our monthly meeting at the Trevor Arms in Marford. This was very well attended, yet again. M.G. Richard was on holiday, so Helena and



SOUTH WALES

M.G. Sam went over the past months events, then announced the details for coming shows. Brenda was busy selling tickets for the raffle, which once again had some interesting prizes. Sam then showed the film of our Spanish trip:- he has put this together very nicely, and the proceeds from the sale of the D.V.D.s will go to Macmillan.

On Sunday 16th August while our M.G. friends were on the Snowdon Run, we, along with Julia and Alan, took our Spitfires to the Wheels Within Wem show. Only a few classics attended this time due to the clash of dates, but still a very enjoyable day.

A GT6 in immaculate condition was parked by our cars, and on talking with the owner we found out the history of the car:- owned from new it was taken to Hong Kong, where it stayed for 18 years, until the change over from the British to the Chinese. Then it's owner returned to the U.K. with the car. We enjoyed a great value lunch at the Castle Hotel, and planned to stop in Ellesmere for a coffee on the way home, but this was abandoned due to the town being so busy!

Saturday 22nd August should have been the Bader Braves event at Sleep Airfield, but this had to be cancelled due to the inclement weather.

Tuesday 25th August was the OFFAL run, this month organised by Tony and Gail. Twenty-six people, in fifteen cars, met at P & A Garden Centre in Mold at 11.00 for coffees and teas, and then set off on a great run through the beautiful countryside, using roads that we have never been on before, with some spectacular scenery. We ended up at the Three Pigeons in Graigfechan for lunch, which was thoroughly enjoyed by everyone. Once again another great day, in great company, with much chat and laughter.

On Saturday 29th August our monthly meeting venue, the Trevor Arms, held a classic car day. Our M.G. and Triumph group were largest in attendance, but we also had the company of the North Wales Jaguar Enthusiasts with a lovely assortment of Jaguar models.

The weather was kind and the hog roast put on by the pub was most welcome. Julia organised a "name the soft toy", and Helena sold tickets for the huge raffle, with so many prizes donated by people, including a meal for two at the Trevor Arms courtesy of the landlord and landlady of the pub. The two events raised a total of £176.50 for Macmillan Nurses.

At the end of the day we had an unexpected treat, as Vulcan XH558 flew over us quite low:- she was returning from taking part in the North Wales Air Show at Rhyl, where she had been giving her last air display in Wales. This was a truly amazing sight, and a perfect end to a lovely day.

A fair number of our group went to Oulton Park on Sunday 30th August, and once again the weather kept very reasonable. Everyone had a very good day, and really enjoyed the events.

Attention to detail can be a bit of a problem! Graham and Barbara's immaculate Herald convertible had a slight mark in a rear wheel arch:- this has turned into a rear wing replacement at hufurl expense. Julia knows that expense is coming this winter due to the fact that some repairs were carried out recently to the sills on her Spitfire, but with the knowledge that out of season more work will need to be carried out. However, work has to be done on these beautiful old cars to keep them on the road and looking their best.

That is that for now. Don't forget, our monthly meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is the meeting at The Plough in St. Asaph on the third Wednesday of the month, also at 8.00 p.m.

As we have said before, if you like a good laugh, come along, take a look.

TSSC AREA NEWS



Forthcoming events:-

- October**
- 6th October:-** Monthly meeting at the Trevor Arms, Marford.
- 11th October:-** Annual Threshing Day and Vintage Show, Ruthin Market, Ruthin.
- 17th October:-** Erddig Show.
- 18th October:-** Wheels Within Wem Show, Wem.
- 21st October:-** Meeting at the Plough Inn, St. Asaph.
- 24th October:-** Classic Car Meet, Dearnford Lake Cafe.
- 27th October:-** OFFAL.
- November**
- 3rd November:-** Monthly meeting at the Trevor Arms, Marford.
- 15th November:-** Wheels Within Wem Show, Wem.
- 18th November:-** Meeting at the Plough Inn, St. Asaph.
- 24th November:-** OFFAL.
- 27th November:-** Our groups party night at the Rossett Hall Hotel.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260
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PORHCRAWL SHOW AT LIONS RUGBY CLUB AUGUST 1st

After filling my TR4A full to the brim with fuel (in case Action man was leading the 30 mile run to Porthcawl as I didn't want to run out) I headed off for the first meeting point at Cardiff Gate where I was soon joined by Thumper Watson (Toledo) and then Mikey J (GT6). We left at the agreed time for the 20 mile run along the M4 to the next meeting point at Pencoed with Thumper leading the way and Mikey & I struggling to keep up (I kid you not).

