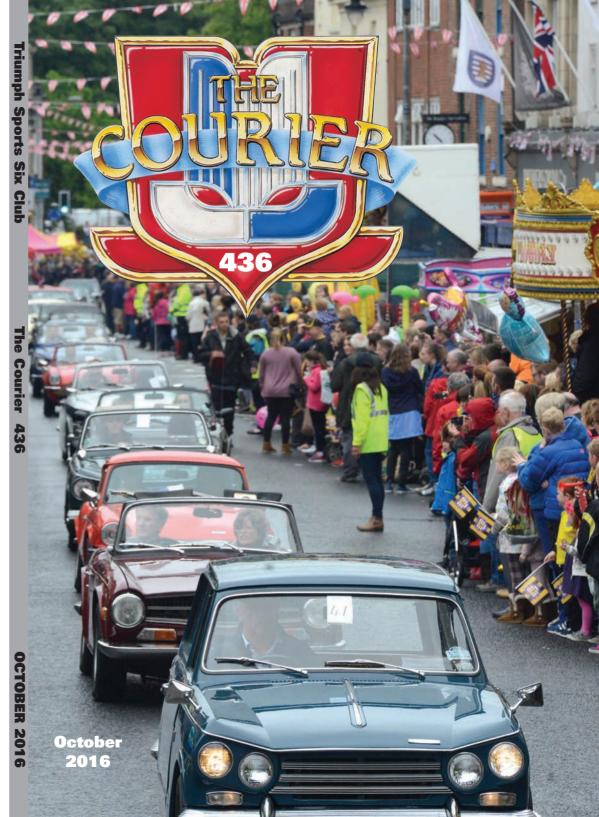


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The Courier

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CLUB HEADQUARTERS

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

Tel: 01858 434424 H.Q. Fax: 01858 431936 H.Q. e-mail: info@tssc.org.uk

http://www.tssc.org.uk

Headquarters open 9am - 5pm Mon to Fri

HONORARY PRESIDENT

Fuzz Townshend

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GENERAL SECRETARY

TBA (Chris Gunby - Acting GS)
email: gensec@tssc.org.uk

CHAIRMAN

Chris Gunby. The New Room, Church St, South Witham. Lincs. NG33 5PJ Tel: 07843 435190 email: chairman@tssc.org.uk

VICE CHAIRMAN

Bill Bate, Ataraxia, 13 St Michaels Close, Madeley, Telford, Shropshire. TF7 5SD. Tel: 01952 581391 email: vicechairman@tssc.org.uk

Business Manager

Bernard Robinson e-mail: courier@tssc.org.uk

OFFICE MANAGER

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

TSSC Membership

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

CLUB SHOP MANAGER

Garth Jupp

e-mail: clubshop@tssc.org.uk

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Bernard Robinson
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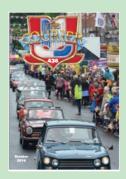
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Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein. © Triumph Sports Six Club Limited 2016



I LOVE A PARADE!
TSSC NORTH EAST
AREA
IN THE 2016
MORPETH FAIR PARADE
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T.S.S.C. Events Calendar

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66CoMment

Getting involved in the CoM

ust a short introduction. I was asked just over a year ago if I would like to sit on the Council of Management to assist with the finances of the Club. I have now completed my first year on the cooncil and have found it very busy and challenging. I am in the process of looking at procedures to ensure that we have a successful future after the large loss last year. We are looking at all areas to see if there is any way that pennies can be saved and have a stable club financially. This is and will be a challenging job as we have less members now but still have the same overheads.

I am sure if we all stick together and support the TSSC we can still have a successful Club in another 40 years. (however large or small it is).

I did not realise the amount of time, effort and work that goes in by both Staff and Council members to running a successful club.

I have attended many events during the summer months. I don't seem to have had hardly any spare weekends at home. I have assisted in running the Northants Area Camping Weekend along with the other Northants members as well as helping out as needed at TSSC TriumFest UK at Santa Pod.

My main help during the summer was at the Silverstone Classic in July along with my husband, Nigel and other Northants Area Members. This is a very rewarding event and I would like to thank all those who attended and thanked us for a great event. For those of you who have never attended have a look at the footage and speak to those who have attended. This year we had a lap for the GT6 and Vitesse 2 litre to celebrate their anniversaries.

Next year as the Club has a birthday, 40 years, Nigel has hopefully arranged a lap for all cars. This will be confirmed later in the year.

If you are reading this report and have never been down to one of your local area groups then please give it a go. Many groups arrange runs out, meals, weekends away either at Club events or just at group levels. Take along your family members as well. This is just another great part of your

By Tracey Hawes

COUNCIL OF MANAGEMENT



membership. If any one has any ideas for the future then please either email or speak to a Council Member.

I look forward to meeting new and existing members. Please come and say Hi, always glad to meet new people.



Do More with Your Triumph!



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

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TSSC unifies its Membership Rate to a Single 'Worldwide' rate.

In recognition of feedback received from its International Members, the Club has taken the bold step to implement a single unifying membership rate of £48.00 (Matching the UK), regardless of where in the world you live.

In addition, the £5 discount for Direct Debit Membership & Renewal (From a UK Bank Account only) also now applies for those in Europe and Overseas.

We hope that this reinforces the great value that TSSC membership gives to everyone.

Chris Gunby Acting General Secretary

TSSC Club Shop Custom Mixed Paint



As Just a quick reminder, that the e club shop not only offers all the Triumph colours in spray cans, litres and touch up pots, but we also offer a colour matching service so that if you have a faded car or a badly matched respray we can help get the exact colour. This is not limited to your Triumphs either we can match just about anything through our paint suppliers.

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Council of Management Meetings

NEXT MEETINGS: 16 OCTOBER 2016. 15 JANUARY 2017. 19 MARCH 2017. 9 APRIL 2017 (AGM).

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: Chris Gunby The New Room, Church Street, South Witham, Lincs. NG33 5PJ or email: chairman@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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STAG Register



e-mail. stag@tssc.org.uk

Martin Marrison



South of England Re-union

orry for the lack of news I have been busy recently!

is that my Stag made it to Le Mans Classic this year and it also covered a 1000 miles in two weeks touring round Brittany without to many major problems. It did cause me a

mild panic the Saturday before we went when the steering lock barrel seized and I found you couldn't get new ones! Luckily it was suggested I contacted **Chris Wittor** and he had a spare which he couriered out to me. So I fitted it the day before I set off!

Going back to SEM I had a reunion with **Eric Balzan** who I used to know when I was a teenage in the car club some 30 years ago and it turns out he has a Stag the same colour

and the same year and has a dog with the same name as our dog! Anyway Eric offered to do some words on his Triumphs.

The first photo above shows Me on the left, Eric in the middle and **Jon Beeston** on the right at Leatherhead, SEM, where we had a bit of a re union and a catch up.

Eric has also sent me an email and a couple of photos of his car with an under bonnet shot. Eric's email:

" Hi, I thought I would have a go and let you into my life with Triumphs. I've owned Daphne a Herald 13/60 convertible for over 36 years, dad bought her for me as a restoration and she has stayed with me



ever since. She has been re done about 12 years ago then left in the garage due to kids, restoring a house, work etc, normal stuff.. But now she is back and I'm having fun in her again, except for the blown head gasket last weekend which I can't complain about as its lasted 30 odd years!

I have owned a Stag for about 8 years, it's what I always wanted and dreamed of especially with an old mate driving around in a



STAG Register

yellow one when we were younger, Martin also had hair back then!

I use her every weekend it's not raining and regularly do a 80 mile round trip to see the old folks, my younger son, Luke, has the bug and never misses a run, Daphne has been re adopted and it's great to see the youngsters join in on our passion.

She is a 1975 MkII with overdrive and is brilliant to drive, obviously being an old girl she has given me the usual issues over the years. One problem which really bugged me was the excess fuel coming out of the overflow pipes from the carbs. Floats I hear you cry, so I took the carbs off and adjusted, nothing, as they were fine so I ordered new needle valves. All refitted and yup, problem still there. Ho

hum, looking on the web sites I saw some links and ended up ordering more expensive 'Land-Rover' items, and yes you guessed it, still fuel pouring out!

Right then, time to go the whole distance and get Viton tipped valves, they had to work at the price, but hey yet again, nope, lasted a couple of runs, so it was doing something but not that replacement pumps would intermittently decide to over pressure with one chap taking several pumps back due to that issue. I needed a new fuel filter and decided to go for a 'Filter King' as it also regulates the pressure, Burton Power had a good deal on so I bought a good model with the additional pressure gauge.

Really easy to fit and put it where the normal filter sits, pressure was 6.5psi, no wonder I had problems. I adjusted the pressure to 2.5psi, removed the gauge and off I went for a drive. The car not only stopped leaking petrol but it was so smooth and responsive, it was like a new car. That was about 3 years ago and it's still brilliant.

Lots more stories to tell like taking of the cylinder heads and fitting an electric water pump, for another time. What I would urge you to do is check the age of your tyres. Martin mentioned how he replaced his with good tyres and very fancy nice alloys. I had old 'funny name' tyres on original alloys which were not cracked and lots of tread but decided to fit Michelins all round, about £70 each which

was much better than I imagined. It's made a huge difference. It's quieter, runs smoothly and handles much much better. Obvious really but I wonder how many of us don't change because they look ok?"

Eric

Thanks for that article Eric. I did have the real pleasure of Eric's company on the way to Le Mans Classic which was entertaining but probably not suitable for publishing here but I do have a story about Eric's onions!

I would just like to thank all those from the Club that organises Le Mans. It was an excellent weekend and thanks for all the hard work that you put in.



enough. Mind you I could now get the carbs off and access the internals within 15 minutes, so I'm available for any pit work.... More head scratching and web surfing brought up issues with the fuel pump, some people had noticed

Martin

VITESSE Register



e-mail. vitesse@tssc.org.uk

Dave Rumens



Give us a brake!

utumn is with us and one more month of using the Vitesse and then I will tuck it up for the winter months. I received a number of emails oncerning the type of brakes fitted to the

concerning the type of brakes fitted to the Vitesse. I guess the point to start from is the original 1960's concept of the Vitesse. This was a car with better internal fittings, performance and style than the average fare. It slotted nicely in with the Riley 1.5 and Sunbeam Rapier. The extra performance meant that the car must be fitted with the all new disc brakes as this was a good selling point at the time. The Vitesse 6 was introduced in May 1962 when front disc brakes were fitted as standard on performance cars and were an option on others. The set-up on the Vitesse 6 was 9 inch disc front brakes and 8 x 1.25 inch drum brakes at the rear. A point to note when ordering rear brake shoes is although the front disc brake option on the early Herald had the same diameter as the Vitesse 6 the rear brakes on the Herald are smaller. The Herald has 7 x 1.25 inch rear brakes. The larger size was probably due to the extra weight and performance of the Vitesse. The brakes were manufactured by Girling and on the very early cars up to commission number HB11535 there are small differences in calipers when compared to those fitted from Commission number 11536 on. I would say the change was due to the introduction of the 12/50 Herald in 1963 as the same Girling type 12 calipers were then used on both models. When the 2 litre (Mk1)

was introduced in October 1966 to cope with the increase in performance the front brakes were increased in size to 9.7 inches along with larger calipers and pads. However, the rear bakes remained the same diameter and width as the Vitesse 6. The front calipers were Girling 16P. The 2 litre Mk2 was introduced in October 1968 and the brake size remained unchanged.

However, Girling 16P calipers were used up to



commission number HC53394 and from HC53395 on 16PB calipers were used. Both types used the same pads.

Due to the increase in size of the calipers a small pipe was added to the 2 litre calipers to prevent the flexible brake pipe fouling the upper wishbone. Picture 1.

Another point to watch when ordering parts is that the later GT6 Mk3 and TR6 used a 16PB

Metric caliper. This used a metric thread on the brake pipes and pads with smaller securing pins. This means the caliper thread will not match the imperial thread on the Vitesse brake pipe. Also as the pads have smaller holes these don't match the larger retaining pins used on the 16PB (non-metric) fitted to the Vitesse.





Pic 2.

Picture 2. The pad with the smaller holes is on the right.

Moving on to the handbrake where the setup remained the same from the Vitesse 6 on to



and including the 2 Litre (Mk1). However, with the introduction of the Rotoflex rear suspension on the Mk 2 models the cable guides were shifted from the chassis to the body tub, Picture 3, to enable the cable to clear the rotoflex rubber doughnut couplers on the rear



halfshafts, Picture 4.

The performance, or should I say the lack of, can be a problem with the handbrake. It relies

on every part of the system being in good condition, set-up correctly and being well maintained. Well maintained also means areasina the cable guides, due to the friction losses a lack of arease on the auilds is often the cause of an MOT failure. The Mk2 has an additional problem caused by the cable guides being moved to the body tub. The guides are spot welded to the tub. Over many years of use and flexing of the tub the metal has a tendency to crack. In a worst case the spot weld on the guides will break right through the tub due to metal fatigue. If the handbrake lever feels springy and will not pull up

firmly then odds on the problem is the guides. To check, take the rear seat base out and apply the handbrake a number of times whilst looking at the tub. Look for flexing and in worst case cracks, Picture 5. Chances are the welds



seems to have a sting one way or another. There is something very positive to be said for the Vitesse 6 and 2 litre (Mk1) not having this problem. Servo assisted brakes were not standard on the Vitesse. However, they were an aftermarket option and the servo was manufactured by Powerstop, Picture 6.

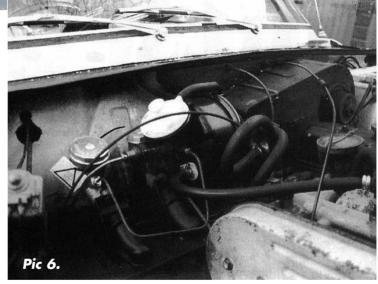
That's my lot for this month I will get my anorak and go.

Safe Driving & Keep Running On All Six

on the guide are also in poor state. The is the problem manufacturers did not strengthen the body in the area the guides were mounted to, to take the force caused using by the handbrake. If you have problem, your Vitesse that is, then body and guides need repairing plus I would suggest the body also need strengthening in this area to prevent it happening again.

The good old Rotoflex

may stop the tail from wagging but it always



David.



Welcome to

New & Returning MEMBERS

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



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Warks

Kai Hartshorn

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

SPECIALS Register



e-mail. specials@tssc.org.uk

Trevor Collett



his month we're looking at one of the great "what might have beens" of Britain's sports car history. A car that is essentially a Triumph, that came to the market in 1987

and, to me, represents one of the great motoring

mysteries of my lifetime, "why the h**! didn't it sell by the transporter load?" To give you a full flavour here is the full text of the brochure produced by the company at the time:

The Development of an Ideal... The Latham F2

was conceived as a lightweight, fast twoseater sports-tourer of distinctive styling and unique appeal. One of the major design parameters was that it

should also be suitable for development as an effective competition car and, in the longer term, that prospects should include series production with full UK Type Approval. To this end factors such as safety, comfort and practicality have been given equal priority alongside the requirements of dynamic performance.

A Triumph of Engineering An Astounding Combination

At the heart of the F2 is Triumph's award-winning 2-litre Sprint power unit. This four cylinder,

sixteen valve, overhead-cam engine, which develops up to 230 bhp in competition form, can easily be tuned to produce some 160 bhp for road use.

Once allied to the lightweight and aerodynamic F2 the performance is breathtaking: Computed acceleration of 0-60 mph is under 6



seconds and a projected maximum speed of around 140 mph.

Parts Compatibility - Tried and Tested

To simplify parts sourcing and construction as many components as practicable are taken from one donor vehicle. In addition to the engine, the suspension and transmission components are also Dolomite based. These are modified where necessary to suit the low stance and lighter weight of the F2.

There are options of four speed, five speed or

SPECIALS Register



of downforce and drag for high speed driving, has an appeal which is at once advanced and evocative.

Background and Influences on Development

The construction techniques employed in the Latham F2 were

overdrive gearboxes. Power to the wheels is through the live rear axle, for which a limited slip differential is available.

Double wishbone suspension is used at the front, with top wishbones modified to operate inboard coil spring/damper units. The rear axle is neatly located by the Dolomite four-link system with coil spring/damper units.

Advanced Design and Innovation

Though donor parts come from existing established and sources, the structure of the F2 itself breaks totally new and revolutionary ground. The car is constructed around an adhesivebonded, high-strength composite coaue with trianaulated tubular steel substructures at front and rear

The advanced monocoque construction

carries the suspension and engine loads, leaving the lightweight body panels free of any major structural function.

Designed to Perform

The distinctive styling of the F2 was carried out "in-house". The resulting design, with aerodynamics carefully tuned to give the right balance

developed after considerable study. Of key interest were composite racing car chassis design and the methods employed in the building of modern seagoing racing yachts.

Though a number of other kit cars use GRP monocoque structures the Latham is unique in its interpretation of the technique.

The fine detail of the F2 owes much to the designer's extensive experience building other



manufacturers' kits. This offered an invaluable insight into the preparation and assembly of a wide variety of vehicles, together with the attendant pitfalls and problems. The result is a practical and sophisticated car for the serious enthusiast, with build cost and complexity kept to a realistic minimum.

The Latham F2 is a remarkably versatile vehicle with astounding sporting potential. It offers all that is best in British sports car design and combines the practicality of the long distance tourer with the lightness, strength and exhilaration of the high performance open two-seater.

Construction

The innovative construction of the F2, with central composite monocoque and subframes front and rear, is more than just an inspired application of modern motor-racing techniques. It is also immensely practical and effective. The front and rear tubular subframes are built on the spaceframe principle. Loadings are transmitted through the monocoque via locally strengthened mounting points. Both the subframes are designed to collapse progressively in the event of impact, offering the minimum possibility of deformation to the centre section.

The cockpit area has been thoughtfully designed to provide comfortable accommodation and good ergonomics for long distance driving without any waste of space. Specially designed adjustable seats, wide doors, excellent heating and ventilation and effective weather protection all contribute to welcoming driving environment. An internal release, within reach of the driver. allows access to the boot. In addition to being remarkably spacious, the boot also features a recessed spare wheel well and under-floor petrol tank. For increased security and clean lines the petrol filler is also located to the side of the boot aperture, accessed by raising the boot lid. A considerable amount of extra storage space is provided behind the seats. The windup windows and quick action hood mean that the F2 can be used in all weathers. It stands among a select minority of margues within the



Generous box sections are a significant feature of the design. During construction these hollow sections are injected with polyurethane foam which sets to form a hard and rigid core. This not only imparts considerable strength to the structure but also allows for relatively light layups. The result is a monocoque that is not only light, durable and immensely strong but also acts as a safety cell around the occupants in the event of an accident. The one-piece bonnet hinges from the front to give unparalleled access to the engine and front suspension.

kit car industry; cars which embody all the practicality necessary of an 'only car', yet offer the economy and spirit of excitement that so many people find attractive in a component car

The Kit

The basic kit comprises a factory-assembled body/chassis unit plus doors and boot-lid, which require the Dolomite locks and hinges for fitting. For ease of transport the bonnet is already hinged and fitted to the front of the subframe before despatch.

The chassis consists of a jig-assembled compos-

ite (polyester / polyurethane / glass / aramid) monocoque to which are bolted front and rear subframes. The rear bodywork is bonded in position at the factory.

All mounting points are either pre-drilled or marked. The outer body structure, which does not contribute significantly to the strength of the chassis, includes the boot floor, inner wings, door structures and all principal panels. The outer panels are normally supplied in a white gel coat finish. The inner panels and monocoque are prepared in black or grey.

A comprehensive booklet giving detailed assembly instructions accompanies the kit. This includes additional information on sourcing components as well as useful hints on tuning, trimming and recommended suppliers.

Parts Sourcing

The Latham F2 uses as many standard parts from the donor car as is practical and consistent with the object of producing a sophisticated and desirable high performance sports car. Where standard components are inadequate for this purpose alternatives are available from Latham or from a number of suggested sources.

Though it is theoretically possible to use any model from the Dolomite range as a donor vehicle, only front subframe configurations suitable for Sprint and 1850 power units are available at present. Further engine options are currently under consideration.

The Dolomite front subframe is discarded but each front suspension unit is mounted on its own smaller subframe and these are retained together with their mounting bolts.

The F2 is not designed to be driven on standard steel Dolomite wheels. These can be fitted, however, while the car is under construction. In order to retain the standard gearing and to avoid clearance problems it is recommended that alloy wheels are used.

Since the Dolomite is patently not an opentopped two-seater, certain components are not available from the donor vehicle. These additional parts are readily available from alternative sources, or direct from Latham.

These include: windscreen and hood frames-MGB; windscreen wiper blades and arms – MGB; side window winding mechanism - Triumph Spitfire.

Parts taken from the donor car: -

Engine and all ancillaries: No modifications necessary apart from the removal of the engine-driven cooling fan and its replacement by an electric, thermostatically controlled type.

Gearbox (and overdrive):

No modifications necessary though the gear lever may be shortened. The gearbox cross member should be discarded.

Propeller shaft:

This must be cut and shortened, preferably by a competent engineering shop.

Rear axle and suspension:

No modifications necessary, but some people may prefer re-rated springs for optimum handling. Up-rated competition bushes are also available and recommended.

Front suspension: Retained with the exception of the coil spring/damper units, which are replaced by special inboard units. The top wishbones are retained but require modification at Latham (this is included in the kit price).

Other parts from the donor include: Radiator; steering column; all instruments and switches; both front seat runners; both sets of front door hinges; the wiring loom and all relays etc; all front and rear light assemblies; all (four) interior door handles; both front door lock assemblies and linkages; the fuel tank, filler neck, cap and sender unit; the brake pedal, servo and master cylinder (the pedal requires modification); the clutch pedal, master cylinder and hose; the accelerator pedal and cable; the handbrake assembly and linkage; the heater box, blower and dashboard controls; and the windscreen wiper mechanism

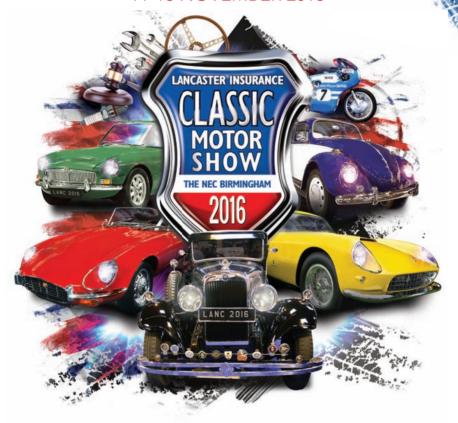
In addition to the basic kit the following extras are available from Latham:

Hood, seats, carpet set, interior trim kit, boot trim kit, stainless steel twin pipe exhaust system, acrylic headspring units.

With a description like that and a look like the photos here (taken by me at Gaydon in 2013; the only example I've seen in the flesh) it amazes me that the Latham F2 only found about 20 customers in total.

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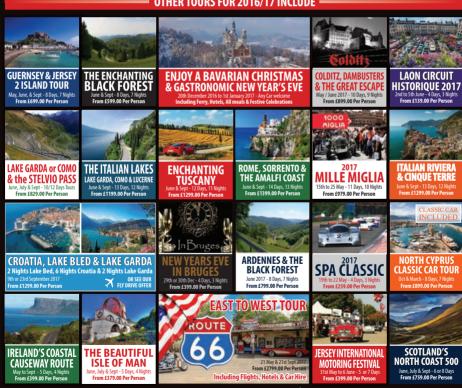
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HERALD 948 -1200 -1250 Register



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Colin Lindsay



recently received a very welcome email from **Jo Dewhurst** recently concerning her husband's justfinished restoration of a 1200 Coupé and I must admit the car is stunning, although I'm not giving too much away at present as I've requested full Sebring White, with red interior, and allegedly one owner from new. Although a 1960 model, it sat unloved in a showroom until 1962. The story went that it was owned by a teacher from Southend-on-Sea, who purchased it new and kept it for over forty years until his death; it was his only car and he was a familiar sight driving

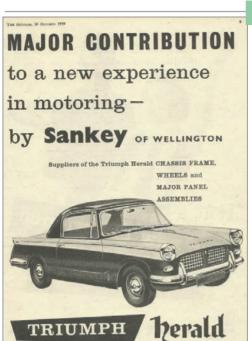
it around the town centre. When he passed away it was sold to me through a local garage, who informed me that if I looked in the rear view mirror I might see an elderly gentleman with grey hair and glasses looking back at me. Funny thing is, that happens to me in



details of the car and the restoration and I'll feature those in a future article. My appetite has been well and truly stimulated however and this is one beautiful Coupé, resplendent in Powder blue and Sebring white with shiny chrome wire wheels which really set the car off – more details please, Jo!

I'm certainly no stranger to the Coupé, having owned a 1960 948 model some years ago. Mine was Lichfield Green and





every car I drive these days...

... but no ghost ever appeared and in any case I like to think that he'd be happy with the

improvements I made to his very original but managed on a shoe-string Herald.

Off went the white rubber bumpers, screwed on with self tappers.... I managed to source a correct MK1 front valence, matching long-peak headlamp cowls and a brand new grey horn push to make it as original as I could, but the front drum brakes were quite scary as was the lack of seat belts, never fitted during the car's

lifetime. The headlamps were also quite interesting as when on dip one was up and one was down, and when on full beam just switched over to the opposite combination.

The Coupé was the first of the three models of Herald available from their unveiling in 1959; quite a pretty car in this form as the

HERALD 948 -1200 -1250 Register

cutaway roof, smooth-sided for the early cars, gave a sleek aerodynamic profile. Unfortunately it also gave limited space inside the car which laughably came with a full-size rear seat which was totally useless for anything other than very small children, the family dog



or a blob-shaped alien life-form. The rear squab folded down to create a parcel or luggage shelf which in itself was really only to protect the rear seat material from sharp or heavy objects.



The dashboard layout was unique to the car featuring three dials, a white central speedometer reading to 100 mph flanked by temperature and fuel gauges.

This was the real secret of the car – it wasn't family transport but a man-about-town plus girlfriend getaway car, with uprated engine

including twin SU carbs. In standard form mine was a real little flyer although the gearstick rang like a bell amongst all the other vibrations when the needle topped seventy especially on the M6; the drive from Southend to Stranraer, via amongst other roads the M25, was a real bonding... several times I thought the car was going to be permanently wrapped around me when blown across two lanes by the draught from passing HGVs, but it stuck resolutely to the road and never let me down.

