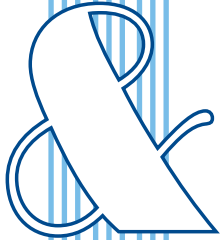


# Toledo

1500



## Triumph Toledo



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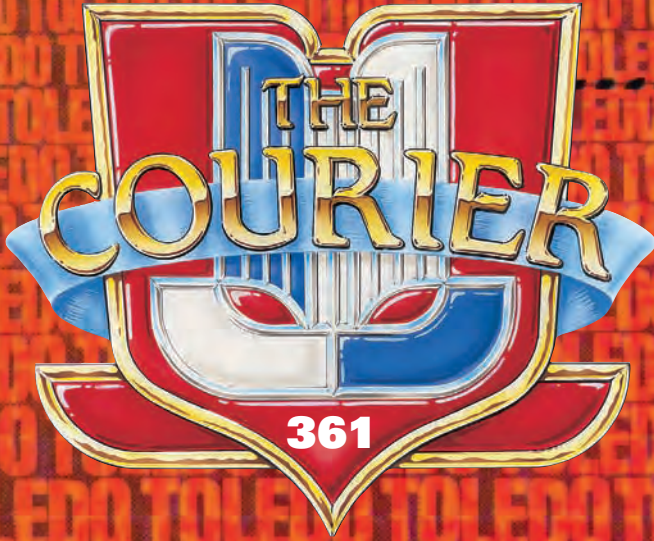
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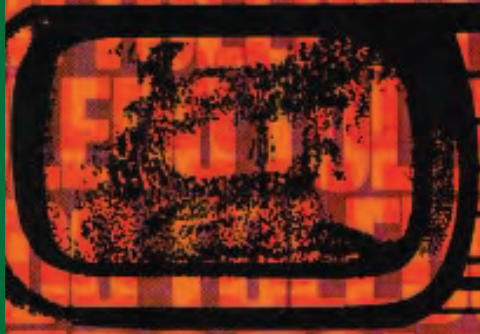
Triumph Sports Six Club

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JULY 2010



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# TRIUMPH TOLEDO

JULY 2010

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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**  
No.361 Vol 32. JULY 2010  
Price £3.50 Free to Club Members.

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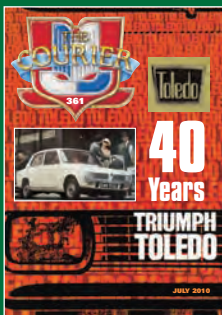
## COUNCIL MEMBERS 2010

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Claire Hill, Nigel Hill, Derek Holman,  
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Peter Williams.

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

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

**PLEASE SEND ALL 2010 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: trudiprettyjohns@tssc.org.uk**

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### July 2010

**FRI/ SAT/SUN 2/3/4 JULY 2010**  
**TSSC NEWBURY AREA CAMPING**  
NEAR FORDINGBRIDGE HANTS  
CONTACT DAVE OR MARY 01635 868640

**SAT/SUN 10/11 JULY 2010**  
TSSC DEVON AREA CLUB STAND AT  
**THE POWDERHAM SHOW** NR EXETER  
CONTACT SUE & JOHN FRANKLIN  
01548 821348

**SUN 25 JULY 2010**  
**TSSC NEWBURY AREA CLUB STAND**  
CLASSIC CAR SHOW  
AT NEWBURY RACECOURSE  
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### August 2010

**SUN 1 AUGUST 2010**  
TSSC LEICESTER & RUTLAND  
**SUNSHINE RALLY - BROOKSBY HALL**  
CONTACT DAVID 07774 276564

**FRI/SAT/SUN 20/21/22 AUGUST 2010**  
**TSSC**  
**INTERNATIONAL**  
**FAMILY WEEKEND**  
**STAFFORD COUNTY SHOWGROUND**

### September 2010

**FRI/ SAT/SUN 3/4/5 SEPTEMBER 2010**  
**TSSC LINCS CAMPING WEEKEND**  
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CONTACT PETER 01582 750943

## CLASSIC CAR SHOWS (CLUB INVITED)

### November 2010

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[www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)