At Pencoed we were soon joined by Derek (TR6), Steve & Chris (13/60 Con), Tony (TR6), Tim (Spit 1500), Gwyn & Babs (Dolly) & Action man & The Hammer (Spit MkII). As Action man was the only one who knew where the venue was he was elected to lead us to the show. The Hammer decided that he would have a better chance of arriving at the show during daylight hours if he jumped in my TR with me (he knows his dad alright) so with all cars ready to go Action man led our convoy straight to the venue (we found out later that he had carried out a dry run two days before).

As we entered the showground we were joined by fellow members Alan (Gentry) and Colin (Vit 2L Saloon) and Ian Edwards gave us all a handshake as he directed us to a great location on the field.

The new flagpoles were soon erected with Action man's upgraded stands then they were erected again an hour later and so on and so on! Mikey J attempted to donate 2 rolls of electrical insulating tape to the club but as one was grey and the other was black we could not accept them, sorry Mikey! The cooks were soon in action and hot drinks for all were available then it was time to walk around the show which was extremely well organised with very friendly marshals. Just before lunch time a herd of Watsons were seen to be approaching and it was great to put a face to Thumper's wife Susan, she had brought their son Neil and grandchildren Dylan, Owain & Lorna-Kate, so it was a real family day out



TSSC AREA NEWS

SOUTH WALES

South Wales Continues

for TSSC S. Wales. It was also nice to catch up with Colin who has been on one of my e mailing lists for quite a while and he assured me that he would be coming on more runs with us in the future FANTASTIC!

Most of us then took advantage of the lovely sunny weather to walk through the town and into the pleasure park where a multitude of different meals were purchased and consumed. It was there that Gwyn revealed his plans for a Lime Pickle, Red Snapper & Jalapeno Coleslaw run on the evening of Thursday August 20th to Brynmawr (details to follow).

After we arrived back at the show we had more drinks and food from the on site BBQ and the following days run to the Brecon & Radnor show was discussed. During this conversation Neil happened to mention that "what we lacked in quality had more than been made up for by our matching kettles" which could not be refuted as photographic images backed up this statement.

I was more than surprised when I heard engines being started up as I thought that it was only about 2pm, but no it was 4pm and time to leave. Action man led our convoy safely out of the showground, along the A & B roads to the M4 where we kept in convoy until cars started turning off at their respective junctions.

Another great day out with TSSC S. Wales FANTASTIC.

Bern

BRECON & RADNOR SHOW SUNDAY AUGUST 2nd. THE PERFECT DAY?

Myself, Al & Ant (13/60 Conv) left my house and travelled along the M4 to the Coryton ASDA (as the 24 hour pumps were out of action at Pentwyn ASDA). I filled up with fuel and then drove to the second rendezvous point where Thumper Watson (Spit 1500) was already waiting, we were soon joined by Ed & Mo (13/60 Sal), Mikey J (GT6), Action man & The Hammer (Spit MkII), Paul & Barb (TR6), Rob & Pete (13/60 Shooting Brake) and just as we were leaving Howard & Carol appeared in their Lomax FANTASTIC!