They were capable of much more than just casual driving too, as lan 'Tiny' Lewis drove one to great success in the rally world. They were certainly a popular model as over 15,000 were sold; the lack of interior space was never a handicap as if you had family, you went for the saloon and if you had family



ribbed sides and the interior had the new one-

piece wooden dashboard but now with just a single speedometer and incidentally only the 90 mph same version as the saloon version, 5 mph less than the 948 version and certainly not the 110 mph version of early Vitesse which Triumph were trying to push as THE sporting owner's car and so wanted no confusion or rivalry. I suppose that sort of speed would be a tad optimistic for a

Herald – in fact the bigger engine 1200 was slower than the 948, but yet went about achieving top speeds in a more refined, less desperate way, seeming less likely to explode at higher revs. It's strange that no Vitesse Coupe was ever made, as a 6-cylinder model with the extra speed and refinement in the racing shape would no doubt have appealed to another generation of single, speed-loving drivers. There were always some beautiful examples at Stafford and other shows and this



and were optimistic (and had more ready cash) you bought a convertible.

This was to cause problems later in Herald production, as settled family men with good income wanted a Herald with interior room and sales of the saloon soared; if they wanted speed too, they chose the Vitesse. The limited appeal of the Coupe – now single carb as standard – showed in the greatly reduced production figures; only around 5,000 were made. The curved roof now featured stronger,

HERALD 948 -1200 -1250 Register



very nice example of a 1200 Coupé has been known to me for some years, belonging as it does to local member Paul Robinson, Paul it was who supplied me with the Mk1 front valence for my 948, and he makes a mockery of my comments earlier on the lack of interior space in the Coupé, having appeared at Stafford International some years back with three passengers and an entire set of camping equipment including tents, beds and gas cookers all squeezed in, and if I recall correctly all onward bound for a further week's touring and camping on the mainland. This photo was taken in 2004 but the Coupé is still on the road and makes regular appearances at shows or club runs. Unlike mine, which I sold some years ago and which then appeared for sale once more in Classics Weekly... as a front cover and full-column review inside. Apparently 'most enthusiasts would be happy with the state of this little Triumph".

So was I... but the lack of seatbelts got to me eventually and off it went. I know it's still out there somewhere, hopefully still with the original registration number which I declined a few silly offers to part with. I wonder does the steering still squeak when turning?

Thanks again to Jo for rekindling some very fond memories of my little Herald; the big thumbs-up I got one day from a driver in a 1930s Ford as we passed on the open road said it all. That's what it's all about.

Colin



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HERALD13/60 Register



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Phil Willson



The 12/50 13/60

he August Courier must have hardly fallen through Mike Hadley's letterbox when he emailed me. He owns the green and white car that I

photographed at Santa Pod and theorised on at length. Turns out I was right, though the actual facts are rather surprising. Mike writes:

"I was just flicking through the August magazine when I happily spotted my car on the 13/60 Register - HHC 310H. HAROLD, as named by the kids, always gets lots of attention and we are always asked what is it? Well, Harold is a 13/60. But it is actually a rare custom order. After coming off the production line it went to Eastbourne Triumph garage where is was

converted to this body spec, having the bonnet and roof changed to that of a 12/50, a sunroof fitted and resprayed in to the 12/50 colour, as the new owner preferred the look but wanted the power and uprated brakes of the 13/60.

"The car is 100% original and has only covered 34k. We have had the car for 7 years and travel up and down the country to lots of shows and events with our little caravan on the back.

"But last month was a very proud moment. I

never thought I'd hear these words from my daughter, and it's certainly not what I though she was going to ask. My daughter Tamzyn walked through the door and I got the elongated "Dadddyyy, I've got something to ask you.".



Pic1: 'Harold' the Herald

Knowing it was prom time and that she would be wanting a new posh dress and flash fancy limo like her friends, I waited for the question, thinking how much is this going to be... "Daddy, I've been talking to my friends at school and some of my friends want a limo for prom, but I'd like to have something different. Would you take me and a couple of my friends to prom in the Triumph?"

"I couldn't believe what I had just heard, I never felt so proud or honoured. Emotionally I managed to say "Yes I'd love to". The next few weeks then

Herald 13/60 Register



Pic 2: Mike, Tamzyn and Harold

became quite frantic as Harold the Herald hadn't been running right for a while and I wasn't leaving anything to chance. Time to do that UJ I'd been putting off. Two weeks of overhauling, servicing and cleaning and we'd done, only to find on a test drive the clutch had gone. In complete despair it was time to call on a friend, off to KD Triumph Coventry to see Karl. The legend he is, it was straight in and fixed along with a list of other things he did whilst it was on his ramps.

"The proudest day came, Tamzyn came down the stairs looking amazing, The sun was out, Harold sat on the drive gleaming. (I even scrubbed up a bit too!)

We set off to pick up everyone, smiling from ear to ear, the waves from people as we drove through town just made our smiles bigger.

"Limo after limo turned into the school gates, followed by Harold. Everyone stopped and turned to see Tamzyn and her friends climb out of the car and walk down the red carpet.

Never been so proud,

Best wishes"

Mike, Sam and kids

In a later email exchange Mike made the following comment: "It was one of the main reasons that we went for Harold cos it was different and personally I prefer the older front as it looks more classic. I wanted a convertible but was talked out of it as everyone said that the kids would be uncomfortable for any distance with the roof down so when a saloon came up with a full sunroof, it just had to be.

"I talk to a lot of people about taking the roof off and driving it when the kids aren't with me. But this seems to create a lot of mixed feeling as to safety, body twist and not going back on? Don't know if you have had any dealing with this or covered it at all in any articles? Maybe worth doing a review on it as everyone seems to have different opinions."

Well, I have to say that I wouldn't do it. The B-posts on the saloon, once disconnected from the roof, would flex quite a lot. I'm sure that you would feel the body twist and there would be scuttle shake. One side effect is likely to be that the doors could fly open when driving and, as suggested, it may even distort the body enough to make the roof hard to refit. The convertible has relatively strong B-posts assisted by the frame of the soft top housing.

There has to my knowledge only been one credible conversion called the Tristan that came out in 1993. By good fortune I still have



Pic 3: Why wouldn't you want one?



line was quite high and there was a large blank sidepanel. When down, of course, there was no well in which to drop the folded top so it sat between the back seat and the boot lid.

What it did have in its favour was a T-bar design borrowed from the Stag. Those who know the history of the Stag will be aware that the unit is an essential part of the car's structure. It is a substitute for the fixed roof as used on the 2000 family of saloons and estates.

The only other solution would have been a much reinforced chassis that would have added considerable weight and cost to the car.

The same would apply to some extent to a roofless Herald saloon so I would hope that the Tristan T-bar and its fixings were as strong as the Stag original.

Nowadays the Tristan is a rare beast but there are a few around. Personally, if I wanted a convertible then that is what I would buy, but each to their own.

Recently I bought one of the new brake light switches that Garth now stocks in the TSSC Shop (see advert in the August Courier). It looks

the blurb, which optimistically states 'Order

now to avoid the summer rush!'.

I remember it as a fairly well engineered product but I suspect it was the overall look and the price that put people off. It was 559 guineas (£586.95 according to my calculations) in 1993 – a lot of money. When up, the roof



a vast improvement on what has been available for the last few years.

It is adjustable and robustly built so I have high hopes. I will fit it soon and hope to report on it next month.

Phil



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TR 4/4A/5/250/6 Register



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D Type Overdrive Issue

s I am struggling for TR articles (ie. I don't have any) I am including the following, although the subject car is a Spitfire MkIV the problem it had was an issue with a reconditioned D type over drive gearbox that had recently been installed and many TR's have D type over drive units.

The owner had been looking for an over drive gearbox to help keep his Spitfire's engine revs down on motorway journeys and when his standard four speed unit started jumping out of gear he bit the bullet and bought a reconditioned overdrive gearbox from a reputable supplier. As his free time is at a premium he asked

senger seat, H section, carpet, gearbox tunnel, gear lever, propshaft (exhaust in the way so that had to come off too), clutch slave cylinder, starter motor and finally the gearbox (basically the same method as a TR). I then cut away part of the transmission tunnel to accommodate the longer unit. The clutch had only been in the car for a few thousand miles so that was remaining in place, the over drive gearbox being heavier and bigger than the standard one was more difficult to manoeuvre into place on my own, but I managed it with a scissor jack supporting the engine and a trolley jack helping me to get the gear box in place. After the gear box was bolted in place I fitted the new shorter propshaft. All electrical connections

were then made with the supplied relay secured to the front of the bulkhead. The gearbox had been supplied with all cables, connectors, switch and relay as well as the propshaft and everything looked to be of a very good quality, I was suitably impressed. I filled the gearbox with oil and after checking that the solenoid activated with the gearlever in 3rd & 4th with

noid activated with the gearlever in 3rd & 4th with the ignition on and the gear lever switch in the "in" position I decided to call it a day at that point and to finish it off with the owner as arranged the next day.

Morning came and the owner and I fitted the exhaust, slave cylinder and starter motor and he took the car for a test drive. Fifteen minutes



Solenoid in On Position

if I would start the work on a Friday and he would come and help me to finish it off on the Saturday as he was keen to be involved. On the Friday after disconnecting the battery and placing the car on 4 axle stands I removed the pas-

TR 4/4A/5/250/6 Register



Marks on Valve just discernible

later he returned, "there's something wrong, it's very noisy" he said. "That's probably because the tunnel and carpet aren't fitted" I said, "did the overdrive kick in and out?" "Yes" he said, so I placed the tunnel over the gearbox and said "try that". He did and returned 10 minutes later looking very happy "Fantastic!" he said. He's spent too much time with our S. Wales AO I thought. So we fixed the gearbox cover in place, then the H section, carpet and passenger seat and he took it for another run and returned look-

Car on stands for testing

ing even happier. I had a drive and was very impressed by the gearbox and overdrive.

Roll forward 6 weeks and he called me to say that the overdrive was "dropping" in and out all the time and would I have a look at it. As most people do, I checked to see if the solenoid was operating every time the switch was operated

with the car in both 3rd & 4th gears and it was so I thought it best to remove the H section support and the aearbox tunnel and carpet to check all the electrical connections and switches, they were all good and doing what they should be. Next I checked the oil level and that was still spot on so I removed the cover to expose the "valve actuating arm" to find it adjusted correctly (the hole in the arm lined up with the hole in the castina) but found that when the overdrive was switched off the arm was not always returning to

the off position. This worried me as it could mean that the overdrive could possibly still operate when the gearbox was put into reverse. I removed the valve securing nut, spring, top hat plunger and valve to see if any foreign matter (perhaps from when the unit had been reconditioned) was causing the valve to stick and found a few very slight marks on the valve so very carefully using 1200 grade wet or dry sand paper I polished them out. With the valve re fitted the actuating arm returned to the "out" position every

time. Before refitting the gear box tunnel, carpet and H section I took the car for a test drive and the overdrive operated perfectly. The problem that the owner had of the overdrive "dropping" in and out was very likely to have been the valve sticking, time will tell.

Whether A TR or Spit MkIV an Overdrive is more!

TR's AT THE BRECON AND RADNOR SHOW

I'll probably regret tempting fate, but with no current TR related issues (that will keep the car off the road) of my own I am having to resort



to filling my report with images of TR's that I came across when I took my 4A to the Brecon & Radnor Show on August 7th. The show takes place at the Brecon Beacon Visitor Centre set in the heart of the extremely scenic Beacons. The show is in its 3rd year and TSSC S. Wales have supported it from the outset. Once again

side and wished that the show had been a hundred miles away from home rather than the 50 it was! As I had taken my Vignale to the Porthcawl Show the day before I was able to make a fairly accurate mental note of the differences of how the 4 cylinder wet liner engine delivered in the light TR4A and the heavy



we were lucky enough to have glorious weather (although it was a bit overcast first thing in the morning) and once again my 4A behaved impeccably, I really would have liked to have carried on driving further through the country-

Vignale saloon (with the standard cylinder head and camshaft but with TR4A wet liners and pistons and a ICH WEBER carburettor). With entirely different gearing the Vignale has a lot of low down torque (as does the 4A), but

TR 4/4A/5/250/6 Register



A Proud future TR4A owner

it builds up speed a lot slower which is expected, but the torque does not drop off until maximum speed is reached in every gear, these engines are really adaptable and it is great to actually experience how they perform in the totally different cars, no wonder they were used (in a very basic form) in vehicles spanning Little Grey Fergy Tractors, through to luxury saloons and high performance sports cars including TR2, TR3, TR4 & TR4A, these engines are Fantastic!

There were plenty of cars on show and the visitors car parks were soon full as people came to look at the cars and spend a great day out in the sun. Among the cars exhibited was a beautiful long door TR2 a couple of TR4's, my 4A and a couple of TR6's. I had a good look at my car while it was sat there and made a note of the growing list of obvious jobs that need attention (sticking passenger door lock, new rear indicator lens, attention required to O/S rear wing, rear deck has a hairline crack, re spray etc etc). I should take the car off the road for a few weeks/months over winter and address these issues, but will I? I know that this list would grow as repairs progressed and although I would be able to use my 13/60 and Vignale how would I cope without my TR? Not well is the answer, so we'll have to see and no doubt most of the jobs needed now will still require action in 12 months time, but my TR will be where it is supposed to be, on the road.

When the show ended we were lucky enough to have a clear run back through the Beacons, my 4A taking the bends and hills with ease with only the occasional flick in and out the overdrive required until we reached the

M4 where we joined the Sunday evening traffic for the last few miles. A great day out in the best car I have ever owned, it delivers everything I want with ease and style, I love it.

Whether Six cylinders or 4 a TR is much, much more!

Bern



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Uprated brake master cyl/servo assy (exchange	£2 <mark>5</mark> 0. <mark>00</mark>
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Brake shoes 4 speed GSP794 OE Unipart £	
Brake shoes 5 speed GBS813 £	18.50 set
Wheel cylinders 4-5 speed	£15. <mark>00</mark>
4 speed differential TKC2619 (exchange)	
Jackshaft 215207	
Recon starter motor (exchange)	
Service exchange oil pump 215573	
Fan idler pulley bearing	
Recon w/wiper motor (exchange)	
Clutch kit TR8 Q/H	. £110.00

STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	
Steering column shaft 151032	
Track rod end GSJ157	£11.50
Gearbox (exchange)Reconditioned	£400.00
Recon exchange J Type overdrive	£385.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£29.00
Rear wheel bearing kit	£22.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
Viscous fan coupling TKC101	£85.00
Stag Mk II Rostyle wheel trims	£100.00 set

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E	£140.00
Rear quarter bumper O.E LH Only	£80.00
Seat belts with sensor wire type	. £95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£65.00
Front trunnion 142377/8	£35.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£400.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

SPITFIRE MK I & II & III

Nearside/offside front wings	£105.00 each
Front wing 'D' plate 706311/2	
Front outer wheel arch 903137/8	
Front inner wheel arch 706548/9	
Bonnet hinge tubes 811679/811680.	
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8.	£65.00
Door skins	£70.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£105.00
Boot lid 575787	£430.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£175.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 3 Syncro (exchange)	£350.00
Fibreglass Gearbox Tunnel Cover	£37.50

Recon Exchange Diff £350.00	ī
Recon Exchange Diff (NCW&P) £450.00	ı
Recon exchange brake caliper type 12 £46.00	1
Recon exchange brake caliper type 12£41.00	1
	1
Original head gasket GEG314 £9.00	1
Distributor cap	ı
Front valance support bracket 712567/8 £6.00	1
ADJECTOR MIX IV A 4500	1
SPITFIRE MK IV & 1500	1
	I
Bonnet stay 613045/613751 £19.50 pair	۱
Front wings 909663/4 PAT £60.00	I
Front wheel arch outer 909351/2 £55.00	1
Front wheel arch inner 909797/8 £60.00	1
Headlamp support panel assembly 818871/2£49.00	1
Front quarter valance 815391/2 £97.50	1
Door skins	1
Sills non original. 903097/8£58.00	1
Sills O.E. 903097/8 £87.50	ı
Sill reinforcement panel 806634/5 £8.50	1
Inner sill 806638/9£28.50	1
Front sill end plate 706422/3 £9.00	ı
Half floor (deep pressing) 908900 £160.00	1
'A' post lower filler panel 706288/9 £27.00	1
Bonnet hinge pivot box RKC362/3£49.50	ı
Chassis front gusset 218526/7 £19.50	1
Bonnet hinge tube L/H-R/H 911107/8 £60.00	۱
Rear wing non O.E£185.50	1
Rear wing front repair panel £25.00	1
Rear wing rear repair panel £28.00	1
Rear lamp panel 716182£230.00	ı
Rear valance 908970 £99.50	1
Boot floor £169.00	۱
Boot lid 911327 £570.00	1
Rear inner wheel arch 725563/4£170.00	1
Rear outer wheel arch 909661/2 £99.50	1
Windscreen aperture drip channels £18.00 pair	1
Hand to a new course and 044,040 040,50	1

Hard top rear screen seal 911040. £49.50 H/ top seal roof/ door glass 716183/4 £8.00

Window regulator 911271/2 £82.50

Window regulator glazing channel £75.00 Front outriggers 209398/9.....

S/steel tread plate finishers £32.50 pair Oil pump TKC 1974 (exchange) £32.50 Water pump 216939/GWP128 (exchange) £29.50 Radiator support cradle TKC 1761 £16.00 Late type water pump (viscous) UKC774 £40.00

Front wheel bearing kit GHK1021.....£16.50 Front wishbone bushes 119451 (set of 8).....£10.50 Front shock absorber GSA364 . . . £20.00
Front suspension vertical link £108.00 Front suspension top ball joint GSJ155 £9.00 Recon steering rack exchange £60.00 Track rod end GSJ158 £9.50 Steering joint 142140/FAM1718 £22.50 Steering lock 216449/UKC2719 £85.00 Fibreglass Gearbox Tunnel Cover£37.50

Recon exchange D Type O/D Mk IV £385.00 Recon exchange J Type O/D Mk IV

Recon exchange J Type O/D 1500.....

Exterior door handle (black) YKC2837 LH only . . £85.00

Heater valve 724021.

Gearbox exchange

Recon Exchange Diff Recon Exchange Diff (NCW&P) . Rear wheel bearing kit GHK1029£21.00

£50.00

£385.00

.....£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
Recon exchange brake caliper type 14 £41.00
Brake disc 208715 £13.50
Brake disc 208715 Drilled/Grooved £42.50 pair
Caliper repair kit inc pistons type 14£20.50
Handbrake front cable 121766 £5.00
Handbrake cable end fork 104749 £3.00
Rear wheel brake cylinder -7 dia GWC1110 £12.50
Rear brake lever 123135 £6.50
Brake shoe set GBS749£10.00
Clutch slave cylinder GSY103£35.00
Clutch kit GCK160 £77.50
New distributor 1500 (exchange) £59.00
Recon distributor 1500 (exchange)£47.50
Distributor cap Mk IV£6.00
HT lead set£8.00
Recon starter motor (exchange) £50.00
Wiper motor (new) £45.00
Universal joint with grease nipple £9.50
Dash top cover 815281£40.00
Seat cover set, brown houndstooth material £115.00
Gearbox tunnel retaining plate 608383£1.80
Wheel arch to bulkhead seal 613666 £3.00
Hoods original I.C.I. material inc zip window £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
ATA

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 LH £80.00
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 701/711£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)
Mk II front side/flasher lamp 216149/216150 £42.00
HT lead set £12.50
Clutch kit
Recon (exchange) water pump GWP201 £29.50
Rear wheel bearing kit £19.50
Rear shock absorber£20.00
Recon exchange brake caliper £56.00
Brake shoes Mk I (axle set) £27.50
Brake shoes Mk II (axle set) GBS803£19.50
Rear wheel cylinder GWC1205£17.50
2.5PI Rostyle Wheel trims £125.00 set

Bonnet assembly Mk II 908116 less tubes	
Front wings Mk II 908113/4 . £140.00 Front wings MK II 908113/4 . £105.00 Front wings MK II 907154/5 . £105.00 Bl/H front overrider Mk II 710717 . £42.50 Boot floor carpet Mk III 10841 . £35.00 Main carpet early Mk III new tan 819813 . £32.50 Dash veneer set Mk III new tan 822633 . £27.50 Dash veneer set Mk III new tan 822633 . £27.50 Dash veneer set Mk III 1820073 . £160.00 Steering lock 216449/UKC2719 . £85.00 Becon Steering Rack (exchange) . £60.00 Becon Steering Rack (exchange) . £60.00 Becon Steering Rack (exchange) . £65.00 Dain Floor Steering Back (exchange) . £29.50 Manifold banjo bolt 145155 . £9.00 Floreglass Gearbox Tunnel Cover . £37.50 Gearbox (exchange) . £36.00 Becon exchange D Type O/D . £385.00 Clutch kit . £80.00 Front suspension vertical link . £195.00 Brake shoe Mk II/IIII rotoflex GBS750 . £17.00 Brake shoe Mk II/IIII rotoflex GBS750 . £17.00 Brake shoe non rotoflex GBS746 . £20.00 Front side/flasher lamp assembly 155416 . £20.50 Beloc distributor cap OE . £14.50 HT lead set . £12.50	Bonnet assembly Mk II 908116 less tubes £1,100.00
Front wings MK I 907154/5	Bonnet assembly Mk III 913766 £1,300.00
Front wings MK I 907154/5	Front wings Mk II 908113/4£140.00
R/H front overrider Mk I 710717	
Main carpet early Mk III new tan 819813 £22.50 Main carpet late Mk III new tan 822633 £27.50 Dash veneer set Mk III 820073 £160.00 Steering lock 216449/UKC2719 £85.00 Seat belts £65.00 pair Recon Steering Rack (exchange) £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 Floor (exchange) £350.00 Clutch kit £80.00 Front subension vertical link £135.00 Front shock absorbers £20.00 Track rod ends £9.50 Rotoffex oupling 152273 £35.00 Rotoffex coupling 152273 £35.00 Brake shoe Mk I/I/III rotoflex GBS750 £17.00 Brake shoe non rotoffex GBS746 £20.00 Block distributor cap OE £14.50 HT lead set £12.50	R/H front overrider Mk I 710717 £42.50
Main carpet late Mk III new tan 822633 £27.50 Dash veneer set Mk III 820073 £160.00 Steering lock 216449/IJKC2719 £85.00 Flecon Steering Rack (exchange) £60.00 Flecon Steering Rack (exchange) £95.00 pair Flecon (exchange) water pump GWP201 £29.50 Manifold banjo bolt 145155 £9.00 Fibreglass Gearbox Tunnel Cover £37.50 Gearbox (exchange) £380.00 Flecon exchange D Type O/D £386.00 Clutch kit £80.00 Front suspension vertical link £135.00 Front shock absorbers £20.00 Track rod ends £9.50 Rotoflex oupling 152273 £35.00 Brake shoe Mk II/IIII rotoflex GBS750 £17.00 Brake shoe non rotoflex GBS746 £20.00 Front side/flasher lamp assembly 155416 £20.50 Delco distributor cap OE £14.50 HT lead set £12.50	Boot floor carpet Mk I/II 810841 £35.00
Dash veneer set Mk III 820073. £160.00 Steering lock 216449/UKC2719 £85.00 Recon Steering Rack (exchange) £80.00 Seat belts £85.00 pair Recon (exchange) water pump GWP201 £29.50 Manifold banjo bolt 145155 £9.00 Fibreglass Gearbox Tunnel Cover £37.50 Gearbox (exchange) £380.00 Recon exchange D Type O/D £385.00 Clutch kit £80.00 Front suspension vertical link £195.00 Front suspension vertical link £9.50 Front soupling 152273 £35.00 Rotoflex bush kit inc tubes £16.50 Brake shoe Mk I/I/III rotoflex GBS750 £17.00 Brake shoe non rotoflex GBS746 £20.00 Front side/flasher lamp assembly 155416 £20.50 Beloc distributor cap OE £14.50 HT lead set £12.50	Main carpet early Mk III new tan 819813 £32.50
Dash veneer set Mk III 820073. £160.00 Steering lock 216449/UKC2719 £85.00 Recon Steering Rack (exchange) £80.00 Seat belts £85.00 pair Recon (exchange) water pump GWP201 £29.50 Manifold banjo bolt 145155 £9.00 Fibreglass Gearbox Tunnel Cover £37.50 Gearbox (exchange) £380.00 Recon exchange D Type O/D £385.00 Clutch kit £80.00 Front suspension vertical link £195.00 Front suspension vertical link £9.50 Front soupling 152273 £35.00 Rotoflex bush kit inc tubes £16.50 Brake shoe Mk I/I/III rotoflex GBS750 £17.00 Brake shoe non rotoflex GBS746 £20.00 Front side/flasher lamp assembly 155416 £20.50 Beloc distributor cap OE £14.50 HT lead set £12.50	Main carpet late Mk III new tan 822633 £27.50
Recon Steering Rack (exchange)	
Seat bells £55.00 pair Hecon (exchange) water pump GWP201 £29.50 Manifold banjo bolt 145155 £9.00 Fibreglass Gearbox Tunnel Cover £37.50 Gearbox (exchange) £385.00 Recon exchange D Type O/D £385.00 Clutch kit £80.00 Front suspension vertical link £135.00 Front shock absorbers £20.00 Track rod ends £9.50 Rotoflex bush kit inc tubes £16.50 Brake shoe Mk I/I/III rotoflex GBS750 £17.00 Brake shoe non rotoflex GBS746 £20.00 Front side/flasher lamp assembly 155416 £20.50 Peloc distributor cap OE £14.50 HT lead set £12.50	Steering lock 216449/UKC2719 £85.00
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Gearbox (exchange) £350.00 Recon exchange D Type O/D £385.00 Clutch kit £80.00 Front suspension vertical link £135.00 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/I/III Irotoflex GBS750 £17.00 Brake shoe non rotoflex GBS746 £20.00 Front side/flasher lamp assembly 155416 £20.50 Deloc distributor cap OE £14.50 HT lead set £12.50	Manifold banjo bolt 145155 £9.00
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Track rod ends £9.50 Rotoflex coupling 152273 £35.00 Rotoflex bush kit inc tubes £16.50 Brake shoe Mk /II/III rotoflex GBS750 £17.00 Brake shoe non rotoflex GBS746 £20.00 Front side/flasher lamp assembly 155416 £20.50 Delco distributor cap OE £14.50 HT lead set £12.50	Front suspension vertical link £135.00
Rotoflex coupling 152273	Front shock absorbers £20.00
Rotoflex bush kit inc tubes	
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Brake shoe non rotoflex GBS746 £20.00 Front side/flasher lamp assembly 155416 £20.50 Delco distributor cap OE £14.50 HT lead set £12.50	Rotoflex bush kit inc tubes £16.50
Front side/flasher lamp assembly 155416 £20.50 Delco distributor cap OE £14.50 HT lead set £12.50	Brake shoe Mk I/II/III rotoflex GBS750 £17.00
Delco distributor cap OE £14.50 HT lead set £12.50	Brake shoe non rotoflex GBS746 £20.00
HT lead set£12.50	Front side/flasher lamp assembly 155416 £20.50
	Delco distributor cap OE £14.50
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	TOURNOU AAAA/A E DI/AEAA

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Sprint wheel cylinder GWC1121 £15.00
Tank sender 1500HL/1850HL/Sprint 215652 £27.50

TRIUMPH 2000/2.5 PI/2500

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ALL MAJOR CREDIT CARDS ACCEPTED

TR7/8 Register



e-mail: tr7-8@tssc.org.uk Paul Lewis



Valve Clearances

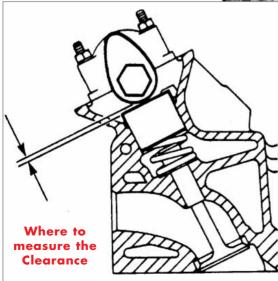
ver the past couple of years I have heard stories from TR7 owners of engine failure not long after they have

had their engine rebuilt. The main cause of the failures has been attributed to a camshaft tappet bucket breaking. Further investigation showed that the recent work carried out had also included the replacement of new non original tappet buckets. The replacement buckets seem to be of poor quality and are proving unreliable. This might not be true for all parts but its food for thought.