## OVERSEAS EVENTS (CLUB INVITED)

### September 2010

**SAT-SUN 4-5 SEPTEMBER 2010**  
**28TH INTERNATIONAL SPITFIRE**  
**WEEKEND - VINKEL (NOORD BRABANT)**  
NETHERLANDS  
Contact Steef & Gerrie Odijk  
email: isw@spitfire.nl

# Comment

BY NIGEL CLARK E-MAIL: [nigel.clark@tssc.org.uk](mailto:nigel.clark@tssc.org.uk)

## Agreed Value Insurance

This is becoming a perennial topic in the Comment column, but I make no apology because of its importance. Since the Club Insurance Scheme was set up more than 20 years ago, Agreed Value cover for our Triumphs has been an essential part of the scheme.

Agreed Value cover is very important because, should the worst happen and your car is stolen, or badly damaged, it is likely to be written off. Without agreed value cover, an insurance assessor will put a value on the remains of your pride and joy which is probably much less than what it would cost you to replace with an equivalent Triumph. To the average insurance assessor, our cars are nothing special, simply old cars.

If you have Agreed Value cover in place and you are unlucky enough for your car to be written off, you will be paid the sum on the Agreed Value Certificate (less the policy excess). It really is that simple; there is no quibbling, no trying to negotiate with a hard-nosed insurance company claims department. In the rare cases where there is any problem over getting the claim paid, the TSSC can help. The back up of the TSSC is one of the great benefits of club membership combined with Agreed Value cover.

It's straightforward to set up Agreed Value cover, but surprisingly, we are noticing that fewer TSSC members are requesting valuations this year than in the past. To get your car on Agreed Value, simply fill in the TSSC Agreed Value certificate and post it to the Club Office with at least four recent photos of your car and the fee of £12 (this was reduced two years ago). At the Club Office we check the condition rating against the photos, set a value on your car using tables of car model and condition then send a copy of the certificate to your insurer. Alternatively TSSC officials can inspect and value your car at many TSSC events, including the International Family Weekend at Stafford. The original of the certificate is sent back to you to keep for your own records. Around a week later you will receive a letter from your insurer confirming that your car is on Agreed Value cover. The certificate is valid for two years, at which point you need to have your car re-valued. Regular re-valuation every two years is important because market prices of Triumphs and the condition of your own car may have changed with time.

Just to make it as easy as possible for you to protect your Triumph with Agreed Value cover, a blank certificate is



**Lining up for Prescott Hill**

included with this issue of the Courier.

Now let's talk about events.

It was great to hear that everyone enjoyed the Standard Triumph Marque Day at Prescott a few weeks ago. Organising such an event is a sizeable undertaking and required a lot of volunteer support. Without willing volunteers giving up their time, we simply would never be able to have such an event. Organising it took the combined resources of the Stag Owners Club, the TR Register and the TSSC.

So I would like to thank everyone who made it possible to hold such a great Standard Triumph Marque Day at Prescott. In no particular order, our thanks go to:

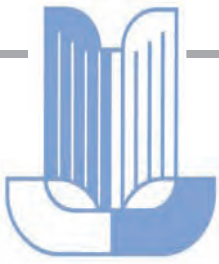
- TR Register Cotswold Vale who ran the gate.
- Jane Rowley and TSSC Gloucester Area for the Saturday night BBQ.
- Pip, Frank and TSSC Manchester Area for Campsite marshalling.
- The many volunteer car park marshals.
- The Organising Team, which included members of SOC, TRR and TSSC.
- The Bugatti Owners Club marshals in the hill.
- Rimmer Brothers, Triumph World and Lavenham Press for sponsorship and support.

I do apologise if anyone has been left out of the list. All your hard work is very much appreciated.

Finally, I hope to see you at the International Family Weekend at Stafford County Showground from 20th – 22nd August. Claire and Nigel Hill are again putting a tremendous effort into organising our premier show of the season and this year is set to be another big one, with a record trade attendance promised.

To book your places, simply complete the booking form in the Courier and send to the Club Office, or go to the Club Shop on the website where tickets are available.

See you next month at Stafford.



# NEWS REVIEW

## Your Monthly round up of all News of a Triumph Nature

### Sunderland Court Opening Hours

The TSSC Office, Museum and Club Shop have traditionally been open from 9am to 5pm every day of the week, and selected Saturday mornings.