I led our convoy along the A470 to the next meeting point just past the Storey arms in the beautiful sunshine with all soft tops down. Gwyn & Babs (Dolly) and Tim (Spit 1500) were waiting for us and after a quick chat Gwyn led us all to the show ground where Mark (Healey 100) & John & Celia (TR4) were already parked up. We were efficiently marshalled into our area and just after the area equipment had been erected and the bacon rolls were being cooked Mike The Bass appeared in his Spit MKIII, his excuse was that he wanted to know whether it was possible to park together even if you did not arrive together, he did, however, say that he was nearly denied entry as his name was not on the entrants list. Our AO immediately showed Mike that his name was on the list "look" he said "Mike The Bass". Mike replied "my name is Mike Busson", "When did you change it" our AO replied "I haven't I've always been Mike Busson" said Mike. "No you haven't, you've been Mike The Bass since I've known you" said our AO. "Sorry" said Mike giving our AO a blank stare. Then Sandra & Stuart turned up to swell our numbers even more. We also found out that it was Paul G's birthday and everybody gave him their best wishes HAPPY BIRTHDAY mate! Light Duties (arriving after the event shelter was erected as he was on light duties), Chevy, Larry & Lucy, Margaret & Jim (Singer9) then turned up to complete

out contingent and we all had a great day in the sun, enjoying the cars and the occasion. The Hammer found some chocolate Wagon Wheels and somewhat furtively shared them out (why was that Hammer?).

The show is set in the most FANTASTIC setting possible in the heart of the Beacons and there were twice as many cars and visitors as there had been in the first show staged there last year so well done to the organisers, the entrants and the public for supporting this event. We were even visited by Harry Webster's Daughter in law and his Grandson Freddie FANTASTIC!

TR Reg Sec finally had someone approach him about the sign that he had been displaying in his car all season asking for Standard Vanguard Phase 3 parts, a chap called John said he had a box of bits and pieces that Bern could have for £80 if Bern went to his farm near Trecastle which was about 15 miles away so Bern made arrangement to go there after the show.

At 4pm when the show ended we said our goodbyes as Gwyn & Babs, Tim & Action man & The Hammer wanted to accompany Bern, Ant & Al to the farm to collect the Vanguard parts then take a very scenic route home, the others decided to take the more direct route. After getting to Trecastle Bern phoned John and received directions to the farm, what a FANTASTIC place, Bern paid for the box of bits and pieces then John showed us his 1926 Hudson Limousine which was immaculate and absolutely FANTASTIC. He then took us for a walk around his Alpaca farm and Babs was over the moon when he gave her enough Alpaca wool to keep her occupied throughout the winter FANTASTIC. John then told us that he was a Gooner and that he was just about to watch the Community shield match between THE ARSENAL and another team from London and invited us all to stay and watch while his wife made us a real farmhouse meal (we hoped that the steaks were not Alpaca) FANTASTIC! Our Reg Sec was over the moon and we all sat down to watch the match (or should I say mismatch as THE ARSENAL scored too early on in the game and went into "exhibition mode" as they tried to keep their score down to obtain the perfect result of one nil). Time after time THE ARSENAL strikers, mid fielders and defenders broke through the other teams defence, but were able to hold their nerve to achieve ONE NIL TO THE ARSENAL – FANTASTIC!

As we left John happened to mention "that what we lacked in wagon wheels was certainly made up for by our passion for THE ARSENAL" nicely put I thought, I'll use that. Gwyn then led our group of 4 cars along roads that I never knew existed, I have to say that the one stretch of about 5 miles was the most scenic road that I have ever driven on and above the purring of my 13/60's engine I could hear something else, was it a song bird or a Lark? No it was Ant on the back seat singing "ONE NIL TO THE ARSENAL" – The perfect day?

Bern

PONTYPRIDD SHOW AUGUST 8th 2015

Ant and I (13/60 Conv) arrived at the Nantgarw meeting point to find Thumper Watson (Spitfire 1500) waiting for us, we were very soon joined by Colin & Lynne (Vit 2L Sal) who were attending their first run with us, we hope that they both felt welcome as they were great company and would make a great addition to our club. Then along came Young Eddie and even Younger Mo (13/60 Sal), Steve Wright (Vit 2L Conv), Mike The Bass & Sandra (13/60 Sal with a lovely shiny fuel cap), Action man (Red Tardis 13/60) and Rob & Pete (13/60 Shooting Brake).