While we are on the subject of tappets I will explain how to measure the valve clearance.

- 1. With the engine cool remove the rocker cover.
- **2.** Turn the engine over in the direction of rotation (Clockwise when viewed from the front).
- **3.** Each cylinder will have two valves, inlet and exhaust. When the camshaft lobe or heel is in the position shown in the schematic picture fit feeler gauges in the gap between the cam lobe and the tappet



TR7/8 Register



bucket. The feeler gauges should be an easy fit with a slight drag when pulled through.



Intake valve clearance should be 0.008", exhaust 0.018".

Paul



Tappet Bucket

- **4.** To adjust, remove the camshaft (refer to the workshop manual). Remove the shim on each valve which requires adjustment. Keep them in sequence.
- **5**. Using a micrometer, measure and record the thickness of each shim. To determine the thickness required, use the following example and install new shims where necessary. Go thicker or thinner depending on what you need to get the tolerances right.

	0.228 - 0.254
1,-0:0.1.2)
Shim Measurement	3,9,4,0 3.7.

Cylinder	Valve	Measured Clearance	Shim Measurement	Required Clearance	New Shim Size Required
No1	Exhaust	0.022"	0.94"	0.018"	0.98"

SPITFIRE I - II - III Register



e-mail. spitfires@cadley.org.

Suzie Singleton



Safety First

s you know I love to receive a response to my monthly ramblings,

sometimes it may only be a brief note but occasionally I'm lucky enough to receive somewhat more than that.

This is what happened in response to my inclusion in my August article of the Insurance advert featuring a Spitfire in a Finnish car magazine. I soon heard from **Odd Hedberg**

telling me that it was a Blue Rally Spitfire which belonged to **Hannu Kärkkäinen**.



differential with LSD, Spax Shock Absorbers in all corners. Halda Twinmaster tripmeter,

He sent me some photos and put me in touch with Hannu who was able to give me a little more information about the car and was happy for me to feature it again.

Hannu told me: "The car has a 1147cc engine with Kas Kastner modified 8-port cyl. head. Twin Weber 40 DCOE carburettors and 4-port Exhaust manifold. OD-Gearbox. 4.44



SPITFIRE I - II - III Register



rollover cage and 6-point Seatbelts. The car hasn't been in Competition use but is ready for it but seats are out of FIA age as well as the seatbelts.

The car is accepted as a Historic (Museum) Vehicle in Finland."

Odd sent me various photos including "some pictures of the car arriving at our ITD2005 in Halmstad. Last one is of Hannu himself, with **TheBrick**".

Curious about this I had to ask for more information about TheBrick and Odd obliged:

" "TheBrick"? Well, it's so called because it IS a brick.

It is a brick saved from the factory in Coventry (from when they tore it down). It's from the wall between the gearbox factory and the export department **John (Macartney)** told me.

I took it with me to Sweden in my carry-on baggage after having picked it up in the Midlands (Security staff at Stansted were a bit confused/baffled over a not very clean brick in my bag among the also not very clean clothes - plenty of those after having been travelling for more than a week delivering my TR8 to S&S for a major overhaul. The Officer at the X-ray asked; What's in your bag, sir? Upon which I truthfully answered; Dirty laundry, and a brick - a brick from the demolished Triumph Factory in Coventry, to be precise. Officers reply; Ah, OK? - Carry on, sir! But do tell the purser there's a brick in your bag...

And over here we made it a never ending challenge prize... The person selected (for some worthy achievement) gets it at the annual ITD and are then the custodian for a year - and have to return it to the Club Board at the next ITD. It's travelled far; been in Finland, in Germany, in Denmark - and of course several places in Sweden. Each recipient gets a small brass plaque on the pedestal - with name, when and why/for what achievement, engraved. Attached picture is from 2011... "

I'm sure other clubs and even TSSC areas have similar unusual trophies – if you do, please let

me know as I'd love to feature more such trophies in these pages.

We had a good time at Beaulieu last weekend. despite some heavy rain and strong winds over the 3 days and there are a couple of images from the weekend I thought I'd share with you; the first being our neighbour for the weekend.



Monsieur Bibendum at the Vintage Tyre stand opposite ours.



And then, we know Beaulieu is in the New Forest but it's not exactly that remote but, on looking for a way around the long queues (which we never did find) we put the sat nav on – but it got a bit lost!

Before I go too far away from Triumphs here I recently received a nice photo of two Spitfires enjoying being out in the sun. **Roy Millburn** said: "I thought you might like to see this photo

What are the chances of both of these cars being in the same village? We both live in Ordsall which is a suburb of Retford. We drove to the show in a convoy which picked up a Stag and a TR6 on the way."

Accidental convoys are rather fun, I'm sure they all had a lovely day.

After my 'tail-ender' last month of the Spitfire scaffolding company I was rather surprised





taken on Monday bank holiday at Thorseby Hall car show. Featured is my Mk1 and the Mk2 owned by a nearby neighbour called Lee. to see its twin/companion/competitor? in Marlborough recently – namely the **MGB** scaffolding company!



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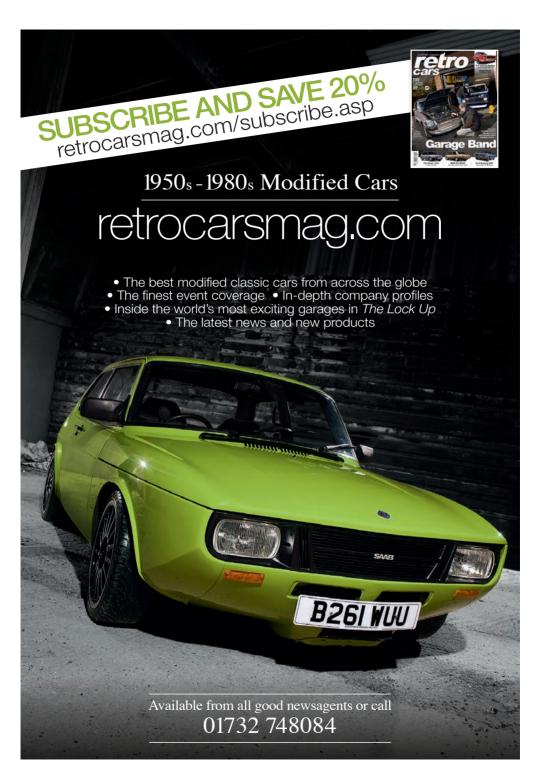
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SPITFIRE MkIV/1500 Register



e-mail. spitfireIV-1500@tssc.org.uk

Steve Payne



Wheel Bearings

hope you enjoyed last months article taking a looking back at some early testing on Triumphs? Now for more of your words of wisdom. A few months ago I received an article on wheel bearings from **Tony French** which I thought might be of interest;

"Steve.

While sorting out the front hubs on my Spitfire recently, I got caught out by purchasing the wrong oil seals (allegedly correct, though). In the end, I decided to replace the bearing anyway, so got the seals as part of the kit. I also noticed when checking various club forums, that I was not alone.

As a result, I have written an article on hub bearing replacement.

Front Wheel Bearing Replacement

What can possibly go wrong? For a fairly simple task it seems that it can go wrong and follows the rule that if it can, it will. This article is specific for the later Spitfires, but is equally applicable to many of the rear wheel drive cars in the range.

According to the Haynes and Triumph manuals it should be a fairly simple task.

So why does it go wrong? The main reason is that a lot of us (including some of us that should know better) think we can do all of the jobs without a repair manual. Don't be so stubborn. A reprint of the original Triumph repair manual is available from the TSSC club shop and is an absolute must. Also, the Haynes manuals are still readily available from various sources. Reliance on the online parts catalogues can be misleading as the

drawing of the hubs for a Spitfire seem to imply that the oil seal is fitted to the stub axle and the opposite way round to the way they are actually fitted.

The other reason for it going wrong is parts of questionable quality. Unfortunately, this seems to be becoming more common.

The front wheel bearings are generally reliable and last a long time, providing they have not been over tightened, left too loose, or not greased (to be honest, I have known bearings to last for years with owners never checking that they are greased. Hallelujah for the merits of modern Castrol LM.

The giveaway is the inability to set the bearings with a bit of end float and not have loads of movement when rocking the wheel. Make sure it is the wheel bearings, though and not the trunnions! It has been known for people to get this wrong.

Before you start, I recommend you buy a complete bearing kit (one kit required for each side) from the TSSC Club Shop as you know it is going to fit correctly and, very importantly, has the correct hub oil seal! There are seals out there that are not correct and unsurprisingly do not fit. I have been caught out and, looking on the forums, so have a lot of others. The kit also has the correct split pin and the bearings are high quality. Also purchase a couple of hub bearing caps which are readily available from most of our popular (or otherwise) retailers.

So here goes! Refer to either the Haynes manual or the Triumph Repair manual.

The photographs in the Haynes manuals are generally very good.

SPITFIRE MkIV/1500 Register

- **1.** Jack up car, Support on stands, and remove road wheel. Release the brake calliper from the carrier and tie it out of the way.
- **2.** Challenge number one is to get the grease cap off the hub. Haynes shows a self-tapping screw being screwed into the hole in the cap. I have never succeeded in doing this (ham fisted, probably) so I tend to hit it outwards with a hammer and parallel punch (screw drivers have been known to be substituted for a punch!!!!), but don't expect to be able to re-use the cap afterwards.
- **3.** Remove and throw away the split pin (I know it is tempting to keep it, but don't). Undo the nut and remove the hub, making sure you don't lose the thrust washer.
- **4.** Clean up the stub axle ready for the hub to be re-fitted



Photograph 1, Stub axle cleaned and ready. The bearing spacer and outer cover are not very clear on diagrams.

5. With the hub on the bench, remove the inner races from the tapers. It is necessary to

remove the old oil seal from the inboard bearing before the race can be removed. Note that in the photograph, the fibre sealing material has become detached from the seal case. In my case it was left on the stub axle on one side and completely missing from the other.



Photograph 2, Inner bearing with oil seal case still in place.

6. There are two recesses which Triumph thoughtfully built into the hub to allow the bearings to be punched out. It is probably best to remove the outer bearing first as this makes access to the inner bearing easier.



Photograph 3 Recesses in hub for bearing removal



Photograph 4 Recesses clearly seen with bearings removed

- **7.** Once the bearing races are removed it is a good time to clean the old grease that has accumulated inside the hub. Mine looked like it was 30 years old and had gone solid.
- **8.** Tap in the new outer races, making sure they are fully seated. I lay the old races on the new ones and tap the old ones to prevent any damage to the new bearings.
- **9.** In photograph 5 you can see the difference between two hub oil seals, supposedly both correct. The one on the left was bought at the MG and Triumph Spares day at Stoneleigh and is not correct. The walls are much thinner, it is marginally too big in diameter and impossible to fit. The one on the right comes with the TSSC shop supplied kit. Note also the difference in height of the fibre sealing material.



Photograph 5 different oils seals, same part number, allegedly

10. Grease the tapers and insert the bearings. After fitting the inner bearing race to the inboard bearing, carefully tap in the new oil seal and lubricate the seal. Hayne's suggest general purpose grease, but some prefer to oil them. I'm not sure which is best.

The Triumph manual just says "lubricate".



Photograph 6 Seal fitted to hub

11. Now refit the hub back onto the stub axle. remembering to refit the thrust washer (Forgetting this can cause all sorts of problems as it will be near impossible to maintain correct end float). Tighten the castellated nut until fully home, but do not apply any more than a couple of foot pounds of torque. Over tightening will damage the bearing. Refit the brake calliper and then the road wheel at this point. Spin the wheel a few times then release the hub nut and re-tighten till it stops. There should be no end float at this point. Back off the nut until it aligns with one of the holes to allow the split pin to be fitted (no more than one flat, normally). There should now be a very small, but perceptible movement when rocking the road wheel. Fit the split pin and the bearing cap. Note that there is no need to fill the bearing cap with grease. I have known people

to pack the cap with grease and then force it on. This will damage the bearing.

Tony.

I have to agree with Tony's initial comment regarding parts of 'questionable quality', having recently purchased a few replace-

ment items that when compared to the originals don't quite have the same feel, either in 'weight' or quality/finish. Having said that they generally fit and I guess time will tell as to whether they are up to the job!

Please continue to send me your stories, be it full restoration or running repairs.

Steve.

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GT6 Mk I - II - III Register



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

Andy Cook

Celebrations Continue



ore 50th Birthday celebrations for the GT6 took

place at the end of July at the Silverstone Classic. As well as a great weekend of Classic racing, Air Display, Funfairs and Music there was a bit of a GT6 focus with it being anniversary year. A Large Parade Lap



Freddie Hunt is no stranger to GT6's as he used to own one and was involved in a photoshoot with



Pics of Freddie Hunt at the TSSC stand.
Pictures Courtesy of Nigel Hawes.

of GT6's, Freddie Hunt, James Hunt's son visiting the TSSC GT6 area, Mike Brewer of Wheeler Dealers interviewing Dave Beardsley along with Dave's GT6 on stage. Unfortunately I was unable to be there, a shame as it sounded like a great weekend.



Freddie in Mike's Car. Picture by Nigel Hawes.

Mike Titchen's MK2 earlier in the year as

GT6 Mk I - II - III Register

reported in this column. Apparently Freddie still has his GT6 tucked away and seemed pretty enthusiastic and keen to get re-acquainted with Mike Titchen's Car.



Dave Beardsley on Stage with GT6 and Mike Brewer of Wheeler Dealers. Picture courtesy of Dave Beardsley

Mike Brewer was somewhat less knowledgeable and didn't refer to the information given to him regarding the GT6 for the interview, obviously more of a TV presenter than a motoring expert! Anyway the Club stand looked great from the photos with the 3 MKs of GT6 on display.





GT6s in the TSSC area,
Pictures from Simon Hudson
and Nigel Hawes



MK1, MK2 and MK3 on the Club stand, picture by Nigel Hawes

And a nice display of GT6s in the TSSC Club area.

Parade Lap,
Pictures Courtesy
of
Simon Hudson

Pics 8 - 12

The best bit though looking at the pictures was the Circuit Anniversary Parade Lap.





GT6 Mk I - II - III Register

Members Cars -A GT6 nears completion

Bridget and Brian Cox sent me the pictures below of their GT6 which is nearing completion of restoration. Quoted from the mail they sent me:-



"Reading your article on How many GT6's are there left?'about 1601! Just 'owned up' to the DVLA that my old GT6 mark 3 friend from 1972 is nearing complete restoration. Hasn't been registered or on SORN since 1990. Been working on it for 4 1/2 years to date, only Saturdays and occasional hour here and there - probably another 3 months to finish. Was aiming to get



it finished for the 50th Anniversary but failed due to life getting in the way! It is coming up really well- has been stored in my warehouse since 1990, so wasn't in a bad condition.

We had great fun in the 70's in it, including travelling on the continent when we were mere young things! It would be nice to keep in the family for another 44 years. My son is going to use it next year to drive to his wedding. Will send you a photo of that but in the meantime here are a couple of pictures to wet your appetite."

Nice to see the project nearing completion and great to hear of a car that's been in the family so long, I'm assuming from new!

Striking Colour Scheme

I saw this GT6 on Facebook in a picture recently posted up by it's owner Mark Lamb. The type of car with a paint job that will get you noticed. A few mixed opinions



Mark Lamb's Red White and Blue GT6

on this but I kind of like it to be honest. Also it's Mark's Car and he obviously likes it painted that way, so cool!

From Cookie's Archives

So this month is an old picture of a car from the distant past that has recently re-surfaced.

Back in the mid 80s when I first joined the TSSC there was a Red GT6 convertible that used to come along to the TSSC Essex Area meets. Unfortunately I can't remember the name of the owner as it's a long time ago! Anyway the Car reg No YDI139M was the first GT6 convertible I'd

ever seen. Although building a GT6 convertible, sometimes called a Gitfire or Spit 6, is not unusual nowadays back in the mid 80s it was a rare beast. The owner had owned the car when it was still a GT6 and had changed the body tub. One unusual feature I remember was it still had a GT6 petrol tank with the filler in the left hand rear wing, something I've not seen on other Gitfires. The Picture below was taken at a TSSC Essex Day out to some Classic Car Racing at Brands Hatch back in 1985

it! Tom had a bit of history in that a chap called Guy Teasdale had previously owned it and sold it in July 1998. The guy in Essex that I knew sold it in about 1985/86 and bought a Gilbern Invader. I remember him turning up to the odd club meet in the Gilbern when he was Triumphless after the sale.

Tom also said that it has a TR6 Engine fitted, not sure if that was there back in the 80s when I knew the car. It has also been off the road, last MOTd in 2004. Anyway I'm sure now that it's in Tom's hands it will



GT6 YDJ139M on the South Bank at Brands Hatch, TSSC Essex area day out to Classic Racing meet in 1985 be back on the road again soon (and maybe the track if his TR6 is anything to

Anyway fast forward to August 2016. Tom Key who is pretty well known in TR circles as he owns an extremely well sorted TR6 used on a lot of track days put a post up on facebook with a picture of YDJ139M asking if anyone knew any history of the car.



Tom was asking as he had just purchased

Tom in his well sorted TR6 on the 2014 Round Britain Run..

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International Liaison



e-mail.

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Dave & Jo Beardsley

Membership Fee Reduction

he big news this month is the change in membership rates for all of our members around the world. With effect from 1st October, TSSC membership will regardless of where in

cost the same, regardless of where in the world you are based. This has been done in recognition that for a large number of our international members, participating in our events and services through the year is less likely and, in recent times, the costs of overseas postage has reduced proportionally. As a result, we have been able to secure the

reduction in the membership rates. In addition, any overseas members who maintain a UK bank account (and we know that many do), the £5.00 discount for Direct Debit renewal also applies.

We believe this is great news for our International Members and we hope that it will support a strong renewal rate and hopefully some more new members.

This month's picture was supplied by **Hermann Mahlert from Germany**, showing two Heralds at an event in Nyköping, Sweden. The meeting takes place at the harbour every Thursday during the summer, on 28th of July, the focus was on British cars.



Very Busy Month

Please everyone overseas keep sending your pictures in to us and let us know about future planned events.

The second picture is from our own TR4A rebuild. As we continue to strip the car, we find



new 'surprises' – this month was a front vertical link that has been brazed back together after the typical snap at the top of the thread.

This has renewed the debate over oil or grease, in this case, the trunnion had been greased – but hey, they'd also brazed the vertical link, so maintenance wasn't a strong point!

By the time you read this, the GT6
Weekend at St Wendell in
western Germany will have
taken place 2nd October – we
hope to have a report of that event for
you soon.

Wherever you are in the world, enjoy your Triumph – and be sure to tell us about it.

Cheers for now

Dave & Jo



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This Christmas Open Day is going to be one to remember. You will be able to meet some of the Directors & Staff of the TSSC and Editor Bern will also be manning his Infamous workshop "Bizarre Bargains" Stall.

The Club Shop will be Offering 10% Discount over the Counter Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 4th December 10.00 am to 4.30 pm

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by Garth Jupp

New Item TSSC Grille Badges

Well this month we can once again offer the popular enamel TSSC Grille badges, these have been out of stock for some time, we have taken the opportunity on reordering to make a few changes and options.

Firstly we have changed the design to the newer rectangular design and also we can now for the first time offer a version that fits badge bars.

These are made here in England from top quality Enamel with a Chrome finish.

The Grille Mounted version only includes fittings and is part number **RO43** and the new Badge Bar Mounting version is **RO43A**.





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BOND EQUIPE Register



e-mail. guy@bondequipe.org

Guy Singleton



Winter Lay-up tips

ere we are again, the summer show season at an end, autumn nearly here and the beginning of the winter

coming along soon. However, I am now looking forward to the various winter events, the Stoneleigh Restoration Show, NEC and the Triumph & MG spares day in the spring to name a few, not the same as taking the car out for a drive on a nice sunny day but something to look forward to and meet up with friends.

It is worth considering how you want to lay your car up for the winter, I cannot claim any real expertise here - I have plenty of cars and they do tend to get put away from the winter, although one or more will come out occasionally all year round, but I do not do anything special. So far this does not seem to have caused any problems other than the clutch on 2 litre cars sticking on occasionally. I do therefore try to start my convertible regularly to prevent this.

I did do a bit of research on advice for the winter lay-up and the following seem to be fairly common and sensible advice:-

- A good clean: give your car a thorough wash and clean of both the exterior and interior, using a high-pressure hose to remove accumulated road dirt from the underside. After this cleaning, leave the car for a couple of days to allow all the water to drain away.

- Give the car a good polish.
- Consider applying a fresh coat of underside antirust preservative like Waxoyl.
- Change the oil and filter before you put your car away. Old oil contains acidic material that can damage your engine if left for a long time.
- Drain and replenish the cooling system with the right proportion of water and anti-corrosion anti-freeze to cope with the coldest days of winter.
- **Petrol:** Condensation forms inside empty tanks and causes them to rot through, and advice differs on what to do now that there is probably ethanol in the fuel, it used to be to leave the tank full, and my feeling is that this is still a good policy but it would be worth adding an ethanol protective additive to the fuel.
- If possible clean out the garage, making sure there is space to get around the car without damaging it or stored items falling on it whilst the car is there.
- Make a list of the jobs needing doing to the carand aim to get them done - otherwise it may become a case of 'out of sight, out of mind' and then not being ready for next year's sunshine (yes I am an eternal optimist!)
- Store convertibles with the hoods raised to prevent creasing, especially of rear windows.
- **Tyres:** you can put the car on blocks, but this prevents you using or moving the car, it is probably better and easier to over inflate tyres which should help to prevent flat stops developing you should check that the pressure is maintained over the winter, flat tyres will cause damage.

Moving back to Equipe specific topics, I have had an update from **Jasper Bacon** whose car I featured in last month's article.

BOND EQUIPE Register



"I've just seen September's Courier, so thought I'd give you an update on the 2 Litre convertibles progress. "Work has been a bit slow, the engine runs beautifully with good oil pressure and the electrical system charging, I had a lack of spark initially but that was due to a duff coil. (Well timed on the second part of your article).

I'm now working round the hydraulics starting with the clutch system and am now on to the brakes and the dodgy Rotoflex coupling.

Ever since my initial look round the car I

have noticed that there is an awful lot of movement of the A posts on opening and closing the doors, so I had a look at the

> bulkhead to chassis mounts and found that second side rail mounting was completely missing on both sides! All the surrounding metal in that area is very good and there don't seem to be bolt holes in the side rails for the mounting point... I was wondering whether this is a special Bond feature or a botched mistake.... restoration Any which way I'll be ordering uр some mounting brackets and getting the welder out...."



Firstly I'm not so sure that the original colour wasn't French Blue, scrape away at the paint on the bulkhead and it's plain to see. Rosie actually likes the current OE White, so that's a plan for the moment... (current nick name is the Bond Snowflake). [Guy note: I believe Bond used a different shade of blue to Triumph which was called Bermuda Blue]

I have also recently heard from **Alwyn Burgess** who has spent the last 3 Years restoring a 4s 1300. He has now got the car finished and back on the road – I will let the following pictures (See over) tell the story, and having been there and done that, I fully appreciate the time and effort he has made in restoring and saving the car – well done



















Area Showtime



e-mail. courier@tssc.org.uk Bern Robinson



All Show Reports to the Editor please

Grand Prix de Tours 2016

Words and Pics By Vicky Dredge (Worcs Area AO)

his year has been a busy year for trips and when I was at Laon I was fortunate enough to meet up with a colleague of Richard's (he's my brother and a motoring iournalist) - Patrick Hornstein. who is the French PR man for Flf and Total As I was covering Laon for a couple of mainstream magazines, he asked if I would do the same for another event he was involved with, the Grand Prix de Tours.

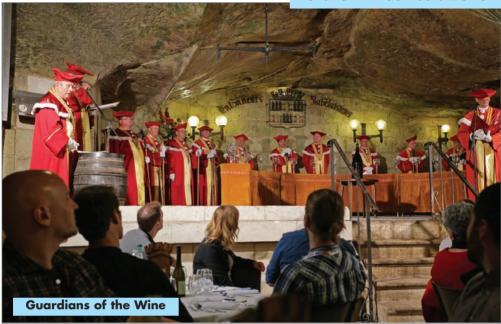
A quick check of the works calendar and I was booked in, along with a couple of other TSSC members Matt and Andy. As this was essentially a work trip we decided we wouldn't have room in any of the Triumphs we own for three of us, luggage and camera gear so Richard's Mercedes convertible was pressed into action – well at 21 years old it is a classic! We used the tunnel for the crossing so had a 350 mile trip down to where we were staying, just outside the very picturesque town of Chinon at the Domaine de Beauséjour. If ever you're in the Loire Valley and have the time for an overnight stay (or two) I can recommend this place. Run by Marie-Claude it



really is a home from home with the added bonus of a winery on the doorstep!