At this time of the year, the TSSC staff face a particularly heavy workload, with a large volume of new members, renewals, insurance valuations, orders for the shop and of course the events season in full swing. The high volume of phone calls makes it very difficult for the small team here at Sunderland Court to keep on top of all these tasks.

Since Monday 14th June, for a 3 month trial period, we have changed the times when phone lines are open. While Sunderland Court will continue to be open from 9am to 5pm, we will change the times when we offer a full telephone service to 10am to 4pm.

Outside these hours there will be an answer phone service and you are welcome to leave a message, to which we will reply as soon as possible.

I hope that this change will not inconvenience TSSC members, as it is intended to enable the team at Sunderland Court to give the best overall service possible.

**Nigel Clark**  
General Manager

### Winner of Caption Competition



There was a poor response to our caption competition, which was disappointing but the winner was Mark Hall from East York's with his caption of: "**MG's still outnumber Triumphs two to-one**(but they will never be as good looking)". Congratulations Mark a £10 TSSC shop voucher is on the way to you.

**Roger Hayward**  
TSSC West Midlands AO



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# HQ OPENING TIMES

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**AUG - OPEN AS USUAL**  
**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**  
**HQ CLOSED AUGUST 19<sup>TH</sup> - 23<sup>RD</sup> INCLUSIVE**  
**FOR INTERNATIONAL WEEKEND AT STAFFORD**



The Club Shop will be attending the forthcoming show  
**TSSC International Family Weekend**  
**Stafford County Showground Aug 20/21/22**

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## Council of Management Meetings

**4<sup>TH</sup> JULY 2010 & 26<sup>TH</sup> SEPTEMBER 2010**

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Vivien Thompson**  
**TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster**  
**South Yorkshire. DN5 7LG. or email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)**

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[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**

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# Young Member's Co-ordinator



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e-mail. [chrisbaker\\_7@hotmail.com](mailto:chrisbaker_7@hotmail.com)



## Chris Baker

## Wollaton Hall Find

**T**he day didn't get off to a good start and I didn't feel optimistic about the turn out when it was pouring it down with rain at 9.30am. However when the rain settled so I popped down to see what was going on. Amazingly a huge number of classic cars had turned up to the event, if it wasn't for the new lake in the middle of the auto jumble you wouldn't have known the morning had been so horrendous. The 4 hour break in the rain left a good enough opportunity to have a good look around the cars in the show.

### Triumph Herald Coupe

Both Corgi and Dinky released models of the Triumph Herald, Corgi releasing a Gold and White and Blue and White coupe versions,



whilst dinky decided upon a Green and White saloon. In proportions the Dinky model is more accurate, the Corgi coupe version being slightly wider than it should have been as this made the model appear to look more correct in scale and generally more appealing, a trick still being used by many scale model manufacturers today.

But who really cares about little size differences? Because what 8 year old model car owners in the 60s cared about was features! It was the Corgi version that featured the exotic looking coupe roof and opening bonnet, whilst also having Corgi's suspension systems to handle the rough terrain of a garden, brick wall or bedroom floor.

Usually I would be against repainting a classic collectors item such as this, however this models paint work is in very poor condition,





## Young Members Co-ordinator

it's unboxed and even failing to have a set of four matching tyres, one of which is much larger than the other three. It was picked up for the reasonable sum of a couple of a couple of pounds in the Wollaton Hall jumble. Mint boxed versions of this model typically fetch around £50 - £80, the Blue and White model being the more desirable of the two Corgi models.

Aside from the poor paint and dodgy tyres this model is in reasonable condition, the glass is complete and removable air filter is in place, with a lick of paint to match the full size Herald in genuine Triumph Powder Blue and Sebring White, it should make an authentic replica. Other details such as the badges the running strips and an attempt to recreate the car number plate may be added if I'm feeling ambitious.



To prepare the model I gave it a thorough cleaning with a toothbrush and a soapy

solution. It looked like it had been left festering in a garage or the bottom of a lake for a fairly substantial period of time. Looking at what lay underneath, the chipped areas of paint were flaking off and this would be a poor base to paint on top of. To ensure the paint would stick



unfortunately some of the original paint would have to be carefully sanded smooth ensuring no detail was lost. Using a paint remover would more than likely damage the glass and unfortunately these models are riveted together making painting the body separately difficult.