We left at the pre arranged time for the short run to the Show ground where on entering we were joined by Steve & Chris (Triumph Humber) and Jim & Margaret (Triumph Singer 9). The event was extremely well organised and we were mar-

shalled into the TSSC's usual area with enough space behind our cars for Rob to set up the cooker and keep us in tea/coffee, bacon rolls & burgers throughout the day FANTASTIC! Those amongst us who were taking part in the parade through the town assembled with the other cars involved and enjoyed the applause and adulation of the locals FANTASTIC!

Steve & Chris arrived back a bit later than most to say that the exhaust had broken off near the manifold and that the local Kwik Fit people had welded it back free of charge (Triumph Humber's are not as reliable as other Triumph models) FANTASTIC!

"Rock Steady" (Ian Edwards) Eddie visited us throughout the day to discuss future shows and to encourage people to support the event that he has organised for the August Bank holiday Monday (please support this event, Ian is putting a lot of effort into the organisation and deserves our support). If you haven't yet received an entry form please let me know.

We were also visited by our Web master Gwyn & Babs, "Auntie" Gaynor & family and area Superhero Paul "Johnny Breakfast" Price who we didn't see much of as he once again



saved the day when he took over the role of Mini Mouse FANTASTIC. The Hammer also made a cameo appearance and was heard muttering "I wish I supported THE ARSENAL".

The weather was extremely kind with the sun beating down on us all day, the event attracted thousands of people and there was a great carnival atmosphere that was enhanced by the various bands that were playing throughout the day. Our cars made a fine line up with the Herald/Vitesse body types making a striking display FANTASTIC!

The Lord Mayor came and had a chat with us and asked us to let her know if we heard of a Herald or Vitesse for sale and also for details of how to join our club FANTASTIC! She also mentioned that "what we had in numbers was FAR surpassed by the quality of those who attended" FANTASTIC!

The show ran until about 5pm and cars started to leave so we said our goodbyes and "see you in the morning's" (to those who are coming to the TR show tomorrow) and started our cars up ready to leave. On the winding drive through the park to the public road we were all clapped and cheered by those people who had visited the show and were walking out. This made the day very special so it would be remiss of me not to say what I think of the people of Pontypridd they are FANTASTIC!

Pie, chips & curry sauce for £2.95 from a chip shop on the main street, FANTASTIC! -

Bern

TR INTERNATIONAL AUGUST 9th 2015

It had to be something special, with all weather forecasts giving torrential rain ASDA smart price frozen chickens just would not do! With this on his mind our weather Guru and AO Bern took a walk with Thumper Watson into Pontypridd town the day before (while at the Pontypridd Classic Car show) and found themselves in the central market. As our AO was examining the fresh chickens Thumper recounted a tale from his sea faring days when fresh Faggots were used to enhance weather conditions. Our AO's mind was made up, he bought 6 fresh Faggots and on returning home he placed them on his BBQ and lit the charcoal, looking up to

the heavens he recited an ancient incantation, all he could do now was hope for the best.

With Al's Spitfire off the road for Differential replacement and Ant's Herald still undergoing restoration I felt a bit guilty about taking the TR4A, but with Light Duties offering to give Ant a lift and it being the TR4A 50th anniversary the TR was going.

Al and Ant arrived at my house bright and early in the morning sunshine (so far the sacrificial Faggots were working), I made 2 trips to the first meeting point in my 4A, taking Ant first then Al. Light Duties was already waiting for us in his immaculate Vitesse 2L Convertible. It was just as well that Ant was travelling with Light Duties as he was on Light Duties for the day and was therefore unable to turn the steering wheel or operate the gear lever, Ant would have to lend a hand or two.