The event is run along the same lines as Laon, which is unsurprising as Michel Loreille organises both tours. Leaving the Place Jeanne D'Arc in Chinon, the event winds through the Loire Valley stopping at various chateaux so drivers and passengers can re-fuel about every hour – right up our street! This year the first stop was at the Castle Jalesnes where we could stock up on bread, cheese and pate, as about an hour had passed since our coffee and croissants. Just in case we should feel faint they kindly supplied a picnic box to help keep us

Grand Prix de Tours 2016



going until lunchtime - which was about an hour away.

The route took us thru' several vineyards and many French villages, where residents had taken up position in their front gardens armed with horns, claxons and anything else that made a noise to help us on our way. Lunch was at the Domain Roiffé, where we were treated to a superb three-course lunch just in case the picnic box hadn't been enough.

Suitably refreshed we had the strength to walk around the cars that were parked up in the shade around the grounds of the château, before setting out for the afternoon jaunt. weather continued to be kind to us as we made our way to our afternoon tea stop, yep another château with a winery.

It was so refreshing to have the roof down and the sun on our faces after the rain of our summer!

The evening had another

first for us - a gala dinner in the town caves. As many of you may know French caves are usually wine cellars and this was no exception, the scale of it was breath taking especially as it was all man-made. Here there was an extra surprise in store for us - we were all made Guardians of Chinon wines in an elaborate ceremony that involved us drinking wine out of a glass the size of a bucket - each!

Now being a tee-totaller this did present a bit





of a problem but fortunately I had a gallant knight on hand who drank his bucket's worth and then mine, so ensuring I could collect my certificate and medal and be proclaimed Guardian of the Wine. entertain the crowds lining the streets. To get the crowds really revved up a couple of special cars were put thru' their paces – a Metro 6R4 and an Arrows F1 Megatron, both owned by Martin Overinton, who also happens to own



Sunday brought the town parade runs. For these the cars were divided into groups with each group let lose for 30 minutes at a time to the Hotel du France, the one used by the Le Mans teams in days gone by, but more of this later. Adding to the party atmosphere were

Grand Prix de Tours 2016



club stands, a jive group, autojumble and market traders all along the banks of the Loire. Mix in a box of delights from the local patisserie along with a sample or two from their Monday was leaving day and with a little more luggage on board than we started with (well it would've been rude not to import a little of Marie-Claude's liquid refreshment) we planned a route and set off. Travelling along the local motorway I spied a sign for the town that I thought housed the Hotel du France. Getting off at the next junction and after a 10 minute conversation, frantic browsing of the internet

and sat nav juggling, we thought we found the place. Off we went on our own magical mystery tour and what a treat we had. We ended up going thru' a heavily forested area



glacé cabinet and there may be better ways of spending a Sunday but I really couldn't think of one. We rounded the day off with a fabulous meal in a local bistro followed by a walk up the city ramparts to release the calories – one can hope! for about 15 miles before popping out just down the road from the hotel – result! Settling down to the plat du jour we were surrounded by motoring memorabilia from the last 6 or 7 decades, even the wallpaper is of race cars. The hotel is well within striking distance of Le



Mans (as you would expect) and definitely worth the detour. Suitably refreshed it was back to the motorway and onwards and upwards to the La Manche and home.

Would we do this event again – absolutely!

It's less crowded than Laon and excellent value for money, if you are looking for something different to do next year this is definitely worth considering.

Vicky



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TSSC Insurance Panel



Footman James sponsored two classic car shows in September - the busiest event month.

ne of the UK's leading classic car insurance brokers, Footman James attended five classic vehicle shows and sponsored two in September.

First for Footman James to attend was The Salon Prive. Only a few classic car events on the planet possess more class and luxury than The Salon Prive at Blenheim Palace. It took



place September 1-3 and had an abundant of activities for enthusiasts to indulge in. The first day saw the Concours d'Elegance judging day, Friday was ladies' day and Saturday brought both the supercar show and prestige and performance competition.

Visit the Footman James website for more information and view the event gallery.

Overlapping with The Salon Prive was Beaulieu's International Autojumble held at the National Motor Museum, Footman James' partner. The iconic autojumble returned this year on September 3-4 for its 50th event. Visitors had over 2000 vintage and classic motoring stands to manoeuvre through to find even the most elusive motoring parts, accessories automobilia, literature, tools and clothing. Visit the Beaulieu website for the show highlights.

The following weekend (Sept 9 – 11), Footman James attended the highly anticipated Goodwood Revival. The Revival brought together a massive collection of motors including sports cars, saloons and single-seaters which graced the track during the weekendlong demonstrations.

There are a fewer more spectacular sights than the Revival's Friday night races.

Footman James journeyed up north for the Footman James Manchester Classic Car Show which took place September 17 – 18. After a successful show in 2015, Footman James was confident the jamboree packed with automotive features for the classic connoisseur would go down a treat - and they weren't wrong!

This year Footman James invited enthusiasts to enjoy live rally action, trade stands, practical demos and of course the superb indoor club displays.

To finish off the action packed month was the Footman James Sywell Classic: Pistons & Props. This year's offering contained the usual mix of vintage and classic traders, high-octane motorsport, awesome aerial displays and live music. The weekend of September 24-25 was the date marked in everyone's diary for this event.

David Bond, Footman James' Director said: "September proved to be our busiest month this year and I am extremely proud Footman James sponsored two shows in September. We look forward to attending more shows this year and meeting enthusiasts and getting to know more about them and their pride and joy. We encourage everyone to come out and help us celebrate the classic vehicle movement"

For further information about Footman James please contact 0333 207 6000 or visit www.footmanjames.co.uk.

















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

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Herald



1200 CONVERTIBLE 1967. Much-loved and well-maintained by same family since 1970. Bodywork and chassis in vgc. Good runner, 74k mileage, MOT till Jan. More photos available. No dealers, just Triumph lovers please. £5,000. F. Chesterton (Cambridgeshire.) 07703 100038



1200 CONVERTIBLE 1961. Spit engine, tax exempt, mot, fair condition 3, sound & reliable. £2,000. ONO. Simon Canham (Cumbria) 07901842248.

Titesse

MKII CONVERTIBLE 1968. Professional full body off restoration 2012, mechanically and bodily A1, insurance valuation £15,500, long MOT, offers around £12,000 Christopher Bates (Leicester) 01162 896728.



STAG MKII. Auto. 1976. Russett Brown. Ex Jersey Car, needs UK Registration. Hard top with vinyl period roof. Comprehensive history. Very Good Condition. £5,000. Michael Cohen (Wrexham) 01978 359263.

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GT6



LATE GT6 MK3 PROJECT. (1973 L reg). Garaged for the last 10 years and unused. All parts present, virtually rust free body and chassis. £3,500. ONO Mike Wrigley (Mansfield, Nottinghamshire) 07545 094721

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CARS WANTED

WANTED VITESSE CONVERTIBLE. Member looking for convertible, with sensible mods, overdrive, long mot, owned for a few years and wants the car to have a good home. £4000 to £6000 Glen Timms (UK) 07411 192530.

WANTED CAR TRANSPORTER. Beavertail recovery/Car Transporter wanted for new

venture after being made redundant. Chris Higgins. (Kent) 07837 068733.

MY OLD SPITFIRE. Looking for my Red Spitfire Mark III that I owned in 1972, cannot remember full Reg. (UUT...F) can anyone help? Thanks. Gary Hayward (Derbyshire) 01246 866885

VITESSE WANTED Vitesse convertible, series II or other considered by Club member. Your price paid for right car. Will travel. Please telephone John Simons (North west) 07779 994079 or email lion mane 100@hotmail.com

SPITFIRE 1500 / MK 4 / MK 3 wanted. Triumph Spitfire 1500 or earlier, all condition cars considered but prefer something near the mark, mail me on johnsolo@btinternet including pics if poss and let me know what you have, or call me, Russell Johnson (Hampshire) 07876 616886.

UST 936L RED SPITFIRE. Looking for my first car, a bright red Spitfire. We lived in Scotland. Does anyone know where 'she' is now living and how she's doing? AM Kitchener (Wales) 07814 524553.

PARTS 4 SALE

MIKE PAPWORTH. GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499. e-mail mike.papworth1@btopen world.com (Trade)

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SUN-VISOR BRACKETS for Herald/Vitesse convertibles (new, see eBay item 351164426403), direct price £20pr. simon@triumph-recycler.com (trade)

TR6 TR5 TR250 RHD Accelerator pedal (new, see eBay item 351813742810), direct price £100. simon@triumph-recycler.com (trade)

TR6 TR5 TR250 LHD Accelerator pedal (new, see eBay item 391500899665), direct price £100. simon@triumph-recycler.com (trade)

OVERDRIVE GEARBOXES - Spitfire (Herald), Vitesse & GT6, £270. Complete conversion 'kits' £400. www.triumphrecycler.com (trade)

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£200. Stag (BRAND NEW) £240. TR/ Saloon/Dolomite, £enquire. www.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)

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1969 VITESSE CONVERTIBLE REAR BODY TUB complete with hood and frame. Needs some welding. Simon Jones (Hereford) 01981 2560762.

BOND EQUIPE SEATS. New diaphragms a while ago, still good. Very comfortable. Splitinthe usual Bond place. £40 pair. Email

for pics cammerer@btinternet.com £40 the pair. Paul Cammerer (Tamworth Staffs) 01827 331486.

13/60 BONNET in need of some work. Free to those interested in keeping their car on the road. Free John Rae (Bothwell) 01698 854298.

SPIT 1500 Garage Clearance. Original Bonnet-£50, Rear Light Clusters (L and R) - £10, Exhaust Manifold and Downpipe-£15, Chrome Petrol Filler Cap-£5. Collection only. Chris Adams (SE London) 07715 676955.

SPITFIRE 1500 bonnet. Good condition, a little repair required to offside wheel arch. Free. Philip Desboroushire/Herefordshire border.) 01584 711398 / 07792 124180.

SPITFIRE IV UNLEADED CYLINDER HEAD. Recently modified for Unleaded Fuel. Covered only 2,000 miles. Head Number KC1155.Collection Preferred.£125.Shawn Daniels (Wolverhampton) 01902 723062.

FREE BONNET FOR HERALD 13/60. Needs workbut free for those looking to keep their herald on the road. Free John Rae (Glasgow) 01698 854298.

SMITHS CLASSIC MAGNOLIA GAUGES Set of 4 magnolia gauges as listed in Club catalogue. Never fitted and in as new condition. Call for more details. £250 Mike Todd (Worcs) 07785 391312.

TRIUMPH VITESSE MK 2 BOOT LID.Good Condition. Offers. Keith Power (Southport) 07594 604523.

DOLOMITE BOOT LID & REAR BUMPER. Dolomite Boot Lid in good condition £35. Also Rear Bumper Late Model £30. Norman Adams (Wigan) 01942 253868.

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PARTS WANTE

BOSS WIND DEFLECTOR, Wanted for my STAG. Specifically a BOSS Wind deflector. Has anyone got one of these I can give a good home to? Roger Buck (Notts) 07970

13/60 INTERIOR LIGHT. I need a complete interior light (under dash) with fixing/switch/bulb etc if anyone has one Simon Rines (Devon) 07866 432786.

WIRE-SPOKED STEERING WHEEL. Does anyone have an original wire-spoked steering wheel (used on Vitesses) in good condition? Fair price offered. Simon Rines (Devon) 07866 432786.

SPITFIRE 1500 overdrive gearbox - single rail with J-type overdrive. Will refurbish. David Hardy (Gloucestershire) email agrarianmanagement@btinternet.comor 01285 850794. David Hardy (Gloucestershire) 01285 850794

13/60 HERALD BULKHEAD. Wanted bulkhead with good wind screen frame for Herald 13/60. Peter Mckenzie (Dumbarton) 01389 763871.

1300 FWD TOWBAR Has anyone got a towbar, to fit my 1969 1300 FWD Cheap as poss. Alistair Currie (Devon) 01392 255836.

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Worldwide Membership & Renewal £48.00 Young Member (Age 17 to 25) £24.00

Direct Debit Worldwide Membership & Renewal (From UK Bank Account Only) £43.00 Young Member £21.50 (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

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

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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@cadlev.org.

SPITFIRE Mk IV/ 1500

Steve Payne. 47 Tiverton Drive, Horeston Grange. Nuneaton Warks. CV11 6YJ. Tel: 07792 987353 (6 to 7pm) e-mail:spitfirelV-1500@tssc.org.uk

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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/

Guy Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE Tel: 01672 514241 e-mail: guy@bondequipe.org

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TR7/TR8

Paul Lewis. 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA Tel: 07766 101615 e-mail: tr7-8@tssc.org.uk

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

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PLEASE REGISTER OFFICIALLY!!! YOU ARE MEETING WITHOUT TSSC INSURANCE COVER!

IF AREA DIRECTORY

ENTRY IS IN GREY THEN

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

Area Area Organiser/s Meet at

On the

SCOTTISH AREAS

CENTRAL & WEST Gregor Graham: 0141 952 4624

Danny Stroud: 01224 742315 NORTH FAST

Lochinch Sports Club - GLASGOW G41 4SN Harvester, Kinning Park, GLASGOW G5 8NP Various - see report in Area news

1st Thurs. 7.30pm 3rd Sun. 11.00am Last Thurs. Eves.

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LANCASHIRE Kevin Makin: 07980 604021 WIRRAL Richard Lloyd: 0151 625 3172 **NORTH YORKS** Richard Briscoe: 07766 354449 Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ 1st Thurs.8.30pm Advertised in Cumbria News & Website Last Sun. 12 midday

Wayne & Anne Ash: 07402 948380 The Joshua Bradley, Stockport Road, Gee Cross 1st Tues. 7.30pm. The Travellers Rest 1st Sun. WITTON GILBERT DH7 6TQ 7.30pm. Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL

1st Tues. 8pm. Canberra Club (BAE systems) Balderstone BB2 7LF Last Tues. 8pm. Cottage Loaf - THURSTASTON, CH61 0HJ. 1st Tues. Eves. The White Swan - DEIGHTON YORK YO19 6HA 2nd Mon. 7.45pm

WEST YORKS John Tailford: 07712 862556 Drighlington Cricket Club DRIGHLINGTON. BD11 1JU 2nd Tues. 8pm.

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Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ 1st Tues 8.00.pm Swan Holme - Doddington Rd LINCOLN LN6 3RX 1st Wed. 8.00pm.

The Nags Head - WOODBOROUGH NG14 6DD 2nd Mon 7.30pm

Overstone Manor - SYWELL, NN6 0BB 2nd Weds. 8.30pm. Brewers Favre, Oxford Rd, BICESTER, OX26 1BT 3rd Tues. 7.30pm.

The Golden Pheasant, Main Road, 2nd Mon. 8pm. ETTON. PE6 7DA

The Lion - Priorslee, TELFORD, TF2 9NN. 3rd Wed. 7.30pm. Bill Bate: 01952 581391

George & Dragon - MEAFORD Nr STONE ST15 0PX Last Wed 8pm.

Drakes Drum GREAT BARR BIRMINGHAM B44 8TR 1st Tues. 7.30pm. May to Sept - Plume of Feathers, SOLIHULL, B90 3BW 3rd Tues, 7.30pm. Berkeley Arms - Spetchley, WORCESTER. WR7 4QL 1st Mon. 7.30pm

WELSH AREAS

The Trevor Arms - Marford Hill MARFORD LL12 8TA 1st Tues. 8pm. **NORTH WALES** Roger & Helena Hill 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 Tom Hartley: 07795 436149 **ESSEX** Allan & Janet Jannaway: 01375 672072 M25 EAST John Hill: 07938 526324 (Venue Swaps Monthly) **NORFOLK**

Mike Carroll: 07828 103064 Colin Wake: 01206 250360

The Plough - FEN DITTON, CB5 8SX. "Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ The Wharf - DARTFORD

The Good Intent - HORNCHURCH The Oak Tree Ipswich Rd NORWICH NR4 6LA Sorrel Horse - Barham IPSWICH, IP6 OPG

4th Sun. 12 Noon April to October 2nd Mon. 8pm. 1st Tues. 8pm.

1st Mon. 8pm.

2nd Sun. 12 Noon

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NORTHERN IRELAND Laurence Cochrane: 07577 210100

Alan French: 02891 882728

Nortel Social & Athletic Club -**NEWTOWNABBEY BT37 0EB**

1st Wed. 8pm.

SUFFOLK

SOUTH EAST AREAS

EAST BERKS Mark Smith: 07989 104324 **SOUTH BUCKS** Daniel James: 07818 052276 CANTERBURY Phil Rogers: 01304 831576 Alan Fulbrook: 07795 096394 **HANTS & BERKS HERTS & BEDS** Peter Lewis: 01582 750943 ISLE OF WIGHT Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672 WEST KENT Colin Robertson: 07810 102525 Lloyd Garvey: 01635 255159 **NEWBURY** Mike Goolding: 01252 722432 **SOUTHERN** Clifford Darby: 07900 657176 **SURREY** lan Gordon: 01273 813691 **SUSSEX** Nigel Ayre: 07799 660212 **WEST SUSSEX** THAMES Mickey Hazell: 07773 623807

The Shire Horse - Nr MAIDENHEAD on A4
The Squirrel - PENN St, BUCKS. HP7 OPX
The Duke of Cumberland - BARHAM CT4 6 NX.
The Crooked Billet -(A30) HOOK. RG27 9EH
The Crown. High Rd.Shillington. HITCHIN SG4 3LP
Various - See report in Area News

2nd Tues. 8pm.
3rd Wed. 8pm.
1st Thurs. 8pm.
1st Tues. 8pm.
Call for details

Cock Horse - B245 HILDENBOROUGH TN11 8NH Last Tues. 8pm
Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX. 2nd & 4h Wed. Eves. 7.30pm
The Seven Stars - STROUD GU32 3PG 1st Tues. 7.30-8pm.
Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ. Last Wed. 8pm.
The Laughing Fish. ISFIELD, East Sussex TN22 5XB 1st Weds. 8pm.
George & Dragon, Dragons Green - HORSHAM RH13 8GEB 3rd Thurs Eves.
George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE 3rd Thurs. 8pm

SOUTH WESTERN AREAS

ANDOVER Guy & Suzie Singleton: 01672 514241

AVON June Wrighton: 0744 3841162
CORNWALL Carol Coventry: 01726 824523
DEVON Sue & John Franklin: 01548 821348

 NORTH DEVON
 Darren Groves: 07806 351499

 DORSET SOUTH
 Robin Nicholls: 07920 549474

 GLOUCESTER SOMERSET
 Jane Rowley: 07802 171227

 Derek Giles: 01934 515376
 Martin Hughes: 07760 384236

 WESSEX
 Trevor Carlyle: 01425 475376

The Bell, WEYHILL, SP11 OPN 2nd Thurs. 8pm The Bruce Arms MARLBOROUGH SN9 5LR 3rd Weds, 8pm The Wishing Well - CODRINGTON BS37 6RY 1st Tues. Eves. 2nd Thurs. 8.pm Hawkins Arms - ZELAH, TR4 9HU The Star Inn - LIVERTON TQ12 6EZ 3rd Wed. Eves. Ring A.O. Details 1st Sun, Lun Crealock Arms - BIDDEFORD, EX39 5HN 1st Thurs. 7.30pm Red Lion - WINFRITH DT2 8LE Last Mon. 7.30pm The Swan - COOMBE HILL 3rd Mon. 8pm. The Fox & Goose - BRENT KNOLL TA9 4HH 2nd Tues 8,00pm

Tyrrells Ford, Avon, Christchurch, BH23 7BQ. Last Thurs. 8pm

OVERSEAS Contacts

AUSTRALIA BELGIUM CANADA DENMARK FRANCE GERMANY GREECE

INDIA

Eric Mariner 03 97878010 Stefan Vandendijk: 370000 32 12 23 34 76 David Stock: Jens Konrad: 00 45 86 85 19 98

Jens Konrad: 00 45 86 85 19 98 Ray Lomax: 0033 555 899 750 Hans-Georg Stumpf: 0049 (0) 5724 9579552

Nassos Sarris: 00 30 6937095200.
Soulis Papathanasiou 00 30 6977280215

Shyam.K.Chary(91) 40 7171173

ITALY Luca Bellinello: 00 39 347 7405795

LUXEMBOURG NETHERLANDS NEW ZEALAND NORWAY

SWITZERLAND

Jean Claude Cigrang: 00 352 44 16 47 Guus Van Der Krogt: 00 31 2263 81233 Dayle Montgomery: 00 64 9 818 6620118 Knut Skoglund: + 47 91 16 17 78

PORTUGAL Carlos Camacho: 00 351 962721862
SWEDEN Odd Hedberg: 00 46 173 17131

Odd Hedberg: 00 46 173 17131 Robin La Barre: 0041 523451805/0041 79 296 69 46

Philip Bellamy: 0041 79 347 1221

TASMANIA Alan Donohue: 00 61 004 35 77 70198

U.S.A. - NW Dave Eaton: 00 1 360 459 1919408

MELBOURNE

Luikersteenweg 166 Tongeren - LIMBERG. R.R.I. Picton Ontario - KOK 2TO.

Moselundvej No 8 8600 - SILKEBORG. DENMARK.

Le Bourg 23800 Lafat - FRANCE

Bergststr. 17 D-31688 NIENSTAEDT GERMANY ATHENS

ATHENS

Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007

krishn_sk1981@yahoo.com MILAN.

lucabellinello@tiscalinet.it

53 Rue Des Aubépines L - 1145 - LUXEMBOURG. Grote Sloot 78, 1754 JH - BURGERBRUG A Archibald Rd.,KelstoN - AUCKLAND.

Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org Rua Dionisio S Matias 5G - 2270 Paco des Arcos Pomonagatan 4S - 742 36 OSTHAMMAR.

Switzerland Switzerland

Mount Road - RIDGLEY 7321.

Revere Court Lacey, Olympia - WASHINGTON 98503.



ALO REPORT . . . ANDOVER INC NORTH WILTS AVON . . . SOUTH BUCKS . . . CAMBRIDGE

TSSC AREA NEWS

19th Oct - Regular meeting at The Bruce Arms, SN9 5LR 23rd Oct - Restoration Show at Stoneleigh

Guy & Suzie

AREA LIAISON OFFICERS

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

Well where has the season gone!! Nights are drawing in, so a little homework with a glass of red and open fires to keep you warm, send out or contact by email or phone inviting new members to your area. We have sent a list out to AO's letting them know who the



new members are in the area. It would be nice for AO's to contact the new members to let them know what we at the TSSC are about and what your area does as a part of the club.

It was nice to see the celebration of Pip and Frank after fifteen years as area organisers, the Manchester crew have big shoes to fill but we were thinking any excuse for a party!!! Lol. So well done guys.

Nigel & Di

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

Meetings Cover Swindon/North Wilts area

A good night at The Bell this month with 5 club cars in the car park, Robin's Stag, Bob & Ed in a brace of TR6s, our Bond Equipe 2+2 and Lawrence in his Spitfire Mk3. Having got it back on the road following discovery of a lack of compression on two cylinders - Lawrence was so keen to join us again he came on the first Thursday - a week early!

Lovely to see Kelly Join us again, having escaped the pressures of work for a change, albeit so much less of her. Well done. Kelly. We were also very pleased to see Mlke, Bob had brought him along in the TR6 for company so good to see him again. And although he enjoyed the sausage and chips it was such a large portion that he needed help from the two Bobs to clear his plate. A great turnout of 11 overall and plenty of space for us and no annoying muzac at the Bell so not too bad a venue really for our area meetings.

Sitting outside again at The Bruce Arms - two months in a row, must be a record! - we met a family from Milton Lilbourne with a TR5, or rather, without the car that evening as they had walked but hope to see them at another meet before too long, and maybe even with the car.

Graham brought along his Spitfire, fresh from the MoT, but still suffering some problems. Good thing it didn't rain on the way home though as a hood frame without vinyl may not provide a lot of protection.

The Shalbourne Show is on Sunday 2nd October. Unfortunately we will be unable to go ourselves as we will be away on the canals again that week but hope that those who do go have a lovely day. You do not need to book, but they ask for a donation on the way in, this does tend to be a nice event with cars that you often do not see at other shows, so well worth attending if you can.

We will be having a stand at Stoneleigh again for the Restoration Show so do please come along to see us there if you go to that event.

Next Meetings & Shows:
2nd Oct - Classic car show at Shalbourne Sports Field,
Marlborough, SN8 3QD
13th Oct - Regular meeting at The Bell, Weyhill, SP11 0PN

AVON

Tel. 01454 327059

What a fantastic September meeting. 9 club cars in the car park and over 30 people – we filled the pub!! Great to see you all and hope you enjoyed it and will see you again. The show season may be nearly over, but there are still events to look forward to. At the October meeting we will get the opportunity to look at some Christmas meal menus and choose where we go this year. I will also have the confirmed date for the panto and will be taking names and payment for that as well (last year it was £9 per person so expect about the same this year). In November, Judy will want menu choices and payment for the Christmas meal.

Apologies if anyone has been trying to contact me by email – my computer finally gave up after 10 years. My new email address is **junewrighton@gmail.com**. Actually, the computer has lasted as long as my recent run as AO – just a hint if anyone fancies taking over at the end of the year. Apparently my reports are becoming repetitive in format, so a reminder that anyone can write the report so long as they let me know beforehand. I am not going to comment on the visit to Beaulieu by some of the Avon members, just to say I have seen photographic evidence! If you get the Courier in time, there is a great classic car race meeting at **Castle Combe on Saturday 1 October**.

See you all at the meeting on Tuesday 4 October.

June

SOUTH BUCKS Tel. 07818 052276 www.tssc.org.uk/southbucks

August's meeting had myself, Rob, Sophis and Vincent and Paul and Liz. The nice weather even bought out some nice cars, a few of which were even Triumphs!

David Brown brought along his 2.5 litre GT6, which looks lovely and sounds very nice indeed. The thought of that big 'six' in such a nimble looking car does appeal. Fast as it is I'm sure it feels even quicker, my old Spitfire felt like it was about to break the sound barrier at 70mph, David even used to take his on track, including the fearsome Goodwood.

The Hart and Magpies was the busiest I've ever seen that evening, with wide selection including a Lamborghini Aventador Roadster, which made a very quick and noisy exit, something like eight Mustangs of all ages, three Noble M12's and lots of others. For once mine was the only Stag at a car event!

The next meeting is at the **Śquirrel pub in Penn Street on the**19th October from 8pm onwards.