The paint is added in very thin coats, it took several attempts to get the paint looking like this.

In next months article I'll peel off the masking tape to reveal whether the paint has been a success. It may be a total disaster or it may look 50 years younger.

On a final note thanks to Ben Paviar for this awesome picture of my Spitfire he took at the Griffins Head car meet!

*Chris*





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## Derek Giles

# SU Stub Stacks

**Y**ou may have noticed over the past few months my column has not featured as regularly as it used to. This is because I have an inflamed/trapped nerve that is proving difficult to control for more than

short periods of time. At the moment medication is managing to keep it under control for 50% of the time so hopefully this report will be coherent enough to make decent reading.

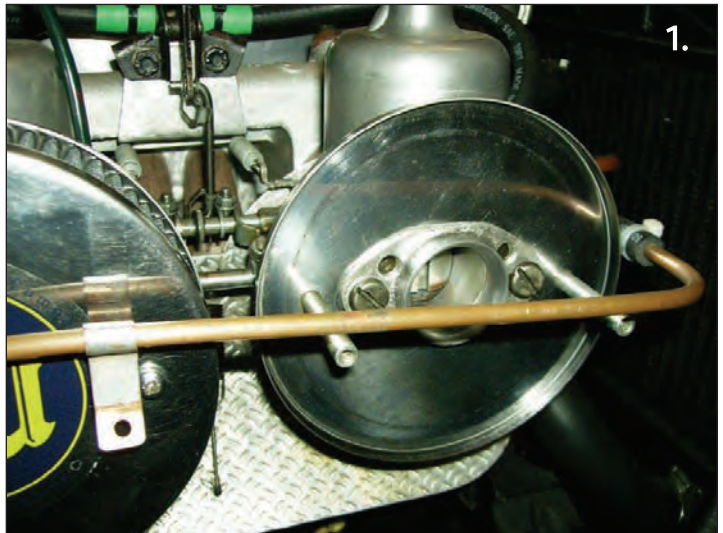
I am not a regular reader or contributor of the club message board but certain interesting and sometimes perennial topics do crop up at intervals, so I thought I might offer my thoughts on one of them this month.

A subject often on members' minds is the use of K&N filters on S.U. carburetors. It is not readily realised though, that to make them work better, stub stacks should also be used. Just to clarify the situation, we are talking about something fitted inside the filters (*photo 1*) and not the open bell-mouth (ram pipe) device that replaces the filters which probably look and sound good but does little else.

The idea behind the stub tack is to improve the airflow into each carb by offering a

smooth, curved surface over which the airstream flows. They also pick up the air from nearer the centre of the filter which presumably must be better than dragging some of it at 90dg from the back surface of the filter.

I found the original K&N ram-stacks are somewhat crude and in my opinion need some work to remove uneven and rough



areas, so if you are using them be prepared to expend some elbow grease. There is though an alternative (*photo 2*) which as can be seen offer a much smoother profile all round! They are larger overall, but I feel this is compensated for by offering better airflow from a larger area of the filter. I have just changed to this type (*photo 3*) and will, over the next month or 2 and assess how they

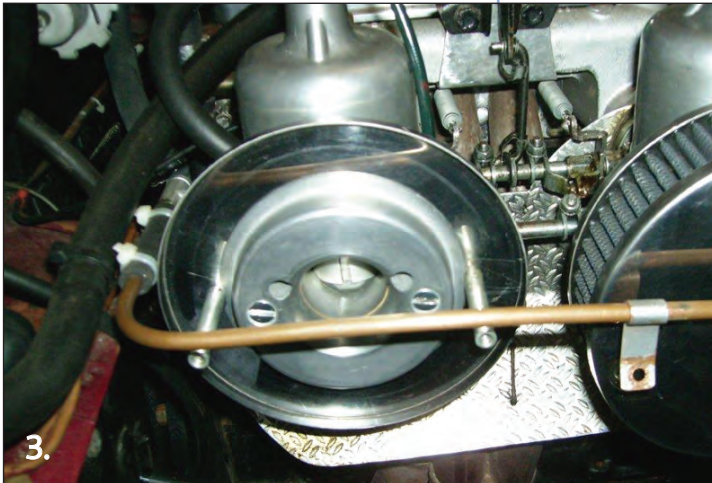
2.