Rob then called to say that he was not able to stop Pete from drinking his morning tea and that they would be late so we arranged to meet them at the second meeting point. Mike The Cake & Emma then arrived in his Spitfire, he said that he had starting problems, but when it was time to leave his car started without a problem. Our 3 cars then started off for the next meeting point and on arrival Paul & Barb G were waiting in their TR6. While we were waiting for Rob and Pete's 13/60 Shooting Brake to arrive Al found the cause of Mike's Spitfire issue, the starter motor's end cover was hanging off, so with it bolted back in place the Spitfire was 100% fit again. Rob & Pete then arrived and we were off again with all soft and Surrey tops down in the morning sun and we made good time travelling to the Three Counties Showground where Rob soon had the kettles boiling. I rushed off to the autojumble which although was not as large as in recent years was still the best so far this year at any show apart from Stoneleigh & the restoration show. I was able to buy many TR4A engine parts for my Vignale engine rebuild at excellent prices. We soon met up with Derek (TR6), John & Celia (TR4), Harry & Janet (TR3) and John & Christine (TR3). I was able to pay Harry the small amount that he would accept for the very helpful TR Technicalities book that he had posted to me a few weeks ago, thanks Harry, very much appreciated.

Our day looking around the show and autojumble was punctuated by frequent visits back to base camp for drinks and food and the magnificent setting of the Showground was enhanced by the beautiful weather FANTASTIC!

All too soon it was time to leave and as Mike The Cake & Light Duties needed to refuel their cars which required a left turn from the showground and our homeward journey required a right turn we arranged to meet them at Hanley Swan by the duck pond. When they arrived Mike's Spitfire had developed a harsh "rattle" from the front O/S wheel so as Rob & Pete needed to get home we said our goodbyes to them as there were more than enough of us to help Mike sort out his car. With encouraging words from his girlfriend (Hurry up Mike) he soon found that the problem was a stone trapped between his disc brake and the dust shield, an easy fix so we were soon on our way, driving in the early evening sun. Paul & Barb pulled off at the junction near their home and the rest of us turned off at Cardiff Gate. When Light Duties dropped Ant off at my house he remarked "that what it cost us in Faggots was more than made up for by the beautiful sun that had lasted all day". Very true I thought and as the Faggots had already been made out of processed meat it meant that no Faggots had been harmed for our day out FANTASTIC!

Bern

TSSC AREA NEWS

LIME PICKLE, RED SNAPPER & JALAPENO COLESLAW RUN AUGUST 20th

Action Man, The Hammer, Tizzy & Sparky (Red Tardis 13/60), Young Eddie, even younger Mo & Taylor (13/60 Saloon) Al & myself (TR4A) and Mike The Cake & Emma (Spit MKIV) congregated at Cardiff Gate and at the pre arranged time we headed off for the next meeting point. Mike The Bass had called me during the day to warn of road works that would mean long delays after that meeting point but as it was too late to rearranged the itinerary and to be sure that everyone had received it, Mike offered to park up in a lay bye before the meeting point and to attempt to direct cars into the lay bye so that we at least would not have to cross oncoming traffic to get to Brynmawr. In practice this did not work as Mike's classic was blocked in his garage by his son's car and he had to bring his modern which no one recognised, so we all eventually met up at the original meeting point where Gwyn, Babs & Tim (Dolly) were waiting and Monmouth Mafia John & Mike (Acclaim), Mike The Bass & Sandra, then Paul & Barb G (TR6) soon turned up.

The traffic had built up during this time so a quick decision was made and Gwyn led our group of cars in the opposite direction then along a route through many S. Wales valley towns and villages, mountains with steep roads and beautiful countryside, all in the rain and low clouds, it made for a FANTASTIC drive and after about an hour we arrived in Brynmawr from the opposite direction, well done Gwyn!

As the chip shop (the only one in S. Wales that serves the Lime Pickle, Red Snapper & Jalapeno Coleslaw meal) closes promptly at 9pm we were very grateful to the friendly staff who didn't try to stop us entering the shop then jam us in as they closed the door and put the closed sign up then practically throw the food at some of the members! The proprietor said something about what we were lacking in punctuality was certainly made up for by our desire for Lime Pickle, Red Snapper and Jalapeno Coleslaw! Some of us had the Lime Pickle, Red Snapper and Jalapeno Coleslaw with chips, some had it without, some just had Lime Pickle and Red Snapper and some just had Lime Pickle and Jalapeno Coleslaw (very strange) which we ate outside in the lovely town of Brynmawr and were lucky enough that the rain stopped to allow us to do so in comfort.