CAMBRIDGE Tel. 07795 436149 e-mail: cambridge@tssc.org.uk

The evening was overcast but warm for the start of September meeting on the 5th. By the time I arrived we had four Triumphs in the car park consisting of a GT6 MK3, a Vitesse, a TR7 and my Spiffire MK3. However as the evening progressed we had more people arrive and several new faces and some new cars. I saw a Herald arrive and I was reliably informed we reached seven Triumphs, which whilst not a record is at least a reasonable turn out.

We also had a good turnout of members and I think there were around 12 of us with a couple of members recounting stories of cars laid up long ago still awaiting restoration. The longest was 15 years and despite John's retirement, its owner, he told us he was still unable to find time to restore it (although he did agree to be nagged).

CANTERBURY . . . CHESHIRE



Christoph gave us an update on his sickly GT6 mk1, which burnt out one of the valves in the head. He has replaced the valve and reground all the others. However due to failures of other ancilaries during the work it was not quite back on the road. We hope to see him back in his blue GT6 at the next meeting as he can normally be relied upon to bring his Triumph along.

As the evening progressed we were regaled with stories of animal incidents and near misses, including a particularly gruesome description of a pigeon knocking a silencer off a Vitesse and of another Triumph hitting a muntjac deer straight on. I think it was in a Herald, so be careful of the wildlife out there.

We ended with the decision that we should encourage Tom to organise a trip to the coast for Fish and Chips on the beach, which we have been discussing for some time. Toby told us of a route around the particularly bad road into Hunstanton so hopefully we can organise something before the next meeting.

Next meetings are Mondays October the 3rd and November the 7th.

Check out the www.facebook.com/groups/TSSCCambridge page for details of when the Fish and Chip run to the seaside will be happening.

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

Where does the time go? One minute it is high Summer and the next the nights are drawing in and the mornings have a distinctly Autumnal feel to them. This feeling was reinforced when I arrived at "The Duke" last Thursday in the gathering gloom at eight o'clock to see the collection of classics lined up.

Reg was there with his Stag sporting the original engine which previously had featured stuck cylinder heads. These were removed with the aid of a home made industrial piece of kit and some extreme patience. I really must obtain some photos of this device to share with members. Along with the other cars present, it made a pleasant little display, but we soon adjourned inside when it became too dark to see them!

We were pleased to welcome two new members to the area. Phil S (yes, another Phil!) has a nicely sorted GT6 which he and his wife have been using to systematically visit every pub in Kent! What better reason for having a classic Triumph? In addition, Pete and Judi T arrived.

We met them at the TractorFest at Biddenden. They have a very interesting collection of cars including a Courier van which was in attendance at the meet. I hope we made you all welcome and we look forward to seeing you again.

Four cars made to journey to Biddenden for the Tractorfest and what a good event it turned out to be! There were many country craft stalls and demonstrations and much to see in the ring. Those who went last year said it had grown in size and popularity. One to watch in the future.

Members also attended the Appledore car rally and the little show on Bearsted Green. Paul D said this of the Appledore show:

"We had a great day actually! The event definitely felt bigger than it was last year. I spoke to quite a few people that were showing their cars and they all said that the event is gaining popularity. There were some great cars on display today, for me the pick of them were: an Aston Martin DB4 and three Jaguar XK's from a very tidy one through to an example that was definitely a Work In Progress. There were not that many Triumphs and mine was only one of three Stags there.

For those that haven't been to this event before, it is a nice village location, so if the wives (or the guys for that matter) get a little tired of looking at the cars then it's just a short walk down the Street to Appledore Village, coffee shop, antique shop and a nice pub. All in all a pleasant day out."

With reports like that one, perhaps we should make it a club"do" in 2017.

If members attend an event, I'm sure others would appreciate a brief report like Paul's above to help give a flavour and inform decisions for next year. I can circulate them as well as including them in my report for The Courier.

As the season draws to a close there is still the "All Triumph &

TSSC AREA NEWS

Classic Day" at Duxford on the 18th. September. We used to attend regularly as our season finale and some members may still wish to do so. I will willingly coordinate if people let me know they are interested. This month's image has nothing to do with cars but is unusual. I saw this in someone's garden on the south coast.

It beats a gnome!





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

I think it was a good job the Managing Director (Cast Iron World) didn't attend the 1000 Engine Rally at Astle Park, as there was much more cast iron present there than in the average iron works (assuming there are some of those left). I can't recall ever seeing so many tractors (please, what is the appeal?), military vehicles or traction engines in one day, let alone in a field just 7 miles up the road. The weather was fairly kind (no rain, a hint of sun now and then), lots of interesting people to talk to, and a few Triumphs.

As the following week progresses the forecast for the next week-end (Tatton) gets worse and worse. It started with a hint of showers on one day, and has now progressed to heavy showers both days plus the threat of strong winds. By Thursday it's become heavy rain on Friday (softens the ground up nicely), heavy showers on Saturday (add traffic and we have mud, glorious mud), and only light showers on Sunday. In the end Sunday was forecast to be clear of rain but there had been plenty of rain beforehand. So I set off on Sunday morning with the hood down but it rained briefly while in the queue to get in, so the hood went up. Apart from one light shower that was it for falling dampness, and there were even periods of sunshine. There weren't that many small chassis Triumphs, but it was another pleasant day and it was fun watching the tank (military type, unusual for Tatton) parking. Must mention Tom, and Hettie the Herald's parents, in despatches, And John, who came in his Austin.

Despatches. And John, who canne in Ins Austin.
Unexpectedly there was good weather for Capesthorne, and even a queue to get in. Simon and Paul were present, and I spotted John's Vitesse (but not John). I'm exhausted afterwards so it must have been good. And even on Bank Holiday Monday, usually a prime target for the weather elves, there was sunshine and blue sky for the Woodsmoor Show. Highly recommended.

Our meeting this month was a cosy affair. We welcomed new member Mike who has just bought a TR6, but needs to sort the seats out before he is happy to drive it. We hope to see Mike's car before too long. We did manage to get three Triumphs in a line in the car park, and the weather elves noticed that one car had its hood down and turned the sprinkler on (only at the low setting). Fortunately this was noticed before too long. If we hadn't known that the Cock and Peasant had been refurbished with rustic charm and rural something or other we probably wouldn't have noticed the difference from before, although the cost of drinks seemed to have escalated.

On the Saturday Adrian and I (and our lady wives!) motored over to Snagfordshire to attend the Eccleshall Show, organised by Dave the Snagfordshire Area Organiser. At long last I have been able to inspect the newly acquired yellow Stag, which looks quite nice. So we set off from the George and Dragon in the general direction of Eccleshall, and little spots of rain were noticed on the windscreen. One hood was still down – the one on Dave's Stag. So we stopped in the middle of somewhere for the purposes of putting the hood up, which seemed to take quite a while. Once at Eccleshall, the heavy rain forecast for 11am arrived early and with a vengeance. Fortunately Stagfordshire have a 'family shelter' and others had fishing brollies so we all had a dry patch to



CHESHIRE CORNWALL...COVENTRY

TSSC AREA NEWS

Cheshire Continues

hide in. The planned BBQ afterwards was cancelled, and we all

went home early in the afternoon.

The only event I have in the list for October is a Spares Day at the 3 Counties Showground in Malvern on the 9th. A mere 110 miles from Cast Iron World.

Our next meeting is on Thursday 6th October at the Cock and Pheasant, Usual stuff, I should be there around 8:30.

Henry

CORNWALL

Tel. 01726 824523

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

Hi all, What a good meeting we had in August, good to see Triumphs in the car park and out on the main road too! Two new potential members attended Dave and Karen Robinson from Newquay. They came along to Wadebridge Wheels this year and bought a GT6 and what a cracking car. Lovely to meet you both and hoping you will be joining us in future events. A member from the Gloucester Area, Simon and his family also attended. Good to meet you Simon and I'm hoping you got a few answers from our club members in helping you with your 1500 Spitfire. I hope you enjoyed your holiday in Cornwall. We spoke about up and coming events that members were attending, I did ask members for some news for this edition, but unfortunately I have not received any. My adventures have taken me to a hen weekend and shopping for that all important dress! So no car events for me, busy with my Son's Wedding. What can I say such an amazing day on the 3rd September. I did take the Spitfire down to Gorran Haven, but unfortunately no photos. Lovely Cornish rain all day long but a great time was had, the rain did not dampen anyone's sprites.

On Friday 7th to Sunday 9th October, a few of our members will this year be competing in the Club Triumph Round Britain Reliability Run, I wish them every success. Please give them your support by sponsoring them all, money raised this year going

to The Guide Dogs Charity.
On Sunday 23rd October, Des and Wendy are organizing a car run with a Lunch. For more details on this event either attend a meeting or email me.

On Saturday 5th November, Bonfire night at Mike and Claudia's home. Please arrive at 7pm with one big firework and a plate of food to share. Please let me know if you can attend. So I can pass numbers onto Mike and Claudia.

I have also been busy planning the Christmas Dinner and Dance at The Hotel Metropole, Padstow. On Saturday 10th December 7pm for 7.30pm Dinner and Dance £30 per person Rooms from £79 for a standard double inland including breakfast Bookings being taken by me £10 deposit needed for the meal ASAP with the balance to be paid by 1st December. Email: carol.63@hotmail.co.uk or ring after 6pm weekdays on 07979464643 / 01726 824523 Please book your own room with the hotel direct quoting my name on: 01841 532486

We will be meeting at 12noon at The Old Customs House in

Padstow for lunch and a pint, let me know if you are joining us, followed by a stroll around Padstow for a bit of retail therapy or more sampling of the real ales. Then it's back to Hotel to dress to impress! Party on and enjoy our Christmas Event.

I took a trip down to Padstow on 23rd August to pay the deposits that I have already received, it's not too late to book the more the merrier

That's all the news I have this month I hope you have enjoyed driving your Triumphs in the glorious sunshine we have had recently I have even if it's was just down to the shops for a pint

Safe driving everyone

Carol

Up coming events:

October

7th - 9th Round Britain Run Saturday 8th Tregrehan Speed Hill Climb 9.30am onwards Thursday 13th Club Night at The Hawkins Arms Zeleh 8pm Sunday 23rd Des and Wendy's car run and lunch out 12.30 email me for venue

November

Saturday 5th Bonfire Night at Mike and Claudia's 7pm please get in touch with either Mike or myself
Thursday 10th Club Night at The Hawkins Arms Zelah 8pm Please come along with your events and ideas for next years calendar.

December

Saturday 3rd Devon Area Christmas Meal Thursday 8th Club Night at The Hawkins Arm Zeleh 8pm Saturday 10th Our Christmas Dinner and Dance at The Metropole Padstow.

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtssc@yahoo.co.uk

Hi Folks, Another busy month starting with the Leicester & Rutland Area Sunshine Rally on the weekend of the 6th & 7th August and it really did live up to it's name, a lovely sunny weekend with a great run on the Saturday followed by a great evening of entertainment at night, well done guys you did a great job.

While we were at the Sunshine

Rally a number of our members went to the ASDA fund raising day at Bruntingthorpe on the Saturday and the feeling in general was it was not quite as good as previous years but still a good day out

At last got good weather for both Heart of England meets the one on the 9th had a turnout of 53 vehicles with 7 of them being Triumphs of which one was Paul & Joan's newly acquired GT6, but the grass had still not been cut so could only just see the "Smiffy Spitty" as it was that long, couldn't sit by the cars so it was into the pub garden to have a drink and natter with our usual group, by the 2nd meet on the 23rd the grass had been cut which made it a lot better and saw a turnout of 63 vehicles including 11 Triumphs. The Heart of England meets now return to the 2nd Sunday of the month from 11.30 am until next May.

On Sunday 14th 10 of us in 5 cars met up to travel to the Warwick Retro Show in convoy but when we arrived the market place was absolutely full so we had to park outside and out of the main area

of all the cars on show, so if we want to go again next year we will have to get up a bit earlier. Still a very good show and a pleasurable time was spent in (having breakfast) and outside Λf

Weatherspoon's which is situated in the market place so although

we weren't by our cars
we were still in the heart of all the activity and once again the sun was out all day.

Sunday 21st it was off to the John Brookes memorial meet at the Greyhound Sutton Stop, another lovely sunny day although we did hit a cloud bust on the way, lots of people there, the pub put on a Hog Roast and provided good entertainment with a lady singing forties type music. The Hog Roast raised £700 and with a donation from the Heart of England Club £1000 was raised for Myton Hospice.

Sunday 28th we were at Bulkington for the Heart or England Autojumble meet, a little bit disappointing turn out only 12 vehicles in total but most of us took some autojumble along although Phil bought more than he sold. If it's repeated next year let's hope word gets around for a better turn out.

CUMBRIA... DEVON

August Bank Holiday Monday the 29th and surprise, surprise it didn't rain for a change so an enjoyable day was spent at the Pershore Plum Festival along with Steve & Sharon, Keith & Trish and Paul & Joan

The weekend of the 4th & 5th September we shared a stand along with the ASOC Central Area &

The Heart of England at the Shackerstone Family Festival and the pitch they give us was great, with nearly 40 cars on display there was plenty of room, on Saturday it rained most of the day but Sunday it cleared up and good show was enjoyed by all and for some silliness Phil had his face painted as a Tiger.



Our meeting at the Bull & Butcher on Tuesday the 6th September was attended by 18 with 2 Spitfires, a GT6, a GT6 Convertible, 2 Herald Convertibles, a Herald Estate, a Moggy Minor, a Mazda Eunos and a VW Beetle Convertible on display in the paddocks, thanks once more to Ann & the staff for making the paddocks available to us. After another enjoyable meal in the restaurant it was outside for the meeting on a lovely autumnal evening by the cars on show.

Dalos Day on Sunday the 18th of September is being planned by Mike & Viv, starting point for the run is at the Travel Lodge on the A45 near Rugby by the Cawston / Frankton junction by Bloomers Garden Centre 12.15 ready to leave at 12.30. For those it suits better we will meet at the Jet service station on the A45 south of Toll Bar Island Coventry at 12 noon to travel to the starting point in convoy Must know numbers by Wednesday 14th.

Dalos Day run for October is now on the 23rd.

Sywell Pistons & Props Saturday 24th and Sunday 25th meet in layby on A4600 by Hilton Hotel in Walsgrave at 8.30am must

be on site by 10.00am

Our pitch is M so could you all mark your vehicle pass in the appropriate place with a large M to help stewards to direct you accordingly

There is now a meeting of classic cars at Wood Farm Brewery Nr Lutterworth on the 4th Sunday of the month hosted by members of the former Gliding Centre Classic Car meet nr Market Harborough.

Tickets for the Heart of England Buffet Dance on Saturday 3rd December now available from Roger Perkins price £7.00 a head includes live entertainment.

That's all for now folks Regards

Phil & Lyn

Forthcoming Events :-

Tuesday 4th October our monthly meeting at the Bull & Butcher Corley Moor, 7.30pm Sunday 9th October Heart of England meet at the Griffin

Inn, Bedworth from 11.30am Sunday 23rd October Dalos Day run planned by Steve & Sharron details to follow.

Saturday 3rd December Heart of England Buffet Dance Bulkington Workingmen's Club tickets available from Roger Perkins £7.00 a head.

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

The weather was kind for the area's three recent events. Although the forecast was not good for Dalemain Sunday 21st August it did stay fine but rather cloudy. Our stand was moved from the site we have occupied in previous years to a position on a hill. Although it gave us a great vantage point it proved difficult to get up to with our light weight cars. The grass was long and damp which gave little traction. I have spoken to the organisers and they will give us an alternative pitch next year. 10 places were booked but unfortunately Bert and Joyce could not make it due to church commitments. Of the other 9 cars, four were Vitesse albeit one in disguise. This must be a first at one of our shows. George Shannon – Mk 2 Vitesse, Frank Giecco – Mk1 Vitesse, Rod Moore – Vitesse Estate and my Spartan which is a Mk2 Vitesse underneath. Nigel Dean's immaculate Spitfire attracted a lot of interest. The club did not attend this show last year as some of us were touring Scotland

TSSC AREA NEWS

and unfortunately unless it improves I cannot see us being there next year. For those that have not been for a while it is still the same cars that turn up year on year and there is still a distinct lack of dealers for the size of the show. It was not a patch on this year's Ripon Show.

August Bank holiday Monday was the Bootle country annual show. It is getting bigger every year and we are the only club that attends. The organisers have again thanked us for supporting them making this year's show the most successful. TSSC Cumbria was thanked in the programme. The fair offers something for all the family with lots of trade stands, refreshments, amusements and much more, there is always plenty to see and do. By mid afternoon the weather had brought out people in their droves. If it gets any more popular they are going to have to increase the size of the field. The theme for our stand this year was Le Mans and it was suitably decked out in bunting and posters. Whist speaking to one of the many interested people in our cars, a man in a high Vis jacket asked if he could open the bonnet on my Spartan a few minutes later he was putting a third prize rosette on the windscreen. I didn't pay him I promise

Sunday 4th Sept Barrow Bike and Car show. Without the seven Triumphs on display I don't think that there would have been a show. According to the organisers many bikes didn't turn up as they had gone to another show and the show had not been well publicised. It turned into an interesting day relaxing in the sunshine. I have heard that long standing member Peter Leary is suffering from dementia. Many will remember him for his Triumph 2.5 PI and had owned many triumphs over the years. Peter was an ex works triumph mechánic.

October meeting: Sunday 30th Oct. Pennington Hotel. Ravenglass, 12 noon.

There has been some interest in the proposed trip to Orkney Isle next August. The intention is to go for 7-8 days starting after the Scotland school holidays which finish on 15th August. My initial search for accommodation has turned up some surprising results. A lot of places are already fully booked. With this in mind I therefore need to book places as soon as possible. To date those who have expressed an interest in going are Anne and I, Phil and Sue, Nigel E + 1, Rod and Joan and Ray and Gill. Anyone else who is interested please contact me as soon as possible. We will be travelling up the West coast taking the ferry across to Orkney and travelling back down the east coast. Ferry and 6 nights B&B estimate cost £750.

Welcome to the Cumbria Area new member Phil Charlson from Appleby who owns a Stag.

Safe motoring,

DEVON

Tel. 01548 821348

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

We will start this report with congratulations to Allan and Jackie Prowse, who celebrate their Golden Wedding on 1 October. Well done folks.

It is rare that a car actually changes hands at a Club Night, but that is what happened in August. Howard brought along his T Reg 1500 Spittire which he had had for many years, having made the reluctant decision to sell the car. There was a crowd of members around it, and the following day Ian M became the new owner, just in time for his birthday. Also changing hands recently was long time member Adrian's Vitesse.

Another reluctant sale but needs must, and this one went to new members Gren & Mandy Avery who are also looking forward to enjoying their new car. Adrian joined the Club in 1978 and must be one of our longest serving members. He will be missed as he starts his new venture.

Club Night was well attended, a very warm evening which brought out a total of seven varying Triumphs.

August continued to be busy, with various shows attended; South



DEVON DEVON NORTH...ESSEX

TSSC AREA NEWS

Devon Continues

Hams Machinery, Hennock, Christow and Exmouth in guick succession. At Chagford we had a particularly good turnout, with a good selection of Triumphs, our 13/60, Allan & Jackie's Vitesse and 13/60 estate, Maurice & Mary's Spitfire and we were delighted to see Mark Martin and his family with their nice Cactus 12/50 saloon. Not too many cars around in this colour now. We took our Stag to Exmouth, along with Russ & Robbie in the Vitesse, Maurice & Mary in the 1500TC and Ian B in the Spitfire. Dual hatted members Peter G and Julia T-M were there too, and we were joined later by Karen & lan in the newly purchased Spitfire.
The weather gods were kind for our BBQ at home on Bank

Holiday weekend. Several Triumphs and a MkII Jag turned out along with their owners and a few moderns, and in total we had well over 20 people and 2 dogs enjoying the sunshine. John did a grand job on the BBQ too and special thanks to Sue F and others who made clearing up a doddle for us.

Sharon & Neil arranged our run and lunch at the beginning of September. Nine Triumphs and one modern assembled at Exeter Services and took the non motorway route through Pinhoe and Broadclyst to Willand, where our lunch venue was the Halfway House. Sharon refused to claim credit for us all being able to park in a semi circle - good for the photographers. We were joined at the pub by another two Triumphs, one of which was Robert's very



late Spitfire IV which we have not seen before. A great selection of cars once again, with 3 Stags, 3 Spits, 2 Vitesses and 1 each of 13/60, 12/50 and Maurice's 1500TC. After a really good carvery we set off again through the lanes to Bickleigh Mill where we parked up again. True to form some of us (no names) even had room for a great looking cream tea whilst others settled for some very good ice cream. A lovely day which was enjoyed by all. COMING UP IN DEVON

October 2nd will be our annual Treasure Hunt for the 2 Jags Chris Trophy, organised by family Northcott this year. We will be starting at 10.30am at the old Yelverton Airfield north of Plymouth and lunch is planned at the Moorland Hotel at Wotter for 1 o'clock. Not too serious and a lot of fun. Hopefully we know by now that you are coming!

Sunday 9 October is Andy Moss's South West Triumph Meet at Windy Ridge Diner at Trerulefoot from 11am.

Club Night at the Star Inn is Wednesday 19 October and we hope to see you there.

At the beginning of November, Sunday 6th we will have a run and lunch again, and we intend this to be in the East Devon area with a start at Exeter Services again. More detail via email.

Finally – Christmas is coming – we now have the menus for our Christmas evening meal at the Dartmoor Lodge at Ashburton. The date is Saturday 3 December - 3 courses for £22.50. You should have let us know by the end of September if you want to come but, if not, please send us have your deposit of £10 per head asap so that we can confirm the booking.

DEVON DIARY Sunday 2 October Treasure Hunt starting at Yelverton

followed by lunch
Thursday 6 Oct North Devon Meeting at the Crealock Arms, Littleham

Sunday 9 October South West Triumph Meet at Windy Ridge Diner 11am

Wed 19 October Club Night at the Star Inn Liverton Sunday 20 November Inter Club Skittles at the Waie Inn Zeal Monachorum

Saturday 3 Dec Christmas Evening Meal Dartmoor Lodge

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

Date: Thursday 1st September 2016. Venue: Crealock Arms, Littleham. EX39 5HN.

Time is not on my side this month, so only a short report I'm afraid. Relatively small turn out this month compared to the last couple. Alan & Janet Brace in their MK3 Spitfire making the short hop from Torrington, I'm sure they phone their food orders through on the drive in as they're always served their meals first...



Mike Hadley & co-pilot Hugh Read making the long trip up from the south in Mike's Spitfire. Did you all read Mike's contribution to last months Courier? If not, take look at Suzie Singleton's column. Photos this month are also courtesy of Mike. Malcolm & Mandy Huxtable in their Spitfire, Mandy hoping to make this journey without being bitten (not by Malcolm you understand).



In their Stag's were Geoff Wheeler and his wife and Simon Whenmouth making a very fleeting appearance as he was off to another train show in the early hours the next day, and still hadn't loaded his van with the stock he needed.

It was also really good to see a few new faces at the meet. Kevin Morgan and his wife came in their really lovely TR3, Kevin also has a Herald and had to admit it was his favourite car, everybody loves a Herald! Also there was Nigel Manners and his son in their very recently purchased 2000 MK1, a car that had been languishing in a barn for many years, but with a bit of work has a brand new MoT. Nigel's son plans to prep it as a rally car. Both Kevin & Nigel live in the same Parish and only a few miles from me, so surprising we haven't met before.

I bought along Michele, my good lady wife as her pilates classes are still not running due to the summer holiday's. My Herald was fresh from its repair after being reversed into last month and now running it's new ECU ready for an EFI conversion over the winter, if you want to know more about this just search for EFI Herald on the TSSC Forum.

One non-Triumph person in attendance as well, Steve Dunmore who runs the bodyshop I work in a few days a week, was down to look over Malcolm's Spitfire with a view to a respray. Malcolm didn't faint when they started talking money, so hopefully it wasn't too scary

That's it for this month. Thanks to all those that attended and look forward to seeing you next month.

Date of next meeting: Thursday 6th October 2016

ESSEX Tel. 01375 672072 www.//sites.google.com/site/tsscessexarea/

A very, very, short report this month, my Toledo Kiki got though her MOT but the brakes were border line, will have to get my finger out and get the front units with the disks on built up. I think after ten years as AO it is time to step down and let new blood with new ideas take over the reins of Essex so at the AGM on Club day in October I am planning to stand down.
Out and about - Waltham Cross - Another show where the cen-

tre of town is closed off. For the car show we had 2 spitfires and 2.5 GT6s as Mike and Jamie were there with ½ pint and we had

HERTS & BEDS ISLE OF WIGHT . . . WEST KENT



Lightning and a Toledo. The 2 spits and a GT6 gave the Toledo a fighter escort on the M25, yes the dreaded motorway but we all got there ok and it was the usual mix of shops and cars so everyone was very happy. The girls enjoyed this one as usual with the shopping

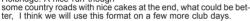
Heavy horse and classic car show - No this is not a new type of



Triumph it is the county show for heavy horses with a car show attached we had 3 Spitfires, 3 Toledo's and a 2.5 a good Triumph turn out for a non-car show, it's a mix too of lots of stalls raising money for charity, craft stalls, dog shows and all sorts of food stalls, so every one had something to enjoy.

Club Day - We split the day in to two parts, the usual lunch gathering with lots of natter and good food we had 4 Spitfires, 1 GT6, and 1 Vitesse

Part two, a run out for afternoon tea at a garden centre in Holbridge. A nice run though



Frankie's fest - A charity event at the Ford test centre some of the Ford heritage cars come out. No. 200 of the RS2000 and an original GT40 pus lots of other cars you don't normally see & SP250. We had 2 Spitfires and a Toledo between the vintage stalls and the cars we all were mooching around all day, a very good show for a very good course.

Up and coming October

Sun 9th 12:00 Essex AGM, Club day Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8SJ.

23rd Restoration show Stoneleigh November

Sun 13th 12:00 Club day Passing Thyme, View garden centre, A1245, old Chelmsford road, SS11 8SJ.

Allan & Janet

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

Well what's to say, after bending my 2000 and Martins Herald, I can report Martin's car was back on the road for a visit to Buckingham steam railway classic car event, and mine's still waiting repairs, there has been a troublesome insurance lack of customer service but the cars now booked in on the 19th, at last, for the first time I won't have a car at our organised Duxford Classic, I could fib here and say what a wonderful display and varied mix of cars we had but as I have to write this waffle a month before its printed I have no idea if the sun shone or it poured with rain ...full report on Duxford has to wait till next month, Christmas is coming we will be holding our Christmas Dinner at the Crown on December 10th, let me know if you want a table booked, there is no menu out just now but anytime soon.