mods and uses a pair of (HS4) SU 1.1/2" s, fitted with not only K&N's and stub stacks but also a Mk3 Spit cam, yellow damper springs and AAQ needles. This set up has worked well for me with good fuel consumption and per-

compare as far as performance and fuel efficiency goes. More air means more fuel but

formance. I will now though, try it with other needles (AAK, AAR and AAT) so as to satisfy myself of the best combination; a report on my findings should appear in a couple of months!



3.

also better burning characteristics, so perhaps less throttle for similar power!  
As you may know my car has a few engine

require changing as well.

Cheers for now,

*Derek*

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**Rob Newton-Allen**



## And now for something completely different!

**T**his Month I am handing over to our Indian Herald correspondent, so over to you Shyam...

### Greetings to all from the East!

It sure feels refreshingly joyous to be contributing something to the Courier after a long silence! More so with the dehumanising heat spell we have to undergo here in India at this time of writing. But now being June, we're luckily nearing the end of it.

Some of you would remember my previous articles published in the Courier, featuring Heralds and their derivatives in India.

This time around, I intend to share something different, considering that I generally prefer to talk about decent and 'unmolested' if not concurs examples spotted here in the sub-continent.

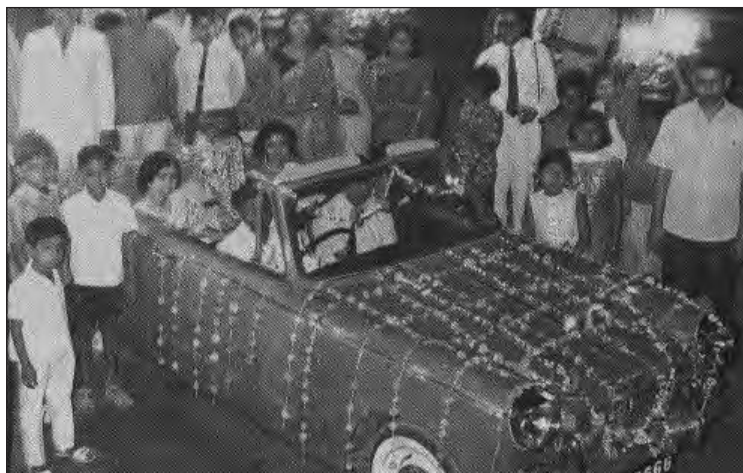
And I got the idea on this feature after having received some photos from a couple of my friends online, taken of some rather uncommon examples of Heralds and Gazels still running around here. And how are these uncommon?

Well, if you've ever watched Indian movies, old or new,

you'll know how grand weddings are generally celebrated in India. And much in keeping with their grandeur, is the long-existent tradition of using 'wedding cars' on hire, specially for transporting the bride and groom (and pretty much anyone from the procession who hopped in) throughout the marriage procession.

Until the recent past, hired wedding cars were primarily old British and American cars, especially with fins and chrome, which were reasonably decent and cheaply available, and thus, with a little flamboyant 'finishing touches' served as an ideal chariot for a couple beginning their nuptial journey.

And in this context, Heralds became the preferred cars for this business in most Indian cities, the main reason being their bolt-on roofs, which were relatively easy and cheap to take off and turn the car into a makeshift convertible, as opposed to



## HERALD 948 -1200 -1250 Register

other saloons that required torching / brazing / chiseling for executing this job. So back in the days when Heralds were available to you cheap and plenty in India, all you had to do was unbolt the roof with the B-pillars, paint the whole car red (and in few cases white) usually with cheap paint, and voila! Your car's hired, with a chauffeur if you didn't self-drive it, when there's a wedding around the corner! The charges vary depending on the distance to be covered (most of which would determine the fuel expenses) and how lavishly you'd want the car to be decked in flower garlands for the occasion.

Opposite is a 'period' photo, showing one such Herald at the height of its tenure, hired all decked-out for a wedding with the equally decked groom seated in the rear seat.