As darkness had completely engulfed us we decided to leave for our homes and split into two groups heading off in different directions, my TR purring like a kitten on the B roads and all the other Triumphs seeming to be doing so too.

Even though the weather had not been kind to us we were all glad that we had made the effort to support Gwyn's run, it had been a great evening out in our cars with great company from the FANTASTIC S. Wales Triumph community. FANTASTIC!

Bern

THORNFALCON AUGUST 23rd

With all the red weather warnings and severe rain forecasted we were looking forward to traffic free roads for our run to The West Country, and so it was. Myself & Al (TR4A), Action man, Tizzy, Sparky and The Hammer (Spit MKII), Rob & Pete (13/60 Shooting Brake), Young Eddie & Mo (13/60 Saloon) and Mike The Cake & Emma (Spit MKIV) left Cardiff Gate in the pouring rain and arrived after an exhilarating run at Magor Services where Monmouth Mafia John & Mike (Acclaim) & Paul & Barb G (TR6) were waiting for us. We then set off towards our next stop at Sedgemore Services enjoying a virtually traffic free M4 & M5. Mike The Cake was

getting an ear bashing from Emma as the passenger foot well was full of water and was threatening to spill over the top of her boots, so armed with a Phillips screwdriver and using his jack as a hammer Mike punched a series of holes into his pattern part foot well that had no grommet holes, problem solved, one happy Emma (you don't want to upset her believe me). With this done our small convoy made its way back onto the M5 but after a few hundred yards Rob & Pete signalled to pull over, their Shooting Brake was losing power possibly due to fuel starvation which was solved with a few taps on the carb float bowl. Action man also reported that his clutch pressure plate had disintegrated, but he had a spare one which he was hoping to be able to fit as we cruised along the M5 to junction 25 at the speed restriction in place due to the weather of 50 mph. Action man took pole position so that if he had trouble aligning the gearbox input shaft we would all know and be able to pull in behind him, but after a few miles he gave me the "thumbs up" and I knew that he had finished the job. FANTASTIC! Al then had a worrying thought "with Action man leading we're going to end up in bloody Lubenham!" He was of course correct, so we cruised past him in my TR to ensure that we arrived at Thornfalcon.

At Thornfalcon we were marshalled into a prime position and as our AO sacrificed a few frozen smart price chickens (there were not enough to sacrifice the day before as our Area frozen chicken stocks are reserved for the runs for next week-end and August bank holiday weather is extremely hard to influence) Rob started to assemble the cooker, confident that the rain would stop by the time it was ready, it was!

FANTASTIC!

We then spent the next 6 hours either relaxing in the sun,



looking at the other cars that had made it, eating cut price "Barry the Baker" pastries and the ½ price Hog Roast and generally having a good time and the Monmouth Mafia were happy with the days "takings" FANTASTIC! The show organisers came over to give a special thank you to us for coming over from Wales, they also mentioned "that what our area lacks in frozen chicken reserves is more than made up for by the resolve of the members to attended shows!" FANTASTIC!

At about 3:30pm most people were either packed up ready to go or were already making their way to the exits so we packed up the cooker and with all soft (and Surrey) tops down we made our way out of the field. Mike The Cake and Emma were to catch up with us on the M5 as they had gone for a Scottish meal, but only a few miles along the motorway we hit heavy traffic and Paul G, Barb, Myself & Al pulled off at Nailsea to wait for the others as they had called to say that Rob & Pete's Shooting brake was acting up and they had pulled into the services, while we were waiting Mike & Emma's Spitfire passed under the bridge that we were waiting on, so after a few calls it was decided that Mike should continue on home (we would come across him if he broke down) and that the two TR's would continue to Gordano

WESSEX WIRRAL . . . WORCESTER

Services and wait for the rest.