Without a car I'm a little out of the frame, who said withdrawn!!

some made Tewin and Capel Manor in August ... I didn't .

We now get a file of new member contacts from HQ without asking so it's going to be easier to contact new members and welcome them along, mind you if more turn up we will need the vil-lage hall not a pub with a room, 36 arrived last month, If you like all other makes and like a mixture of local wonders

there is a meeting of any Classics at the Crown on the 3rd Monday, so there's some variety if you like a good browse at

TSSC AREA NEWS

what's local in the classic scene

Meetings at The Crown Shillington continue on the FOURTH (not always the last) Monday each month except we tend to drop the Xmas meeting as its Boxing Day and many are busy with families etc.

Our November 28th meeting has to include a short AGM to present where we are what we have done and who spent all the funds.

If you have any decent or (indecent) photos of preferably your cars please let me have them for next years Calendar Many Thanks

Pete

ISLE OF WIGHT

e-mail: tssciow@hotmail.com www.facebook.com/groups/786750551371248/

What lovely weather we are still having, it's great being out and about with the tops down at this time of year, chilly around the ears but very exhilarating all the same.



Thank you to Christina and Colin for hosting a wonderful barbecue, very enjoyable. A delightful selection of homemade cakes rounded off the afternoon. This was in place of our August Brunch run and made a pleasant change.

By the time you read this we will have been on our September run with only two left before we meet up for our Christmas lunch on Sunday 18 December.

We have enjoyed meeting new members and long standing ones that have come along and from what you tell us you are happy too. If you are reading this and fancy joining us then you are more than welcome, we'd love to see you.

Our next runs are:

Sunday 16th October and Sunday 20th November. Happy motoring.

Tracy and Elaine

WEST KENT

Tel. Colin 07810 102525 Tel. Del 01732 743747

e-mail: colin@tssc-westkent.org www.tssc-westkent.org

With August tied up with holidays there wasn't much room for things Triumph. Couple of shows this month, 2 days at Hellingly Festival of Transport. In its 41st year so pretty much predictable, but worth noting most of the cars showing, and there was about 400, would have all been in the public car park 41 years ago, with a fascinating alternative display in the field. But still worth the time out. That was bank holiday Sat and Sun, with Bexhill 100 on the Monday. Packed out, cars and paying public, and lovely weather for a change. The last 2 years have been virtually cancelled due to rain. Good to see many Triumphs with Glen's TR4, Chris's Spitfire and Simons Spitty gleaming as ever. Alan Beal's Spitfire also gleaming but sporting a lovely new set of bumpers.
Popped over to the W Sussex group again and sat out all evening

admiring the cars, possibly for the last time this year with the

night's drawing in.
Lastly Sunday Lunch meeting. This time I made it to the correct pub as it had moved. Paul Dennis there with GT6 and 110 cars in total. Great new venue with dedicated bar and burger bar so

we must get more down next year. So to meeting. I always expect things to be a bit thin the day after a bank holiday, but not so with 11 of us there. With a great



WEST KENT M25 EAST . . . MANCHESTER

TSSC AREA NEWS

West Kent Continues



display in the car park. Big highlight, Charle's Dolly is back on the road (minus vinyl) almost completely restored and a great sight, so the Dolly Sisters are back together again. See photo.

Glad Kristian came over, always good company, and Anne arrived back from the Dorset Steam Fair that day, turned around and flew in by 9.

NOW I may be misreading things, but I feel Glyn is not happy opening up the pub mostly for us but taking not a lot over the bar. We may need to look at a new venue for next year, Thoughts ??. By now it's October and the shows all done. There is Stoneleigh restoration on the 22nd so I'll be up there, else its planning for Christmas meal, and Drive it Day next year. How time fly's.

Colin

M25 EAST Tel.07938 526324 e-mail: herald1360@virginmedia.com www.tsscm25east.webs.com

Hi all, well, here we are at the end of another show season, blimey don't they go quick. Last month (August) we kept up our hectic schedule of getting out and about every weekend. It was a month of mainly new shows, the first being the Essex Custom/Classic Car Show near Clacton, a nice easy one for Keith and Caroline. A decent show with quite a bit going on, arena events, stalls etc. Think that one can be pencilled in for next year.

The Saffron Walden Show was much better than the last time we went, being back on the common rather than the rough field we went to before. We even had a TV star turn up, no, not me ha ha — it was Minty from Eastenders.

Over the Bank Holiday weekend a few of us camped at The Rudgwick Steam and Country Show. It was the first time for us and what a cracking show it is – plenty of vehicles on display, loads of trade stalls, tea tent and a beer tent. There was also a medieval village, wild west town, live music each evening, a fun-



fair and on Sunday evening and illuminated vehicle parade. Best of all, it was completely free for exhibitors. We were blessed with

lovely weather for the majority of the weekend which meant Myself, Donna, Malc, Lesley and Brian enjoyed BBQ's each evening. We'll have to try and get more of us there next year, you won't be disappointed.

Good news is that Kev and Lisa's Herald is finally finished and back on the road with a fresh MOT – Hurrah !! Unfortunately for them it suffered a little breakdown and, would have gone unno-



ticed if it weren't for Dicky Boy happening upon them and taking

lots of photos of their misfortune hee hee. All was well as it was only out of fuel and hopefully, it made its debut at The Battlesbridge Show.

There's only one outside show for this month and that's the Canvey Bus Museum Show, our traditional curtain closer. With a bit of luck the weather will hold and we'll have a usual good day on the island. Although the shows are over, don't despair, as they'll be lots going on over the winter — Donna's Winter Warmer and the Area Xmas Dinner are two that spring to mind.

Not forgetting our return to our monthly meetings. We're gonna kick off the monthly meetings this month at **The Wharf in Dartford** as we've still not found a suitable venue on the Essex side of the Thames. Any suggestions?? Also, has anyone got any suggestions for trips out during the winter. In the past we've had trips to places such as Chislehurst Caves, The Secret Nuclear Bunker and evening trips up to London for pub tours etc. Anything along those lines always goes down well, especially if food and drink is involved ha ha.

We've also got to start thinking about booking up those big trips for next year – I think Laon is a must as we all enjoyed it, and what about The Spa Classic. They don't clash next year so, we could always do both, hmmm...now that's something to think about. All the best

John.

October Events

Sunday 9th – Canvey Bus Museum Show Sunday 23rd – Monthly Meeting (The Wharf, Dartford)

MANCHESTER Tel. 07752 246437 www.tssc-manchester.org.uk

Hi everyone well what's been going on in August in our neck of the woods, well to start with our most recent area meeting was held at a new venue The Joshua Bradley in Hyde, very nice place

and very accommodating, so thanks to Pete & Linda for their recommendation, we had 24 members attending with some new members and some who have not been for a while. Janice & John new



members who are currently on the look out for either a Vitesse or a TR4, Paul & Jenny who have been members since 1986! but this was there very first meeting, they have a Spitfire which has been garaged for 30 years and needs a full restoration, so they are currently on the look out for a garage to undertake the work, also welcomed Andrew Jill and Neil.

When I arrived at the meeting we found a Herald engined MG kit car broken down in the car park, so a few of us spent a half hour trying to get the mans car started, thinking he was a TSSC member there for the meeting......he wasn't, just coincidence! lol!

Bill & Rob are organising a two week trip around Switzerland in 2017 so if anybody is interested contact Bill for more information, he has put a post about it on our Facebook page.

We had a fab area BBQ at Elm Cottage near Northwich, thanks



NEWBURY NORFOLK . . . NORTHANTS





TSSC AREA NEWS

(sorry if anyone was on the A34 that day) followed before retuning home to continue the journey is our 39 year old Scimitar...

Lloyd

to all who attended and contributed to the full spread of food, we had a drive out on the Saturday to Beeston Castle and my map

route went without a hitch (road closed lol). We gave Pip & Frank surprise thank you gifts for all their hard work and dedication over the many years as area organisers, thanks to all members who



donated, we gave them a Royal Doulton crystal vase, £100 Debenhams gift voucher and a large bouquet of flowers, thanks to Gary for the speech summing up their time as area organisers. Thinking of using Elm Cottage campsite again next year as it is just a couple of miles away from Oulton Park so will try to arrange

something that ties up with their fixtures.
We are making the January & February meeting specifically for arranging ideas for the forthcoming year so we can get booked in and fill up our diary, so if you have any ideas please bring them to those meetings so we can all discuss them.

Received a list of current and expired members for our area from Angie at HQ, I will need to go through the list to see if there is anybody who still needs to be contacted. Ideas for this years Christmas do has been discussed more details to follow.

As well as the Christmas do we will also be attending the Manchester Christmas markets as we did last year, date still to be set, hope you all can join us.

Think that's everything covered,

Our next meeting will be held on **Tuesday 4th October 2016**Please check out our website news section for updates on our forthcoming events and trips on

www.tssc.org.uk/tssc/areanews.asp;

Also please look at our Facebook page

www.facebook.com/groups/tsscmanchesterarea

Thanks, that's all from me and the gang

Mark K

NEWBURY Tel.01635 255159 e-mail: lloyd.garvey@gmail.com

The summer is almost over but not quite time to put the covers on the cars. We have the mystery lunch in a couple weeks and then Shalbourne Classic Car Show on Sunday the 2nd of October. Always a good way to end the season.

The Newbury Classic Car Show was again a great success with over £12,000 raised for Bloodwise and over 800 cars in attendance. Our line up was carefully planned by lan and Mary at the pub meet, giving us a red & white formation which caught the eye of the local press as we featured in the post event write up.

As always there was a tombola, always a good place to pick up future raffle prizes. So watch out club, there is a lovely 18 piece, blue and white tea set coming your way of soon.....

Our summer club meets have been well attended and deserts have been discovered with an amazing Eton mess and chocolate fudge cake which was a saving grace when there was no beer one night...trouble with the pumps apparently.

On a personal note we managed to set a car on fire this month but luckily not one of the classics. It was a long journey so we took the 'reliable' car, our 6 year old Mini but 20 mins into the journey we had smoke, lots of smoke and then flames coming out of the Bonnet! Three fire engines, two police cars and a road closure

NORFOLK Tel. 01502 476699 e-mail: mike.carroll01@btinternet.com www.norfolk-tssc.co.uk

Hi all, August was a quiet month for me on the Triumph front as work got in the way with most of my weekends spent working. I was unable to make the Broads Tour but from all accounts John filled in admirably.

Hopefully next month I will have more to report as I will be able to make the "Open Day" at TSSC HQ the "All Triumphs and Classics Day" at Duxford hosted by TSSC Herts & Beds Area and our very own "Totally Triumph" event. Those events will quickly be followed by a party weekend in the Peak District that I will attend with members of the Cambridge and Notts area branches of the TSSC that will be quickly followed by the Round Britain Reliability Run. A huge thank you goes out to a senior member of the TSSC for the loan a car for the event (RBRR) hopefully we shall return it in one piece otherwise we have been told that loss of limbs could be involved. Be prepared to be bored in the next newsletter with a write up and a few photographs.

The next meet will be held at the usual location at The Oak Tree on 10th Oct with a change of venue for the AGM when we will meet at The Kings Head, Norwich Street, Dereham on Monday 14th November.

Unfortunately the visit to the Classic Car restoration workshop had to be cancelled due to lack of numbers but hopefully this trip will be resurrected for later in the year.

Regards.

Mike.

NORTHANTS Tel.07879 491778 www.tssc-northants.org e-mail: nigeljohnhawes@gmail.com

Club night this month saw the arrival of two new members with Ellio and Dave coming to our meeting for the first time. Dave has taken on a Spitfire restoration which used to belong to a former Northants member and I have been talking to Ellio at shows for some time and he has now become a member. Great to see you both. Also it was great to have Dave Richardson at a meeting again, he also brought Pam and John along, who are over here from Australia for a month. Tracey and I were especially pleased to see them since they were kind enough to let us stay with them when we called in for a few days on the way to New Zealand in 2013. Dave will also be along again in September to do the quiz as his reward for winning, he really should know better by now. The first event of the month was a lovely drive out and lunch



arranged by Janice and Mick Starmer. We started at Overstone Manor, although Chris and Jane started from Telford Lodge in Kettering due to a misunderstanding about where we were starting for which event. I could say that it was an un eventful run but

Area News Review

NORTHANTS... NORTHERN IRELAND

TSSC AREA NEWS

Northants Continues

I would be lying. John had to turn back in his MR2 due to overheating, most unusual for a Japanese car to play up, and Butch's exhaust fell off. The good news is everyone made it in time for lunch even John after returning home and joining us at the pub in a German car. It proved to be a popular event and we are always happy to see members on these trips even if your Triumph is out of action.

Next we had the Little Gransden air show which is perennially popular. As usual Rob did a fantastic job of organising this for us with a club stand right in the centre of things. Unfortunately the Lancaster was unable to fly, as we found out at RAF Coningsby a week later it was having an engine replaced. The B17 flew in its place and put on an equally entertaining display along with a packed program of other planes. All in all a good event run in aid of children in need.

This year Tracey and I have been to six events where we have camped the final one being Lincolnshire Triumphs camping weekend at Tattershall Lakes. Despite their claim that they were not organised it was a good and enjoyable event with several flybys from the aircraft of the Battle of Britain Memorial Flight based just around the corner at Coningsby. The run out was interesting with visits to a model car museum and Batemans Brewery, which resulted in Tracey driving the last part of the run. The Saturday night guiz surprised us with a team made up of Pat, John, Chris, Jane, Brian Clayton, Tracey and me winning yet another quiz. Having had a rain shower at lunchtime on Sunday Tracey and I decided to let the tent dry out and left about 4.30 and drove round to Coningsby to see what aeroplanes could be seen, not realising that you could park next to the BBMF hangar. Imagine our delight to see a Spitfire land and then a technician announced that the Lancaster was only 5 minutes away. When it landed it taxied around to the fence in front of the hangar and the pilots



walked over to chat with the people standing there. We had an interesting conversation and that is how we found out about the engine replacement.

Look forward to seeing both new and existing members at our next meeting

Cheers



NORTHERN IRELAND

Tel. 07577 210100

e-mail: gt6s@hotmail.co.uk

First off a little time travelling back to Augusts meeting. Unfortunately the monthly report had to be handed in before the meeting happened. Or, The dog ate my homework!. Anyroads It was good to see Gary back on his feet after some serious back problems Good to see you again Gary.

Alan French is usually one of the first to mention TVO use on early TR Fergie engines. However on the way up to our September meeting Alan stuck 8 ltrs of DERV into the Vitesse. One smokey run up to the meeting Alan decided to return home to drain the tank. Alan, Duel fuel is gas and petrol. Not diesel and petrol. I now hand over to Douglas to report on the Antrim hills run

This year the run commenced at Carrickfergus Castle with Alan

(H) once again taking the lead being joined by Alan (F) and Pam in their Vitesse, Douglas and Heather in their refurbished (again) GT6 and Ernie and Valerie in a Peugeot 205 LHD convertible - an all white cavalcade. It was good to see Valerie and Ernie again after their time away in Spain for the winter months. A number of the usual participants had conveyed, in advance, their non appearance to the organisers that helped explain the low turnout. After the usual briefing we headed along some very narrow roads above Carrickfergus to Knockagh Monument where we obtained

a splendid view of Belfast Lough and took the opportunity to take a few photographs before hitting the road again through some really lovely countryside before arriving at our afternoon tea stop at Ballylagan organic farm, Straid. After much discussion about caramel



squares and slices with the staff we were well satisfied but still left some room for our evening meal in Ballymena. After a quick look around the shop we set off again heading towards Ballynure passing under the A8 then making our way east on the Deerpark Road towards Larne before crossing the Shanes Hill Road to run parallel with the Coast Road until we reached Glenarm. This is a really lovely route with many twists and turns that really tested the driving and steering skills of those there. Aquick run through Glenarm to Carnlough was quickly followed by Glenariff and Waterfoot along the coast to Cushendall. This must be some of the best scenery in County Antrim and is well worth a visit at any time of the year. A quick turn inland saw us travel towards Cushendun as we continued along the A2 and higher ground. Rather than turn towards Cushendun we made our way to the Glendun River on the main road making a sharp left to follow the river towards, even-



tually, over the hills to, would you believe, Newtown-Crommelin and then a reasonably straight run via Martinstown to Ballymena and the Countryman Inn for our evening meal.

As usual we had a great meal there with good company and at the usual reasonable cost. It was nice to meet Stephen (K) and Elizabeth there celebrating a family anniversary with others and seeing Elizabeth looking so well after her recent illness. Just on that subject we wish many of our members well who have been suffering lately including Brian (S), Alan (H), Al (R) and Gary (M) and others that I have failed to mention. As many of you may know I have been fitted with triple Strombergs lately to cure a number of fuel by pass faults. Whilst I have been expecting them to bed in within a number of weeks and return to full power I have been advised by the chief technician that it will be at least three months although the service manager has assured me that it will be at least six months before full power will be achieved.

Thankfully by that time I will be due an MOT again to ensure that I can remain on the road with hopefully more than a twelve month warranty! An update on future runs planned sees the return of the Sperrins Run on Sat 22nd Oct with us meeting at the Elk Inn, Toome at 10.30 am for an 11 start. There will be a lunch stop in the middle of the run so have your tea/coffee break before the start. Come along and support the organisers as this will be one of the last runs before the winter period. Finally if you are not

NOTTS PETERBOROUGH ... SCOTLAND CENTRAL WEST



receiving email from Laurence (C), Alan (F) or myself about Northern Ireland TSSC matters please forward me with your email address and I will pass them on. I notice that we have no addresses for some members in the North Antrim and the Fermanagh/Tyrone areas. I can be contacted on:

heatheranddouglas@gmail.com

Douglas.

See you soon

Alan and Laurence

NOTTS

Tel. 07976 163006 Tel. 07837 110325

With summer finally coming to a close, the last of the Camping weekends (for Julie & Myself at least) have just gone. These being the Sunshine Rally from the Leicester Area at Greetham and Lincoln Area weekend at Tattershall Park.

Both events were well attended and weather was good and both had interesting runs out and kept us entertained for the weekend. It is really a pity the British summer is so short as already I'm finding myself planning on taking our 2500 off the road to start its winter upgrades

Thanks

Adrian & Nigel

PETERBOROUGH

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

Another good turn-out at the September meet and club cars in the car park – but as the nights pull in with Nautical Twilight at 8.00pm it very quickly becomes impossible to check things on cars without a torch.

Paul sent his apologies for the non-attendance at the Area Meeting night, but I am afraid it was a case of business comes first and as he has a few valuable locomotives to deliver you quickly see the reason behind it all. Apologies came from Malcolm Abbs and Jane Saunders too. Hope that wedding you're catering for goes well Jane.

TRGB held their annual open day and 30th Anniversary on the 10th of September and Dave and Jo Beardsley and myself came away with slightly heavier cars and lighter pockets. Some nice cars up for sale and some bargains on those hard to find second hand parts. Andrew Turner was also garnering a few bit's and bob's too. Shame about the rain – the venue is aptly named Pidley Fen – but the very reasonably priced hog roast was most welcome. I recorded just under an inch of welcome rain at home! It's interesting as sometimes you forget how much you have spent on the pride and joy in the garage and David Gillies recently asked them if they had an idea how much he had spent with them on the Herald – as it is all now on computer - they advised him approximately!!!

The following day the weather changed for the Lubenham Scarecrow Festival's second day and once again the village had a superb array of amazing and amusing exhibitions in gardens, etc. made by some talented children and adults. The village was very busy on a very sunny day.

The TSSC's Headquarters were open with visitors galore - there was even a 'guest' appearance of Sir Bradley Wiggins Scarecrow on a Triumph bicycle. We were made ABC welcome (Ale, Barbeque & Cars) with a 50th Anniversary GT6 display in



TSSC AREA NEWS

the showroom. It would have been nice to have had mine there but there is steady progress being made to report with new callipers, etc. arriving and servo and bits sent off for reconditioning, etc... I'm getting there. A few of our Area Members attended and were taking the opportunity to have their cars valued. The way the classic car market has gone possible they were worth more when they arrived home to when they left in the morning. It was good to see some of the happy staff giving of their time serving in the shop, behind the bar and cooking the barbeque. Well done and thank you.

Michelle had taken her Herald across to Lubenham HQ for valuation in August and the valuation for her insurance company was some £500.00 more than 2 years ago. Just as everyone was leaving the Club night Brian showed me a photograph of a commercial damage repair garage which had caught fire inexplicably over the weekend and had approximately 60 customers cars in it. The buildings and contents were all totally destroyed – including the mechanics power tools and equipment too. Peoples livelihoods and dream vehicles destroyed in a very short time. To see that photograph makes you realise the value of having your vehicle and property valued and insured properly. As Michelle has proved the classic car market has moved on a pace recently - Make sure your classic is valued correctly and not just noted as an old car. Dave Beardsley sits on COM and is willing to take matters of importance to the next COM meeting which is on the 16th

of October.

We recently received a list of new members who have just joined or rejoined the TSSC and Paul and myself have decided we will forward a 'Welcome from all at the Peterborough Area' e-mail on a regular basis advising members of our monthly meet and venue. It was quite evident that talking to and listening to other Area Organisers at the Club Open day in September that there appear to be quite a few members whose e-mails now bounce back. Is it possible for you all to take a couple of minutes to e-mail Paul or myself to drop us an e-mail from which we would be able to amend our records and ensure you get all the current information to forward to HQ too.

Forward planning notes

November the 14th is our Area's AGM December the 12th should be our Christmas Meal

We look forward to seeing and welcoming you all again at our next Club night on Monday the 10th of October at the Golden Pheasant, 1 Main Road, Etton, Peterborough, PE6 7DA around 8.00pm. Join in with the raffle, food and noggins and a good natter and that ever friendly exchange of experiences – and sometimes advice too

Don't forget to put your clocks back on **October 30th** at 2.00am as British Summer Time finishes once again.

Drive safely and see you on the 10th.

Doug

SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

e-mail: centralandwestscotland@tssc.org.uk http://www.tsscscot.freesite.website/

August and September seem to have come and gone quickly, due to the number of events happening. The September meeting was on the first of the month and 10 members turned out on a wet (there's a surprise) evening. The car park had one classic, a Rover 2000 in it. We were straight inside as usual for this time of year. Report on the Le Mans trip will be in a couple of months with all your footage being shown/edited. Alan had some superb photos and the excellent Event Brochure. Repeat for 2018?? Flookburgh Steam Event looked good too. If you look at steam engines and stationary engines long enough you really do want one.

Report on Biggar. This was the first time we had had an Area Stand here. 8 cars, 1 Event shelter plus my charabang (no not



SCOTLAND CENTRAL WEST SOMERSET

TSSC AREA NEWS

a gathering of classics of all kinds) **

Please come and join us. That's All For This Time.

Gregor G.

Scot Cent West Continues

Spitfire) all at the show field. Good autojumble, not a lot of Triumph parts though. Good to catch up with the other clubs and members. Sun was out too. A good show and a great day out.

Report on Kirkintilloch Canal Festival. This is a two hat day for me as TSSC AO and part of the organising team. A different location at the main Marina for our cars and the Kirkintilloch Car Club (KDCVC). We had Americana, Fire Engines, Classics and TSSC all on display. The cars are always popular and well photographed along with various girls. All featured in local press and on flickr. Furthest travelled was east coast member, good to catch up with you lan. The show was a god day to potter about the canal and basin watching the activities, lunch etc provided too. Showery, but a big thank you to all who helped out at both shows, very much appreciated as I was run off my feet. Thanks guys, girls, children et al. We are now experts at the Coleman Shelter building and unbuilding, also transportation. The people at the shows always comment on how well organised the shelter and food etc. is. And how they always get a cake, a seat and a chat. Again thank you.

The Glasgow Ignition Event was a success with displays both static and live. The weather dampened things a bit but it was an excellent event. It is on again for next year. Possible Club Stand?? The Classic Car Boot Sale hit a problem of rain and high winds on the Saturday evening, which in turn cancelled the Sunday events. I was in town for both on Sunday, but no event. All is very weather dependant I'm afraid, but we are used to that.

There will be reports on Bo'Ness Hillclimb, Scone and Selkirk next month as that effectively brings the show calendar to a close, unless you travel down south. I have had some enquiries about the Area attending new events next year from organisers who realise that our area is one of the longest running groups in the Scottish Classic Car scene. Once details are finalised, we can consider a stand at new shows.

The new website for the area. http://tsscscot.freesite.website/. Is working well. (Thanks Michael) contact Michael directly if you want to add something. Similarly the facebook page is also running for those that want to use it. The regular Sunday get-together at The Harvester continues to have a good turnout and is open to all classics, but is still clashing with some of the remaining shows. Every town should have a car breakfast club. You are welcome to stay as long as you want as there is space set aside inside, and a large car park. It has been commended by people who cannot make the weekday meetings.

Progress is being made on the Area cars lan is getting to know his Vitesse, a very different beast from the Spitfire ztec. Alan is getting a half shaft replaced. John is a wild Rover as his Herald is going in for a refit. The rest are working on smaller projects. Me?? I now have enough new metal to build two sills etc. I went round the autojumble at Biggar and purchased miscellaneous metal panels that I can cut to fit. Angles curves etc,etc.. When the rain is off the welder will go on.

Lochinch has been pre booked for the year for the meetings on the first Thursday of the month. There will be the usual donation of at least £2 at each meeting to help with Area finances.

In the coming months we hope to get to see the various footage taken at the events and tracks, TBC.

NEXT MEETING will be on Thursday 6th October 2016 at Lochinch which has been pre-booked. And Sunday 16th October (check website or Facebook) at Harvester (for all classics and breakfast).

Dates for 2016.

The event calendar is all but closed now. So it may be time to put some ideas together for next year.

NEXT MEETING ** PLEASE NOTE WE MEET ON THE FIRST THURSDAY OF EACH MONTH at Lochinch Pollok Country Park, Glasgow. AND THIRD SUNDAY OF MONTH at Harvester, Kinning Park, Glasgow G5 8NP (This is not an Area meeting, but

SOMERSET Tel. 07760 384236 e-mail: martin.hughes5@btinternet.com derek1360giles@breathe.com

Hi all, the August meet saw a turnout of 19 members (this equals our best turnout)! The 8 cars in the car park consisted of 3 Spitfires, 2 GT6's, a Herald, a TR4 and the replica WRC 2000.

We had 4 members attending their first meet so a big welcome David & Pam, Harry and Kieron and we hope they enjoyed the meet and come back again many times! Kieron is the youngest yet to attend, so well done to him and we hope dad will encourage him again! We also saw Ollie & Tina & Chewy back for some more entertainment!