In recent years, however, Heralds as wedding cars on hire have become a rare sight, being replaced with relatively newer but obsolescent castaways. The reason mainly is the diminishing of locally available spares, thus the cars becoming economically cumbersome on non-enthusiast owners who intend to have them only as a commercial source of income. There are fortunately

where incidentally these cars were assembled. And in some cases, it's not just Heralds but even their Indian derivative, the Standard Gazel, which can be seen sojourning along for wedding processions. This is surprising as it is relatively complex to turn a Gazel into a convertible, the roof being integral with the bodyshell, making it almost a monocoque, unlike the Herald. It is to be noted though, that not all the wedding cars are maintained in keeping with their originality aspects, as the owners have a different perception of what looks attractive or works out practical for the car in the present context. So, often you find them having undergone varying levels of irreversible modifications, usually cosmetically and bodily, apart from being made 'convertibles'; kind of like what Cubans do to keep their American Iron going young and healthy. Often these cars, with the forced preservation, also tend to lose some of their trim, badges and other distinctive fittings that are never replaced. Many are also poorly maintained on the cheap and thus bodily tend to deteriorate, superficially spruced up to serve when the occasion demands.

TMY 1598 is a reasonably decent example of



exceptions still to be seen in the southern part of India, especially in the state of Tamil Nadu and its capital city Madras (now Chennai)

a mid '70s Gazel converted into a convertible wedding car, sent to me by a friend Mr. Sarvanann from Madurai, Tamil Nadu.

Yet another Gazel is TMY 116?, spotted on wedding duty by a Dr. P N Dhamodharan at



money and space, he literally tried putting '2 and 2 together', which resulted in the mutation that the car has turned into!

It did result in an improvement on the Gazel's fin-less rear end though!

Madras. Note the non-original front bumper and the lorry/bus bull-bar fitted on the front!

A rather extreme example of a modded up wedding car spotted again by Mr. Sarvanann



TMZ (₹)353 is a Mk1 Standard Herald ('63-'65) in use as a 'wedding-car' in Madras, photo found in a Flickr album.

in Madurai is MDN 5874- originally an early (1961-62) Mk1 Herald, as can be seen in the B&W photo when the car was relatively new. It would've been painted red even then. The owner happened to have a couple of Gazels, also hired out as wedding cars. So, in a bid to either come up with something different or save resources on 14



## HERALD 948 -1200 -1250 Register

And the one that takes the cake- MSW 5820, yet another '61-62 Mk1 Herald, at least technically. Spotted by my friend

bits from a Plymouth. I wonder if it's worth finding out what's under the bonnet though!



Surprisingly, the Gazel in the background, also owned by the same guy, seems untouched and well-maintained!

Well, 'hope that made for interesting reading, and more news on Heralds in the sub-continent in future!

Kind Regards

*Shyam Krishnamachary*

Jaykumar in Madras. Apparently not being satisfied with having just a plain old Herald as a wedding car, the owner has experimented to the maximum level of Frankenstein-ism with Michelotti's original design. The front grille comes from a scrapped late 40s Cadillac, and most part of the 'new' body panels, including the tail-lamps and XXXL fins from a scrapped 50s Buick! There are also other brightwork



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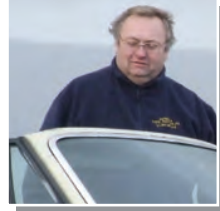


# SPITFIRE MkIV/1500 Register

e-mail [spitmk4and1500@tssc.org.uk](mailto:spitmk4and1500@tssc.org.uk)



## Derek Ford & Hugh Glossop



O

okay so anybody that makes that statement deserves everything they get and here's a story of just that someone.

Three of us intrepid Triumphers took a trip to the seaside, bank holiday Monday, *Fig 1*. But with three in the bed the little White one said pull over, pull over, so we all pulled over and we all got out and we gave a little scream and we gave a little shout and the Herald had no brake pads left on the passenger side! No problem say I, 5 minute job that! but Big H had other plans.

Before anyone complains this Herald does have Spitfire front suspension so please forgive me.