We all regrouped at Gordano then made our way along the M5 and onto the M4 to cross the Severn Bridge then just after the tolls Rob indicated that he had to pull over again, but with another few "taps" on the float bowl the Shooting Brake was up and running and we covered the last leg of the journey without incident.

Another great day out with a great bunch of people, all willing to help each other out in times of need.

FANTASTIC!

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Email Trevor: trevorcarlyle@btinternet.com

or Martin Berry: berry223@btinternet.com



16th August Hampshire Classic Car Show, Breamore, where we put a stand on, along with our friends, the TR's. Not a bad little show, but as they now put on three in a season, we feel that it is too many and it dilutes the entries. That said, it is a local show, which makes it a relaxing day, no early starts or late finishes, not too far for Jerry to tow the caravan! We also had an auto-cum-bric-a-brac stall, what do they say about one persons rubbish! Actually it did very well and quite a bit of money exchanged hands!

23rd August Thornfalcon, where cars just turn up, it gets bigger every year and normally is a must to do, but not this year! The weather was awful, so we decided not to go. Roger who was already that way, confirmed that we had made the right decision. At least it gave us chance to see the last flight of the Vulcan at the Bournemouth Air Show.

5th/6th Sept Beaulieu Auto Jumble, Dave Trevor and myself had stalls with our Beaulieu friends. We had visits from Duncan, Peter, Roger, Jerry & Alan. Also from the Southampton area, Aaron Brown who runs Young Guns Classics for the younger person made a courtesy visit. Great to see younger members encouraging the next generation to get excited about classics!

12th/13th Sept, Swanage Railway, Harmons Cross, only Fran, Alan, Pauline and myself are down to go. Trevor is going to The Goodwood Revival and Jerry will be in Holland, not sure what everyone else is up to! 27th Sept Sparkford Museum, will let you know next month if we went and how we got on, but again, it depends on the weather! It is most confusing writing about what we are doing before we have done it, knowing that you will be reading about it, after we have been! A better update next month.

Classics on the Proms & "Quay for my car" have now finished for this season.

Also, dare I say it, Christmas! Yes it's that time of year when we will have to think about the **Christmas dinner**. We are hoping that perhaps **The Tyrells Ford** might be able to



TSSC AREA NEWS

accommodate us this year, if the conditions are to our satisfaction, any thoughts you have will be appreciated.

DON'T FORGET! Next meeting is October 29th, again at The Tyrells Ford on the Christchurch to Ringwood road. We will have decided by then, if we are staying at the Tyrells Ford, or going back to the Avon Causeway for our winter monthly meets, or having a complete change.

As always, all is subject to change and the weather, so all regular members will be kept informed as and when we know, by email.

Anybody interested in the Wessex area and our activities can contact Trevor or myself as above.

Martin

WIRRAL

Tel. 0151 339 4150

Hi everyone. Very little to report on this month as the show season is pretty much over. Ray compiled a comprehensive summary of the summers highlights in last months area news to finish off the season, however, I do have one piece of news to add. Congratulations to Paul Griffies who won the Master Class with his superb TR6 at Malvern in August, I believe Paul will be at the Classic Motor Show in November with his car and will be interviewed by Chris Evans.

The **Christmas dinner is scheduled for December 12th**, at the time of writing we have not seen the menu, however, I'm sure it will be out soon & deposits will be required as usual around November.

Last year in December's area news, I stated that this would be my last year as Wirral AO, this is still the case and I will not be registering the area for 2016 at end of the year. If anyone is interested in taking over the AO position, please let me know.

That's about it for this month.

Take care.

Andy

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WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Hi Folks. This month all I have to report on is three things that happened at the end of the month as I was away for the rest of it - but what events they were!

First up Worcester members were again invited to the Gloucester Area BBQ and as ever it was fabulous. The food was plentiful, the puddings (always the most important part of the meal) an absolute treat - special mention to John who actually managed to make rhubarb palatable, so much so that I had to have seconds to make sure - and the company in fine form as ever. The evening stayed dry and warm so we were all able to sit in Vince and Jane's lovely garden helping ourselves to the plums off their trees - the jam quota may be down this year.