A number of issues were discussed, including the meet point/time



for Morganians Rugby Club show on the 14th. (photo 1) where we had 6 cars attend and they even had a flypast by a WW2 Spitfire!!! Great show and well worth going if you get the chance. Martin then gave a short summary of the Norton Fitz Warren show on the 6th/7th. We had 26 cars on the Saturday and 23 on



the Sunday! Many thanks to attendees from Devon and Dorset areas and the Stag owners for boosting the numbers (photo 2). Derek and a couple of others made a showing at both the meets in Weston super Mare over the holiday weekend, where despite the forecast the sun really did come out to play! Unfortunately the Children in Need day at Donniford was a washout. We must though, thank those who turned up anyway!

The GKN Aerospace visit was confirmed for the 11th Sept (thanks Kevin for organising it all). Hopefully there will be a report in the Nov Courier.

This year we are hoping to organise a Christmas meal at the Fox nd Goose, so anyone interested please let Martin or Derek know if you are interested. More details will follow soon. So keep your eyes open or better still come to the next meeting and register your interest!

Now an apology to some new members, namely those who joined in August as we forgot to issue a welcome to them. So belatedly we say Hi to Clive Suffield-Thompson, Noel Hugget, Kenneth Sharp and Pete Grant. We hope to see you at a meet soon. This also applies to Robin Rutland who joined in September!

Just time to mention the next 2 months activities:

October 2016

Sunday 2nd, Grove Park W.S.M from 10am. (normal meet point 10am).

SOUTHERN

Tuesday 11th Club meet, Fox nd Goose TA9 4HH from 8pm. November 2016

Sat/Sun 5/6th, Somerset area Stand at Bristol Restoration show Shepton Mallet.

Tuesday 8th Club meet, Fox nd Goose TA9 4HH from 8pm.
Guess that's all for now, so we hope to see many of you at one or all of the above!

SOUTHERN

http://triumphsouth.20m.com

Derek & Martin

Tel. 01252 722432





sticky finger marks left on your cars courtesy of Albert. He did enjoy himself as he told his mother he'd seen lots of shiny cars. Jackie and I joined Mark, Vanessa and the kids at the Rudgwick steam and country fair over the bank holiday weekend. We arrived not long after them so we were able to set up next to each other.



The other bonus was that camped next to was John Hill, Malcolm Wing with their better halves and Lightning McQueen and his support crew, all from the TSSC M25 East area.

We had pretty good weather all weekend although Sunday was a bit showery, but did not stop us enjoying ourselves.

The show itself is very big, spread over thirty five acres and has something for everyone to look at. There were tractors, motor bikes, army vehicles, tractors, stationary engines, tractor engines, tractors, classic cars, fire engines, tractors, fun fair, trader stalls tractors, and you get the gist. There was a mini beer fest, but unfortunately they did not know how to keep it and a lot of live entertainment. Sunday evening there was an illuminated vehicle parade something I've not seen before.

Is this a show I would do again....? Yes and for those who wanted to do only one day, you could have just turned up on the day and although there were a few really different cars that got in on the day most were just run of the mill classics. They even let in two Stags, one of which decided to park between Vanessa's 2.5S and my TR7 and did not even bother to say good morning to as we were having our breakfast. Ignorant B*~\$@3d, probably an ex MG owner.

Hi folks, as I write this it looks as though summer has arrived long may it last. Saturday 5th August saw us make our annual pilgrimage to Gloucester Vintage and Country Extravaganza, to give it it's full title, at South Cerney. Once again we had an enjoyable cross country run to our destination. Once parked up, a coffee was the next step. The show is so vast that you can't do it justice in a single day. It took me two plus hours just to trawl the carious trade stalls and the show seems to attract more classic cars every

trade stalls and the show seems to attract more classic cars every year. I would not think there is another show in the country where you would find so many full size steam engines, fire appliances. Commercial vehicles, military vehicles, tractors etc. After getting split up leaving the show ground Barb and myself leading journeyed down the road and waited in a layby for the others. After a while David and Wendy joined us so there we were waiting for Mike and Karen when all of a sudden they came roaring past at a rate of knots not to be seen again until we rendezvoused at The Star Inn at Headley for a meal.

Saturday 13th August saw Barb and myself Stag, Mike and Karen Healey, Wendy in her Spitfire and David in the TR6 meet up at ours for a trip to Retrofestival at Newbury Showground. Once again we got split up at dreaded Newbury. My sat nav gave me a bum steer. After a couple of circular tours around Newbury we were on our own, stopped and waited for the others and Mike eventually rang and said he was lost and we were able to give him some instructions and we eventually met up again. When we arrived at the show, David and Wendy were already there. Once again, a good all round show. Met up with Mark, Vanessa and the kids who were camping for the weekend in their classic caravan.

On Sunday we arrived at the White Dove Show early to reserve spaces for club members. In attendance were David TR6, Wendy Spitfire, Peter Stag, Barb and myself Stag, Derek and Jackie Stag and Robin and Ann Spitfire. From Thames area we had George in his Vitesse and Steve and his wife in their white Mk1 Stag. Weather was spot on, a very nice array of cars. I had the bonus of winning the cup for the best Stag – I told you Robin you should have brought the Stag!

Saturday 20th saw the usual three cars set off to Capel Village Show. Once again a good array of cars and motorcycles. A pleasant day out and we met up with Paul and Carol in the E type.

On Sunday David, Barb and myself visited a small village show at Stockcross just outside Newbury. A very pleasing day out, about 60 cars in attendance. On arrival we were given a wrist band and told we could have two free drinks at the bar – I wish all shows were like this.

I settled down for a nice relaxing afternoon with a nice pint from the Berkshire Brewery – what more could you ask for?

July's Roaming meet was at the Pub with No Name, Froxfield. A lovely summers evening for sitting outside, although rain had been spotted elsewhere in the area. I think there were eight Triumphs in the car park which gave the locals something to talk about. It also gave me something to think about as it was only a few weeks back at the Cornwall camping weekend that it was still light at ten pm and it was getting dark at nine.

I did manage to get to the White Dove show for a couple of hours with my youngest grandson in tow, to meet up with a small enclave of Southern members. Our intrepid leader manages to walk off with another lump of silverware for best Stag. I will apologies for any

Up and coming events October

2nd The Crotch Cooler, Alton GU34 4BH
(the last one of the season)
2nd Goodwood Breakfast Club, Italian Sunday.
You could register if you have a Triumph designed by
Giovanni Michelotti
4th Regular meet. Seven Stars. GU32 3PG

4th Regular meet, Seven Stars, GU32 3PG 16th Sunday Lunch meeting The Fox, Bramdean, SO24 0LP

November

1st Regular meet, Seven Stars, GU32 3PG
5th-6th Restoration Show, Shepton Mallet,
at Bath and West Showground
6th Goodwood breakfast Club, Hot Hatch Sunday
20th Sunday Lunch meet, The Hunters Inn, SO32 2PZ
December 6th, Southern Area Christmas Dinner
26th Romsey Classic car meet
2017

January 1st the Elsted Inn, New Years Day Meeting 3rd Regular meet, seven stars, GU32 3PG 15th Sunday Lunch, The Milbury's, SO24 0PB February 7th, Regular meets, Seven Stars, GU32 3PG 19th Sunday Lunch, the Hinton Arms, SO24 0NH March 7th Regular meets, Seven stars, GU32 3PG 19th, Sunday Lunch, The Hen and Chicken, GU34 4JH

IMPORTANT NOTE

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



NORTH STAFFS SUFFOLK

TSSC AREA NEWS

NORTH STAFFS Tel. 07939 603061 e-mail: triumphsportssixstaffs@gmail.com Web. www.tssc-staffordshire.co.uk

Well, here we are autumn, and the end of the show season, it all passes so quickly. It only seems five minutes since it all started. At the beginning of last month, we were at Shugborough show with good weather and lots of cars, The next show we did was lupin Farm this has grown and grown and filled two Fields with a very wide variety of cars. With so many cars they should have raised a great deal of money for the various charities this event supports.

The following weekend a small number of us attended the Mining Museum at apedale, the museum also covers a great number of local Industries from mining to brick and tile making It was all very interesting.

At the start of September, we attended the Eccleshall Country Show, the forecast for the day was mostly heavy rain from around lunch time, So with this in mind, I left the hood down thinking if required I raise the hood on site, everyone else arrived with theirs up and left them up.

We set off from the George and Dragon around 8:45 soon after starting a few spots rain appeared on the windscreen, But hoping for the best we carried on. On approaching the roundabout I turned left on the road I've used many many times to get to Eccleshall Telford, and other parts of Shropshire(despite seeing the sign pointing the opposite way). Having traveled a short distance along this road the rain began to get harder and I'm thinking I need to put up the hood, at the same time I realised the road has been completely changed and no longer goes to Eccleshall. So I'm trying to spot a suitable stopping place to raise the hood and turn around as soon as possible.

After travelling little a further a pull in is spotted and I attempt to raise the hood with rain getting heavier, all you have in your mind is to get it raised ASAP. Having raised the hood only a couple of times before I have discovered that releasing the rear catches is a little tricky eventually these are freed. Having released the rear part of the hood, I try to fasten the locking mechanism to the front screen, this proves very difficult and refuses to engage.

As I said when the rain is coming down heavily the only thing in your mind is to get the hood raised, however having just purchased a new wind deflector for the car I'd totally forgotten it was in place, and have now discovered that the hood will not lock in place when the wind deflector is fitted.

Whilst all this is going on the AO from Cheshire Is busily photographing every moment of my efforts to lock the hood in place, with the intention I believe in using said photographs as blackmail, along with not taking the road sign posted Eccleshall for added ammunition.

With hood eventually in place we turn around and retrace our steps to the roundabout, and discover the old road has been totally removed and a new large stretch of road has been built to cater for major rail works on the west coast main line.

I'm certain some mention of this will be in the Cheshire area news, but at least I traveled to the show having filled the car with petrol and not other types of fuel unsuitable for Triumphs, and you have



had my side of the story. Unfortunately, the rain got worse and sadly spoiled the show and we departed just after lunch.

It was intended to hold our BBQ the same evening but due to the

rain this was canceled, new date for a drive and BBQ Oct 2nd A small number of us went to the Draycott agricultural show the following day and yes we did have sunshine. MG Run

Some local members of SOC and TSSC were invited to take part in this run organised by MG owners who also arranged an MSA exemption certificate. Several members took part. 40 vehicles in all. 140 miles around Staffs, Cheshire and Derbyshire starting and ending in Stone. After bacon and egg rolls and coffee provided at the George and Dragon (where local meets are held) we were set off by the mayor of Stone at 30sec. intervals, the route via Moddershall, Blythe Bridge and Froghall and Leek to The Three Horseshoes north of Leek for coffee.

We then travelled over Tittesworth Res., past the Lazy Trout (A pub-honest) through Danebridge, Langley, Elkstone and Onecote. Through the ford at Butterton (dry) and Flagg to lunch at The Bull I'th Thorns on the A515 south of Buxton.

After lunch, we set off over the route of the proposed Parsley Hay Road Race circuit where cars and motorbikes were expected to reach 130mph. on single track roads!! The 4 miles straight is now part of the A515 Ashbourne to Buxton road. After horrific accidents at Le Mans and Dundrod in 1955 the idea was abandoned and

racing was restored at Donnington Park. Reg Parnell an Aston Martin driver and local resident Bill Lomas a motorbike rider were involved in the plans and supported by Derbyshire CC. We then went through the long ford at Tissington and eventually onto the A515 for tea at The Bentlev Brook Hotel.



The final leg was around Ashbourne and Darley Moor, Through Rocester, past JCB, on to Hollington, Withington and back to Stone where yet more food was available for those who wanted it. Many thanks to Peter Creswell for permission to use his route notes and Peter, Keith Sharp, Phil Bateman and Paul Hipkiss for the Photo's

Thanks to Alison & Phil Belt for the MG SOC / TSSC report Cheers

Events for October
Oct 2nd Drive and BBQ
Oct 23rd CVR American Car show

SUFFOLK Tel. 01206 250360 e-mail: Suffolk@tssc.org.uk

Oct 23rd Newark Auto Jumble

No notes appeared for the September Courier as I could not make the August meeting, Chris, who writes the notes some times, also could not make it, and Colin was at a works team-building event. We all made it to the September meeting however, and hence these notes. As a fellow member said, a good evening was had by all, discussing Triumphs, other marques of cars, and associated topics with a good group of like-minded people.

Andrew, who I mentioned in the notes of July's meeting, brought along his Vitesse as it is now on the road having passed its MoT 2 weeks before. It is finished to a high standard in white with a black interior and looks really good.

Geoff, or is it Jeff, brought along his unrestored Herald 1200. Considering the age of this car and that it has never had any major work done on the bodywork or chassis, it is in remarkably good condition. It had the patina of age that only added to its charm. Brian, of Lightning fame, is going to sell his Vitesse and plough the proceeds into finishing the restoration of his Nobel. It is now painted and he has material for the inside. It will need some effort

SUSSEX ... SUSSEX WEST THAMES



on the engine and other mechanicals before if moves under its own power. In the meantime, Lightning is to get a bare metal respray. The existing paint is cracking most likely due to the differences between its one-pack and two-pack lavers.

Le Mans went well, good weather, good racing, good time. The only car needing some work was Brian's MGB (this is Brian the professional bodywork shop owner). The problem was that the wider wheels were rubbing on the wheel arches. So it was off to the local supermarket to purchase a grinder and trolley jack and then, to the mirth of all the Triumph owners, modifications were made to the MGB's bodywork!

The other event previously mentioned was at Helmingham Hall. The sun shone on the wide range of cars from Morris Minor type

vehicles to Rollers to exotica like a McClaren. A good day out. The next meeting is Tuesday 4th October at 8:00pm at the Sorrel Horse, Barham. Hope to see you there.

Poton

SUSSEX

Tel. 01273 813691

Well another busy wed evening meet, it always amazes me that we constantly get a good turnout with a car park full of a range of different Triumphs. We also had three new faces turn up, I am sorry I didn't collect names but a very warm welcome to you and hope to see you again.

I told you last month that I have bought a 1500 spitfire 1981 vintage. I had a few problems when I bought it, having been off the road for 10 years or so, been through the brakes and got these sorted. Now have some issues with the electrics, but working our way through these, so hopefully will soon have its MOT and back

This coming weekend Sun 11th sept several of us are going to a local country show, this is always an enjoyable day, so much to see, lots more apart from cars, so fingers crossed for a dry day, another up and coming day out is on sun 25th sept and involves meeting at the Halfway House at Isfield about 10 am where you are set on your way in small groups for a leisurely drive through the country side, stopping of for refreshments about halfway, then more driving back to the pub for a Hog roast, BBQ, all monies raised going to charities, again a dry day would be good, so fingers crossed, several of us are making the effort.

One thing already being discussed at Weds meeting was the Christmas dinner, so I suppose I will have to make some enquiries and book something, talking about Christmas already, oh well. Next meeting Wed 5th Oct so look forward to seeing you

all then. Regards



SUSSEX WEST Tel. 07799 660212



This months West Sussex was a nice warm sunny affair, drawing in five cars for the evening, but more members than cars...!! We arrived in the sunshine and carried on outside until it was dark, all the Triumphs looked fantastic against the moonlight and the country pub lights.

Two new members this month as well, Roy and son Alan. Most of you may well have seen their cars both in Triumph World and

TSSC AREA NEWS

I think at some time the Courier? Roy owns a lovely 13/60 Convertible, and Alan a matching white Spitfire 1500, the Triumph brand running through the generations as Alan's grandmother had a Spitfire which sadly did not make it long enough t be passed down the generations. If you have read the article, Alan's Spitfire though is a "loving" replacement of the original carrying over his grandmothers actual steering wheel onto the 1500.

Colin from Kent kindly popped over again this time with his very tidy Dolomite Sprint, I'm going to have to keep very intricate notes now on who owns what as it does appear that a fair number in our group own more than one Triumph! That leads me on to Maria and Peter who again kindly attended plus dinner, BUT still never seen one of your cars at The George, my last count I think there are at least four Triumphs in your garage amongst several cars, very much looking forward.

I attended the Cranleigh Classic car show mid August, simply love this show with probably I would estimate 2000 classic cars in attendance, with Mike Brewer from "Wheeler Dealers" comparing in the central arena. TSSC also have a stand there organised by Mick from Southern area, and a good number of cars representing our club there too. It also has a fantastic auto jumble, live jazz band, local ales and more so a great family day out. I did try to raise interest in "Wings & Wheels" at Dunsfold last weekend in August but sadly most if not all had other commitments, always next year as long as the famous Dunsfold airstrip (also BBC Top Gear) track hasn't been turned into a housing estate by then...its been threatened.

Right seriously must start to think about perhaps a Christmas meet and perhaps dinner to celebrate, so next month I will start hassling and obviously with partners and promise won't be all about cars!! Happy end of summer Triumph motoring to all.



THAMES

Tel. 0777 362 3807

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

Greetings. Welcome back to another fun packed report. Julie's Herald and my Vitesse are going well. A broken boot stay bracket on the Herald has been replaced. Our roaming meetings throughout the summer have been fun if not very successful at getting any new members to join us. If we are to continue this next summer please give me some feedback as they were some lovely venues we tried out. Our regular meeting at the George Inn at Wraysbury are going well and we now share this with the local Humber Owners group.

ROAMING MEETING AT THE SEVEN STARS STROUD (SOUTHERN AREA MEETING) 2ND AUGUST.

I know this was a big ask and even Julie missed this one, but I took the Vitesse for a blast down the A3 to their meeting. The reason was to boost Triumph numbers as they had a local MG group visiting them. I had a lovely meal there and a wonderful ale to wash it down.

For the results see Southern Area Report this month. SOCIAL EVENING AT THE GEORGE INN 18th AUGUST.

Another fine evening in the Vitesse with the roof down heading to the meeting. Out in the front beer garden I join George B, Chris C, Jay & Paul & Jane (from the Humber club) we were joined by Graeme C, Martin F, Marc, Bob, John P, Mike H & a big warm welcome to Marco P. Triumph's in the car park were :- Jav's Spitfire 1500, George's Vitesse Mk1 convertible, Graeme's TR6, Martin's Spitfire 1500, Marco P's Spitfire 1500 LHD, Paul & Jane's Humber Sceptre, oh & my Vitesse. After a lovely meal we regrouped outside with the others and held a raffle, (thank you Jay for donating some prizes). Our winners were:- Bob won a bottle of wine, I won

Area News Review

THAMES . . . NORTH WALES

TSSC AREA NEWS

Thames Continues

a bottle of chocolate liquor, Martin won an Applicator Pad, Graeme won a Wash Pad, Paul won a tub of Swarfega. Thank you for your support. Work on our Triumph's has been:- Chris C, Spitfire Mk3 has had its gearbox out for a rebuild. Jay's Spitfire 1500 has had a new hood and fuel problems sorted. Marco Spitfire 1500 is due for a MoT. A great meeting so nice to see you all.

SHOWS & EVENTS

Crotch cooler Classic Car Monthly meet at the Departure Lounge Cafe, Alton.7TH AUGUST.

I agreed to meet up with Southern Area at their last meeting on the 2nd of August. It was a nice and relaxed trip to Alton as the show didn't start until the afternoon. The weather was lovely and the roof down on the Vitesse I arrived around 2:30pm and was greeted by Mark S and parked up behind his and Jackie's TR7. Also there from Southern Area were Peter H in his Stag, David H in his TR6, Mike & Barbara in their Stag, Robin & Ann in their Stag. Other Triumph's there were another TR6, a dolomite Sprint, a GT6, a TR 3 & a Spitffre hidden in the 400 classic cars and hot rods, motor-bikes. The cafe was doing a epic service to keep up with all the customers on the day and eventually sold out their stock. A great afternoon out and some lovely and amazing cars to see. Oh and the trip home was good too!

CRANLEIGH CLASSIC CAR SHOW 14TH AUGUST.

This year's show clashed with the White Doves Transport show. This meant George B opted to go their and join up with Southern Area's stand (see there report for details).

I got to Cranleigh show ground in good time and was followed in by Liz & Con in their 1200 convertible Herald. We found our stand which seemed to be a large rectangle, ten cars wide and four cars deep, but we were soon told that we only had half of this, as an emergency route ran behind us. So we packed the Triumphs on stand best we could. On stand we had Triumph's from Surrey area and Thames area plus some from other areas they were: - Bob R in his Mk1 Vitesse convertible. Cliff in his Mk1 Vitesse convertible. Gerald in his Mk4 Spitfire. Ken & Sue in their Mk1 Vitesse convertible. Lance in his Stag. Dave Lin his 13/60 Herald saloon. Graeme C in his TR6. Jay in his 1500 Spitfire. Tony, little Harry & Penny in their Stag. Alex in his Mk4 Spitfire. Mark & little Charlie in their Mk3 GT6. Mark in his TR4a. Adam C in his Mk2 2.5Pi saloon. Karen C in her Mk3 Spitfire. Jeremy in his Mk2 GT6. Martin, Caroline +bump & young Eddie in their Mk2 2000 saloon. Tom in his Mk2 Vitesse convertible. Nigel in his Mk2 Vitesse convertible. Liz & Con in their 1200 Herald convertible. Norman in his Mk4 Spitfire, & my Mk2 Vitesse convertible. Off Stand we had Will C in his 13/60 Herald Estate (RetroFourBangers stand). Barry & Toni in their lovely Triumph 1300 FWD. Mike & Jasmine in their Mk2 2000 Estate. Trevor C & family in their Herald & Moss. Other Triumphs in the masses of classic's on show were 5 Vitesse's, 15 Stag's, another 1300FWD, a Dolomite Sprint, 6 Spitfire's, a Marlin, 18 TR6's, 8 Herald's, 2 Mk2 2000's, 8 TR3's, 2 GT6's, 3 Tr5/250's, 4 Tr4's, a TR7, a TR2.

We were blessed we nice weather with a good amount of traders and auto Jumble, food Stalls, real ale stand & Mike B from Wheeler Dealer commentating in the main arena. It was a fabulous day out with great company, many thanks must go to Karen for sorting out the bookings

Our next meetings at 8 pm is at the GEORGE INN

Wraysbury in October on the 20th & in November on the 17th. Please come and join us for a warm welcome or call me on 07773623807.

Coming events.

October

2nd Heritage Sunday Scramble Bicester (Oxford Stand)
23rd Restoration show Stoneliegh
30th Autumn Classic Breakfast Brooklands
November

11th/13th Classic Motor Show NEC Birmingham

Mickey & Julie

NORTH WALES Tel. 01691 600215 www.wrexhammgandtriumph.co.uk email: helenahill@btinternet.com

Hello, everybody. Tuesday 2nd August was our meeting at the Trevor Arms, and although several of our group were on holiday it was still well attended. We had invited everyone who was coming along to bring prizes, if possible, so that we could have a gigantic raffle to raise funds for a charity of Joan's choice, in memory of our M.G. friend Sam, who had passed away at the end of July. While the snacks provided by the pub were taken, Brenda and Joyce sold tickets:- the raffle achieved £185.00, which will be going to Cancer Research. Helena and M.G. Richard then reported on last months events, and announced meeting points and times for the shows ahead, the first one being R.A.F. Shawbury, which Sam had carefully planned. A rather sad but sociable evening, positively looking forward.

So, on Friday 5th August we, in our Spitfire, along with another six of our group in three cars, met at Ellesmere, ready to depart at 9.30 a.m., and picked up the Chester contingent along the way. On arrival at Shawbury, we were all directed to a different entrance from previous years, where we were checked and sniffer dog inspected before joining the other car displays for the Families Day. This was the last event organised by M.G. Sam, so it was very special. The Tornado and Red Arrows displays were spectacular, as you would expect with the R.A.F. teams "showing off" to each other. The vast array of stalls and food outlets were amazing, as was the full throttle runs down the runway at the end of the day in the Bentley, Rolls and Jaguar cars for the raffle winners. Another great day.

On Sunday 7th August fifteen of our group in eight classics attended Weston under Redcastle, a really good village show with a great variety of events starting at noon with an R.A.F. Shawbury helicopter landing, and carrying on throughout the day, with classic cars, pony club events, and terrier racing. The stalls covered everything from arts and crafts to plants, plus beer and food. The weather started off a little bit cloudy in the morning, but then brightened up with sunshine being the order of the day. Once again, another great day with great company.

Monday 8th August was a very sad day for us all, as it was Sam's funeral. Our lovely friends did Sam proud, with just about everyone turning up at the church in their classics, and what a variety there was, Triumphs, M.G.s, Jaguars and even a Ferrari.

The cortege stretched as far as the eye could see, a fitting tribute to a lovely man. Bearing in mind that not everyone went to the Trevor Arms after the service, Roger counted 36 classics in the car park, plus day cars.

Sunday 14th August was the Classic Car Club Annual Show at the Wirral. GT6 Bob went along to this event, and met up

SOUTH WALES



with M.G. Ken and Phil, plus some of the Wirral crowd. There was a beautiful 1929 Lagonda there, and whilst looking over the car with Neil Bell, another member of our group, someone was heard to say "Oh, that's Italian, isn't it?"

The weekend of 27th to 29th August was the Oulton Park Gold Cup. On the Sunday Helena took our Stag, and we met many of our Chester and Wrexham friends whilst there. Lovely weather made for a great time, including a fascinating wander through the pits among the classic racers, then good racing in the afternoon. On the Monday, Roger went along in a Jaguar with the Jaguar Club. On the track there were several shunts, such a shame for these classic racers. Another great weather day, and the whole weekend was thoroughly enjoyed by all.

Tuesday 30th August was our OFFAL, this month planned by Tony and Gail, and they had decided to use their Midget on this day instead of their Spitfire. Twenty-eight of us met at P & A Garden Centre in Mold for the usual refreshments, then the run took in some lovely roads around the Clwydian Range of hills, finishing at the Three Pigeons, Graigfechan, Yet again, another smashing day, with great company.

Well, that's all for now. Please remember our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and a meeting is also held at The Plough in St. Asaph on the third Wednesday of the month, again at 8.00 p.m. All enthusiasts welcome, come along if you enjoy a good laugh.

Forthcoming events:-October

2nd October:- Walled Towns Run.
4th October:- Monthly meeting at the Trevor
Arms, Marford.

9th October:- Annual Threshing Day and Vintage Show, Ruthin Market, Ruthin:- 10.00 - 4.00. 16th October:- Wheels Within Wem Show, Wem. 19th October:- Meeting at the Plough Inn, St. Asaph. 25th October:- OFFAL.