WORCESTER . . . SOUTH YORKS

TSSC AREA NEWS

Worcester Continues

On the BH Monday Roger had volunteered to sort the annual run out that sees us join up with the Gloucester Area again. We started in the pouring rain but it looked like things would get better as we waited in Tewkesbury for all the cars to join up. Roger handed out the route sheets and we all made a quick mental calculation for fuel as it involved going into an area of Wales where stations maybe limited! We headed off to Builth Wells with the weather getting steadily brighter and by the time we got to the first coffee stop tops were coming off with wild abandon! The next section of the run included the Drovers road and all I can say is you must do this road if you are in the area. The scenery is absolutely stunning with the road winding along the valley bottom and then going up the mountain side like an Alpine Pass and all the time your head is turning from side to side so you don't miss anything. I think this road will be making another appearance on a route plan in the future. The road takes you to Devils Bridge where we stopped for a spot of lunch at the Two Hoots cafe which is attached to the heritage railway, maybe next time we will go to Aberystwyth on the steam train, we just couldn't fit it all in on this trip. The loco drivers suggested that maybe we would like to get the cars lined up and they would put a loco at the back of them in full steam - it would have been rude to say no! The return leg was just as spectacular as we went round the Elan Valley dams following the reservoir roads into Rhayader and then off on our different ways home. I have to say that we may be back for another route Roger!

For the third event it was off to Holland for the second European Triumph Friends meeting and we were made as welcome as ever. The weather was a bit damper than last year but we showed our true grit by having the roof down in the morning when it absolutely hammered down and then up in the afternoon when the sun made a small appearance!

The Sunday saw us making our own way into Germany where we picked up the Hamaland route which took us thru' some very pretty villages, and back into Holland where we went on a windmill hunt. The last one was actually a watermill where we could sit outside and enjoy our coffee / hot chocolate without looking to the sky every two minutes wondering if we were about to have another cloudburst. On the Monday it was back to Blighty where I was informed by all and sundry that the weather for the past three days had been absolutely fabulous and that they had run out of sun lotion - well you can't have everything, but on balance we did all right! Looking forward we still have a few breakfast clubs coming up and meets to attend so don't put your car away just yet - or is that just me - and remember the first Monday of the month you are all welcome to join us for a drink and chips.

TTFN

Vicky

SOUTH YORKS Tel. 01302 820119
www.southyorkshiretssc.yolasite.com

Yes! South Yorkshire still exists as an area but we are in need of a new AO. We have a reasonably large group of members who still attend meetings and go to local car shows and track days. We also travel to Spa and Le Mans as an area with 6 cars going to Spa this year.

We meet twice a month at The Crown in Barnborough on the 1st and 3rd Tuesday of every month.

We require someone who has some spare time to put into organising the meetings and the usual liaising with the TSSC head quarters.

Since becoming the AO my work commitments have made it impossible for me to give the time required. As I have already said we are an active group but desperately need someone who has time to be more pro-active.

If you fancy giving it a go come down to the meeting and introduce your self and your car.

Regards

Alistair



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**Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.



Bookings Open Soon!

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

Celebrate the GT6 (Bred at Le Mans) 50th Anniversary!

Our tried and tested package includes:

- Exclusive, spacious private camping at Tertre Rouge, overlooking the circuit, with modern facilities, hospitality tent and 24 hour security.
- Short walk from the campsite to Le Mans Racing Village, Grandstand and public transport.
- Laps of Le Mans circuit in your own car.
- Rally plaques, car stickers and commemorative regalia.
- Priority booking for members of the TSSC and invited other Triumph clubs.
- **Option Package 1.** Le Mans Entry & Discount on ferry crossings
- **Option Package 2.** Hotel Accommodation & Le Mans Entry
- **Option Package 3.** Triumph Trip to Dordogne After Le Mans Classic



Booking forms available soon
please visit **www.tssc.org.uk**
E-mail. **info@tssc.org.uk**

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or phone the Club Office on **01858 434424**