November

1st November:- Monthly meeting at the Trevor

Arms, Marford.

5th November:- Cambrian Heritage Railways 60's Event, Oswestry.

16th November:- Meeting at the Plough Inn, St. Asaph.

20th November:- Wheels Within Wem Show, Wem. 29th November:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

www.triumphwales.moonfruit.com e-mail: gwyndjevans@dolomite1300.plus.com

PORTHCAWL LIONS VINTAGE FAIR SATURDAY AUGUST 6th

This is an event that we have supported for the last 3 years and is hosted by Porthcawl Rugby Club which is ideally situated on the edge of Porthcawl town and seafront which means that we can park our cars up and within a short stroll we are able to take advantage of all the great amenities that this lovely seaside town offers Fantastic!

Michelle, Al & I left my house in my Vignale to travel to the 2nd meeting point at Pencoed services as I didn't want to restrict those meeting at Cardiff Gate to the 50mph that I am currently running in the Vignale. At Pencoed we were soon

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joined by Tom (Vitesse 2L Convertible), Gwyn & Babs (Dolly), Tim (Spit 1500), Paul & Dotty G (TR6) and Mikey J. (GT6). At the pre arranged time we set off for Porthcawl with the Vignale leading and the rest of the club supporting the 50mph (thanks). As we approached the Rugby Club our small convoy was joined by Derek (TR6), Steve & Christine (13/60 Conv), Colin (Vitesse Saloon), John & Christine (TR3), John & Celia (TR4), Ian "Rock Steady" Edwards (Mini) and Howard & Carol (Lomax), a FANTASTIC turnout to support this event.

It was great to have a catch up with Howard, Carol, Steve, Colin, John & Celia who we don't see as often as we would like due to distance and other commitments.

As a result of the 14 frozen chickens that had been sacrificed the day before the weather was beautiful, not a cloud in the sky and everybody enjoying the sunshine and eating ice cream, those with enough will power (not me) were even able to enjoy a cold beer in the Rugby Club. We took it in turns to visit the town and seafront so that there was always a few club members present to talk to anyone interested about the cars. Al, Michelle, Tom and I went into the town and visited the local bakery for pies and pasties, then it was off to the chip shop to supplement our pies etc as we made our way to the promenade to eat our lunch before making our way back to the showground for hot dogs and I won't mention the extra large pork pie that Tom also had.

Back at the show ground the next group went off for their lunch and we were joined by Tom's brother Matt who we made welcome. Dennis the Tit also came to see us who we made unwelcome. As repeated many times when attending great shows, the day went by so fast we couldn't believe it when the organisers called all entrants to the control tent to collect a very nice memento, an insulated sleeve to hold a cold beer can in to prevent body heat from warming your beer. Fantastic!

At 4:30pm we said our "see you tomorrow's at the Brecon show", started our engines and again with the Vignale leading made our way through the holiday traffic towards the M4, our group getting split up en route. I pulled into a lay bye just before the M4 and pulled out as the rest of the cars caught up, again the club cars kept to my running in speed of 50mph.

As we pulled off at junction 32 to get our hair cut at Crazy George's Salon AI remarked "Well, what we have lacked in TR4A's today has been more than made up for by the diversity of Triumph models in our group". FANTASTIC I thought and all to do again tomorrow.

BRECON AND RADNOR CLASSIC VEHICLE SHOW SUNDAY 7th AUGUST

It is always hard for an event to outshine one as good as the Porthcawl Show when it is held the very next day, but the Brecon & Radnor Show (which our club has supported from the very first show) has a character of its own, set in the National Visitor Centre in the heart of the Brecon Beacons. Again the organisers had allocated our club a premium space and once again we were made to feel extremely welcome. Fantasticl

Al & I left my house in my TR4A for the short run to the first meeting point at Cardiff Gate Services (I have shares in this establishment) where Mikey J. (GT6) was already waiting, Paul & Dotty G (TR6) then arrived and at the pre arranged time we left for the next meeting point at Nantgarw.

At Nantgarw we were soon joined by Action Man & The Hammer (Spit Mk2), Rob & Pete (13/60 Shooting Brake),



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Wales South Continues

and Young Eddie & Mo (13/60 Saloon), then it was off along the A470 past Merthyr and into the Brecon Beacon National Park in the overcast weather with the threat of rain. The mist was covering Pen-Y Fan as we passed the Storey Arms mountain centre but we were cheered by the sight of Gwyn & Babs (Dolly) and Tim (Spit 1500) waiting for us at meeting point 3 in the lay bye a mile or so on and as we were about to leave the lay bye we were joined by John & Celia (TR4) for the final part of the journey to the Visitor Centre where Mark Davies (Healey 100) and Jim & Margaret (SAAB) were waiting for us. Fantastic. Just as we finished positioning the cars Mike The Cake & Emma turned up followed shortly afterwards by Mike The Bass, Sandra & Stuart.

With the weather looking grim I made a call to Crazy George "get here fast mate and bring the BBQ, we need to sacrifice

some frozen chickens". An hour later we became aware of a "disturbance" in the car park and on investigation found it to be Crazy George "negotiating" his way into the show with BBQ equipment, frozen chickens and



enough food to feed a small army, FANTASTIC!

With Crazy George safely within the confines of our designated area the chickens were soon sacrificed and the sun came out and shone for the rest of the day, Crazy George then cooked a selection of sausages and beef burgers for those present. Later in the afternoon our numbers were added to by Tom (Vit Conv) and Kevin, Lianne & Taylor, a great turn out to support this show.

With the end of show time rapidly approaching Mikey J. Found a short cut out of the centre which would help us avoid the usual queues to get onto the A470 so we packed our cars and started to file out, but just as I was moving off I noticed Dotty standing by Paul's TR6, "He hasn't got back from depositing our rubbish in the bins yet" said Dotty, so I said I would catch up with the other cars and signal them to pull over until Paul joined us. I caught up with the other cars about ¼ of a mile from the exit and we all pulled in to wait until Eddie, A man & Paul's cars caught up then we all travelled back through the Beacons (Mikey J. turning off to take a different route to Caerleon) with Gwyn, Tim & A man turning off at Aberdare and Pontypridd respectively.

As we travelled the last mile from the M4 to my home Al said "well what we lacked in good weather in the morning was more than made up for by the brilliant sunshine this afternoon, Crazy George saved the day again". "Again??!" I thought, Fantastic!

PONTYPRIDD SHOW AUGUST 13th

After a late night sacrificing frozen ASDA smart price chickens I must have cut a forlorn solitary figure as I climbed into my Vignale in the misty rain to drive the 10 miles or so to the first meeting place at Nantgarw business park, the club will have to buy ASDA fresh free range chickens (dead ones) in future I thought, but as I pulled into the car park the rain stopped and the sky promised what it later delivered, a glorious day in the sun, Fantastic!

Without AI to make my coffee I thought it best to grab a breakfast with coffee from the McDonalds to last me the day and as I waited for my order I was cheered as I saw Tim arrive in the Dolly. Shortly afterwards Mikey J. arrived in his immaculate GT6, then Young Eddie & even Younger Mo turned up in their distinctive 13/60 saloon.

Tim led our small group of cars along the A470 and found the showground entrance with pin point accuracy where he negotiated a prime position for our cars, letting the marshal know that more club cars were on their way from a different direction. Our timing was immaculate as no sooner had we parked up, we were joined by John & Celia in their concours TR4, Steve & Christine in their Humber & Jim & Margaret in their SAAB, then Gwyn, Babs & Jake arrived, Fantastic! We had a bit of a fright when Tony "The Magpie" Pontin and his wife Lynne were spotted heading towards us, but with now well practised speed and precision the shiny teaspoons were safely hidden from those ever searching eyes and when they left everything seemed to be present (where is Mo's stainless steel flask?).

For those who aren't familiar with this show it is set in the Lido (recently restored) which is separated from the town by a footbridge over the river. So we all had something to do including buying our lunches from the various fish n chip shops (Carini's is honestly the best value for money chip shop I have ever been to, I had the best chicken & mushroom pie, chips & curry sauce that I have ever had and for £3.20, what a bargain). Then it was back over the river bridge and into the town again at 3:30pm to buy freshly made faggots for later on in the evening (as it was so hot we didn't want them in our warm cars throughout the day).

There was plenty to do and see for all ages, face painting, jugglers, bagpipe bands, jazz bands, funfair to name but a few, this really is a great show and venue and once again the people of Pontypridd (Was that Sir Tom I saw admiring my Vignale?) were extremely welcoming and appreciated us taking our cars to add to the event (except for the Phantom Scribe who left a calling card under my Vignale's windscreen wiper).

The day flew by and soon Mikey J. was organising a Marshal to lead our cars out of the showground and safely onto the roundabout for the A470.

Young Eddie led my Vignale and Mikey J's GT6 Southwards along the A470 while the other cars headed Northwards and as we cruised home in the sunshine with all hardtops up I thought to myself "Well, what I lacked in Al making my coffee throughout the day was certainly made up for by Even Younger Mo, Babs & Mikey J. making it for me" Fantastic, what a great bunch of people I had just spent the day with — FANTASTIC!

SKEWEN MOTOR CLUB SHOW GNOLL PARK NEATH SUNDAY AUGUST 14 2015

As Dotty and I headed towards the first early rendevous at Cardiff Gate in the TR on a dry but overcast morning I contemplated the day ahead as previous forays to this show in recent years had either been in a modern car or cancelled; both due to severe bad weather. Anyway I hoped that AO and weather guru Bern had saved some ASDA chickens (other brands are available but not as effective) from the previous day and hoped for a fine day.

We left Cardiff Gate at the prescribed hour and headed to the next stop at Nant Garw where shortly after arriving Emma and Mike the Cake joined us in their Triumph Fiesta Vinnesse . The two cars then headed off in our usual convoy of three

. The two cars then headed off in our usual convoy of three as we were short on numbers to Glyn Neath where we met up with Tim, in the Spitfire and Gwyn and Babs in the Dolly. An investigation into the whereabouts of action man (we really need to get him a tag) concluded that he would magically

WESSEX...WEST MIDLANDS



appear during the day, so Gwyn with the benefit of local knowledge led us to a prime spot on the showground where we were shortly joined by Noer and Margaret, TSSC members who we had previously met at Margam Park last year in their lovely blue and white Vitesse Mk2 convertible. After a drinks break we toured the showground looking at the many interesting cars on show and the extensive car boot show, traders and sellers. Something for everyone as they say. Action man magically appeared as predicted, think he smelled the coffee as did Paul Light Duties who was being taken for a walk by Old English Sheepdogs Larry and Lucy but being given the runaround instead. Lisa arrived shortly after and it was really nice to see them all at a show albeit only briefly. But the highlight of the day was when Tim's old doggy friend Scooby Doo arrived and took on security duties protecting our cars from the thronging masses that were interested in them. It was a lovely day in pleasant surroundings, with fine weather (thanks Bern), entertained by a very good band playing all Gwyn's favourities and in no time at all it was time to leave .

Many thanks to Skewen Motor Club for a fine day and a wonderful momento of the occasion , Babs was allegedly heard to say to Dotty "Well what we lacked in numbers was made up for by the amount of wine we drunk and the quality of Gwyn's crooning". I cannot argue with that as I know it was true because I was there .

TEWKESBURY CLASSIC SAR SHOW SUNDAY AUGUST 21 2016

As the weather on the previous day had been decidedly unpleasant we planned for all eventualities I even packed my collapsible snow shovel. Dotty and I headed off in the TR6 to rendezvous with the convoy from Cardiff Gate at the new Raglan services , along the way we caught up with Mikey J (GT6). On arrival we parked next to the Monmouth mafia (white Acclaim) who were inside wheeling and dealing and dodging and diving.

We were expecting Gwyn and Babs in the Dolly as they had texted to say they were on their way so we waited till they arrived at bang on schedule at the 9:00 departure time. Just as we were about to leave Tom and Our Dad Stuart arrived in Tom's lovely red Vitesse convertible so as they were grabbing a quick cup of coffee I renegotiated a fresh departure slot with Air Traffic Control and our convoy of 5 cars took off into the distance. We took the simple route via the M50 and M5 and soon arrived at the show ground where we were privileged to pay £5.00 each for our passengers to enjoy the day with us drivers.

Soon the tables were erected, kettles boiled and suitably refreshed we enjoyed the amenities and cars on offer. It was a nice to change to go to a show we had not been to before. There was plenty to see and we were entertained by swing singers and players - great stuff. We even had a demonstration landing of the local Air ambulance and Barrie Whizzo Williams was also there telling us all about his racing exploits and even bought along his fantastic Mini Cooper S which was the first mini to win a motorsport event.

The ladies enjoyed the numerous stalls and Babs and Dolly jointly won the spot the bread pudding competition - a recent addition to our fun and frolicking which is surprisingly becoming more popular than the drop your pie on your feet competition .The weather stayed dry all day ranging from warm sunshine to dark and overcast and an enjoyable day was had by all. In addition to our cars there were some nice rare Triumphs on show - a GT6 mk1 , a Triumph 1500 and a four door front wheel drive 1300 .

Just as we were packing up and leaving at 3:30 it started threatening to rain but it held off till we got onto the M50 when Dotty said " What we lacked in rain in up until now in English

TSSC AREA NEWS

England will probably be made up for by the rain we will have later in Welsh Wales " I said " Your probably right my dear just like you always are "

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk Email Trevor: trevorcarlyle@btinternet.com or Martin Berry: berry223@btinternet.com

Breamore 14th August - Much to our surprise, we won best club stand! How? We do not know, as we had just slung the cars together, true we had a wide variety of models from Dave's 1937 Gloria "Southern Cross" right through to Jerry's 1983 Acclaim, complete with 1960's caravan and all the various models in-between!

Beaulieu Auto Jumble, 2/3/4th Sept, where Dave, Trevor and myself shared a stall with our auto jumble friends, was a reasonably successful weekend, although the weather let us down a bit.

Will let you know next month how the rest of September went, we are meeting at the Baker's Arms for Swanage Railway, 11th Sept, which for any train buffs is a must!, with free train travel for the weekend included. Some are still planning to go to Thornfalcon, nr. Taunton on Sunday 18th September. It was decided at the last meeting to postpone Hollycombe Steam Museum at Liphook, as they only operate a very limited timetable during the winter months, we will think about organising a trip next year. So that is a brief précis of our remaining plans for this summer, what summer?!!. If you need more information, best to contact Trevor, or I will let you know, as and when I get it, either in next months report or via the Wessex Triumph group email. That just leaves me to mention again the Christmas Dinner! Yes! It's that time again! I think last year went down as a success and some have voiced their opinion to have it at the same venue this year! It was decided at the last meeting to go back to the good old Tyrrells Ford, it has been provisionally booked for

Friday 16th December, we did try for the Saturday, but that had already been booked!

Next meeting will be at the Tyrrells Ford, Thursday 27th October.

WEST MIDLANDS Tel. 07969 024999 Chris. 07505 110922

Was our last meeting of Tuesday 6th September 2016 the last to be blessed with a fine sunny evening which enabled us to show off our beautiful cars, or will we get at least one more meeting on Tuesday 4th October before the weather and the dark nights close in?

At our last meeting although quite a few of our regular members were away taking well deserved vacations we had a remarkable array of cars on display on the forecourt of the Drakes Drum Pub, consisting of ;-

3 Vitesse Convertibles, 3 Špitfires, 2 GT's, 2 Acclaims, 2 Herald Convertibles, 2 Herald Saloons, 1 Dolomite, 1 - 2500 and a beautiful Standard 8. I hope you have all noted the emphasis on the 2 Triumph Acclaims, thanks Charlie I have been on my own for far too long.

I think everyone must agree a remarkable turn out of beautiful cars across the whole range of Triumph Cars. Well done

WEST MIDLANDS . . . WIRRAL



TSSC AREA NEWS

West Midlands Continues

everyone, that's where they should be, on display for everyone to admire rather than either shut up in a remote garage, or abandoned in a yard or barn.

We seem to be coming to the end of organised events with the end of September apart from the Classic Motor Show being held at the NEC in Birmingham on the 11th, 12th and 13th of November 2016. The ticket line for the show is 0871 230 1088. For single tickets quote code CSWCMS16 and for family tickets quote CFCMS16.

The South Midlands Classic Car Meet will be holding their Sunday meetings throughout the winter at the Stratford Armouries Museum, Gospel Oak Lane, Pathlow, Stratford upon Avon, CV37 0JA, from 11am until 3pm, on Sunday 8th October, Sunday 27th November and Monday the 26th December if you have nothing to do on Boxing Day. Take along your turkey sandwiches and meet other minded people.

Personally during September I will be attending the Steam Rally at Stoke Prior, Bromsgove, and I hope the Totally Triumph 2016 in Norfolk which has replaced the old Norfolk area Mile of Triumphs.

I will be resuming our popular raffle at our October meeting, with the nights getting earlier folks will be coming back inside the pub from the forecourt making it easier for a chat, raffle and notices. One of the important subjects on the October agenda will be to decide on where and when to hold our Christmas dinner. I have several venues on offer, as members asked that a new venue be considered this year preferably one not serving Christmas fayre. Its your Christmas Meeting as well as a dinner so I want it to be one in which you will be pleased.

As we come to end of the year I want to hold a more formal meeting in November, and although we have never organised a proper committee, I want the meeting to be more or less the Annual General Meeting of the area. At this meeting we can discuss the financial state of the club, the events of the past year, and more importantly looking to the future, and steps we can take to improve the club even more. Its your club, your views are important, so please let me know of any item you want included in the agenda.

I think that's all for now so I wish you all well, try and spend the last few weeks of good weather making the best use of your vehicles before you do as I do and wrap it up nice and warm for the winter.

Don't forget to get the anti-freeze in the radiators checked if you are not draining them for the winter.

Cheers

the guy with the Triumph Honda

NOTE to ALL:

If I don't reply to your email or you get an undelivered message then I Haven't received It!! Bernard, Ed.
Please Ring and check
01858 434424

WIRRAL

Tel. 0151 625 3172

Hello all. Quite a few events over August to report, most went very well and a couple rained off - and a short synopsis of a fantastic Scottish road trip. Early in the month was the North Cheshire Classic Car Show at Claremont Farm, Clatterbridge. A beautiful day, there were 211 cars exhibited with at least 8 from our club and visitors reaching well into four figures apparently. The day went very well and Claremont Farm proved a worthy showground once again. The Hoylake lifeboat day on Monday 29th August Bank Holiday was a huge success raising more than £22,000 for the charity. A little disappointing that the planned air displays had to be cancelled but the sun shone and a Gyrocopter as well as the New Brighton hovercraft and West Kirby's Hagglund BV201 tracked vehicle & D Class lifeboat performed for the crowds. The Wirral Classic Car Club was in attendance, including a couple of excellent TRs. On Sunday 4th September, at least 10 members, including the mighty Peter Dunn (sorry Pete) in his recently completed Vitesse (which looks stunning), made it to the Cholmondeley Classic Car Show which began with a hint of rain but ended with a lovely sunny afternoon. This is one of the biggest car shows in the North West with over 1000 cars present and was a great day out by all accounts.

On Monday 5th September 'race ace' Damon Hill graced the Wirral Peninsula for a Q&A interview and book signing in Thornton Hough Hall. What a lovely, enthralling chap he turned out to be, very down to earth and over a couple of hours recalled many stories and amusing anecdotes that pleased and impressed the 300 strong crowd no end.

Stepping back a couple of weeks and that road trip I mentioned. On the 16th August, Steve "Bear" Hill, his lovely sow Carol (that's a female bear if you didn't know) and pooch (Dog) Tilly set off on an epic 1300 mile trip around the Northern Coast of Scotland from their home on the Wirral in their well loved Vitesse Mk 2 convertible. It turned out to be the trip of a life time taking in some of the most stunning scenery in Scotland over a 5 day period. The 'North Coast 500' (Scotland's answer to America's 'Route 66' as the Scottish Tourist Board describes it) is a 516 mile circular route, starting from Inverness, weaving along the west coast to Applecross and then northwards towards Torridon and Ullapool. On through some of the most northerly coastal points in Scotland, passing by Caithness and John o' Groats before heading south again through Dingwall and back to Inverness and indeed, lived up in all ways to the hype. The Sun shone, the Vitesse performed faultlessly and Steve and Carol were in absolute awe (open mouthed catching midges) throughout. Even the accommodation and food (yes, porridge and haggis along the way..) was good! The Vitesse proved a popular talking point with locals along the route with many a picture taken. So all the 'S's: Superb Sun, Smiles, Stuffed, Selebrity (Okay, Okay...), Stags (real ones), Stunning Scotland, just about sums it up. Steve and Carol's advice: GO NOW! Look out for Steve's full account of their adventure which will appear in this or a future magazine.

Tuesdays (6th September) club meeting at the Cottage Loaf was well attended with plenty of mutual admiration (and of cars) in the car park followed by good company, conversation & chips in the pub – do come along if you are near, you will be most welcome. Noticeably the nights are starting to draw in (so more time inside the pub!).

Something new we have introduced, for those no longer on the great work treadmill, is a breakfast meet-up on the 3rd Thursday of every month 9 – 11am at the Vintage Tea

WORCESTER

Rooms on the Chester Road. You don't actually need to be 'vintage' but be prepared to have the same conversation twice (joking).

Events coming up:

15th September 9:00am Vintage Tea Room Meet up,
Chester Road;

22nd September Canal Boat Trip Preston
Brook to Stockton Heath;
Sat/Sun 24/25th September Birkenhead
Festival of Transport;
24/25th September North West Vintage Rally,
Victoria Park, Widnes;
25th September Static Show,
Gordale Garden Centre, Burton;
24/25th September High Legh Festival of Transport
(to be confirmed), Knutsford.

Call me and I can point you towards the right contact.



WORCESTER Tel. 01527 894125 www.tssc-worcester.org.uk

That's it. Have a great month.

Hi Folks. Well it was always going to be too good to last so sorry for missing last month's write up but I was on holiday so missed the deadline. However it does mean that I have lots to write about – harrah! In no particular order here are a few of our recent iaunts:

We did our own fish 'n' chip run to Bewdley, always a well attended trip, this year was no exception, especially as the weather was kind to us meaning we could sit outside watching the ducks paddle downstream. We did manage to sample a couple of the local ales in a handily placed hostelry to round off the evening – well the passengers did anyway.

Every other year Birlingham Cricket Club hold a car rally on a Friday evening which brings out all sorts of interesting stuff. This year they were blessed with good weather so it would've been rude not to turn up armed with a picnic - this we duly did and it was a fabulous spread! John B even made a sticky toffee pudding and he now has the job for life, sorry John. Armed with a clotted cream scone a few of us wandered off to see what had turned up, I can tell you it was an eclectic mix with stuff you don't normally see but don't ask me to name any because I can't remember – if you're in the area in two years time come along and see for yourself, and then tell me! Some members of our group joined up with the Gloucester area who did a joint run out with the TR Glavon area (with me so far?!?) covering several bridges over the Severn. Unfortunately I couldn't do the run as I was on holiday, but as expected it was a fantastic day out covering most of the Gloucestershire countryside and ending up with a slap up Sunday roast (who'd have thought eh) - hopefully I'll make next year's, there will be one won't there Jane?

A few of us made it to the Silverstone Classic, and what a superb day out it was, I can see why people go for the weekend. I went on the Saturday and met up with a friend as she was helping me out with some work I had to do. We arranged to meet at the stand and I didn't realise how close to the action they put the clubs. If you were feeling particularly lazy you didn't have to move from your car to see the racing. However I wouldn't advise this as you would miss out on soooooo much. The racing is competitive (which always amazes me when you think how much money is tied up in the cars, but I guess that's what insurance is for), the fun fair is free, there are loads of other clubs to check out and plenty of traders who will happily help you spend your money.

TSSC AREA NEWS



The GT6 owners were happy as they got onto the track for their parade lap just as the evening sun came out, there should be a few good pictures of that somewhere. After a bit of evening racing there was the balloon night glow to watch and the concerts to listen to, all in all a brilliant day.

Last up (well of what I can remember) was Bank Holiday weekend. This means gate crashing the Gloucester BBQ at the Royale Family's pad – thank you for your generosity again – and sampling lots of homemade puddings, I can confirm they were fabulous as ever. Monday saw a run out to Devil's Bridge via Builth Wells and the Drovers Road. Again we were lucky with the weather and had our tops off all the way, which meant ice creams at the end – yippee!

I'm sure more things were done by club members, Andy and Gaye went along to the Severn Valley Railway for their classic car weekend and had a great day travelling by train to the various stations to see the displays that had been put on. I'm fairly confident breakfast meets would have been attended, Malvern for definite as their fry up cannot be beaten and if it involves food we do have a proven track record. Over the Bank Holiday we had the Webbs Show and the Pershore Plum Fayre which attracts hundred's of cars and I think Bev went to one with Lynn and Andy trying the other. All in all this means that many Worcester members have been out and about enjoying their cars over the last couple of months, if you want to see what else we are up to, come along to our next meeting and see what we are planning.

Vicky

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AND DANCE SAT THE METROPOLE

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ON SATURDAY 10TH DECEMBER

7pm for 7.30pm
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inland including breakfast

Bookings now being taken via Carol Coventry £10 deposit needed for the meal ASAP

Email: carol.63@hotmail.co.uk or ring after 6pm weekdays on 07979464643 / 01726 824523

Please book your own room with the hotel direct on: 01841 532486

We will be meeting at 12noon at The Old Customs House in Padstow for lunch and a pint, let me know if you are joining us, followed by a stroll around Padstow for a bit of retail therapy or more sampling of the real ales. Then it's back to Hotel to dress to impress! Party on and enjoy our Christmas Event





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

www.tssc.org.uk



Come & Join in all the festive Celebrations at TSSC Headquarters!

You can rest assured that you will be made very welcome. We will be offering light snacks, including mince pies for just a small donation, and some liquid refreshments From the 'HERALD' Bar which will, of course, include Mulled Wine and a Guest Ale for Non Drivers.

This Christmas Open Day is going to be one to remember. You will be able to meet some of the Directors & Staff of the TSSC and Editor Bern will also be manning his Infamous workshop "Bizarre Bargains" Stall.

The Club Shop will be Offering 10% Discount over the Counter Offer NOT applicable to Club Gift Vouchers, Website & Phone orders or on Items already discounted as December offers.

Sunday 4th December 10.00 am to 4.30 pm

Don't miss out this year!!

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