Removing both front wheels revealed new pads on the o/s/f/ and no inner pad left at all on the n/s/f. To remove the pads firstly pull out the two small "R" clips and then with a small punch push through the two long pins that hold the pads in place it should then be just a matter of easing the pistons back steadily with a bar and pulling the pads out of the callipers (The pads need to be kept square coming out or they will stick). However Big H had a seized piston so after a frenzied scuffle around the garage, I manage to find a spare scruffy but serviceable calliper, great maybe this will be 5 mins after all, but oh no,

## 5 Minute job that!

on removing the two calliper bolts to remove the seized unit from the vehicle a substantial amount of play was noticed in the lower trunnion bush. Right make this 15 mins, we need a trunnion bush kit got one of those somewhere, let's get on with it.

Now the books will tell you to remove the lower trunnion bolt, slacken the lower shock



absorber bolt and pull the suspension leg forward to release the trunnion from the lower wishbone. What they won't tell you is that the aforementioned lower trunnion bolt seizes onto the sleeve inside the trunnion and will not move. I have encountered this problem on every Triumph I have ever worked on and have wrecked countless lower wishbones and several trunnions but I think I have finally sussed the best method of removal.

The complete front suspension assembly needs to be stripped, we have already removed the calliper so next job is to tap off the grease cap in the centre of the hub remove

the split pin and undo the nut holding the hub assembly to the upright. We decided this would be a good time to change the discs as well as they had scored. You need to remove the four bolts on the rear face of the disc a little at a time *Fig 2* and then thoroughly clean the

upright and finally undo the two top ball joint bolts and slide them out you can now turn the upright and wind it off the trunnion. The two trunnions are sided and opposite threads to each other so you have to fit the correct side trunnion they are normally marked "L" or "R" .

This is a good time to inspect the threads *Fig 3* and clean out the inside of the trunnion ready to be re oiled and assembled. Back to the car and I have falsified the situation we actually ended up in. The trunnion bolt is stuck solid onto the sleeve inside the nylon bushes so



**Fig. 2.**

mating surface of the hub before bolting up the new disc using a little locrite on the studs tighten them up a little at a time to avoid any twisting action which could lead to brake judder.

Back to the upright, you need to remove the dust shield from the upright in order to turn the



**Fig. 3.**



**Fig. 2A.**

suspension to wind it off the trunnion, the bolt can be seen in the photographs. *Fig2A.*

Split the steering arm ball joint from the

upright and finally undo the two top ball joint bolts and slide them out you can now turn the upright and wind it off the trunnion, the bolt can be seen in the photographs. *Fig2A.*

The trunnion can then be cleaned inside and

using a good pair of snips I break away the steel dust caps on either end of the trunnion to allow some sideways movement once all 4 steel caps are out there is sufficient room to get an angle grinder with a cutting disc on, in front and back of the trunnion destroying the bolt but



Fig. 4.

out and the new bush kit **Fig 4** fitted ensure that it all goes together square by using a vice

and for a very deserving charity .

so have a container on hand to catch the fluid and bleed the system thoroughly on completion. Use a new split pin on the hub nuts and most importantly of all remember these are Triumphs .....Expect the unexpected.

St Davids foundation are organising a charity run on 26th September so if anybody can lend their support please contact St Davids as it's a great day out

**Derek**



Fig. 5.

as seen in **Fig 5** you can then reassemble the trunnion onto the car firstly half filling it with oil and don't forget the rubber cap. Reassembly was just a reversal of the removal technique but without all the hassle.

Several things to remember before starting any of this work, when you order a trunnion kit do yourself a favour and order a new nut and bolt and use some Copper Ease grease to try and avoid a repeat performance. Braided hoses cannot be clamped like a normal hose

**Andy Sollis** our esteemed Notts area rep has sent us a few pics of his car with a short description, over to you Andy

**Hi Hugh and Derek,**  
*Thought as it's Stoneleigh day I would drop you copies of the IVR's for my cars with some photos as no idea if they were forwarded from the last secretary ?*



I have recently had a reply back from DVLA re a V888 form - The list of former keepers, which I have typed up and included below with my IVR. I note from the original paperwork V5's that the engine number has never been listed as correct and was simply shown as FMHE on the day it was registered and never changed.

However, if you look at my attached form, I have included the correct engine number now fitted, which

First up is "Sybil" a 1977 1500 Spit fitted with a rare Williams and Pritchard "Sebring GT Fastback" fibre glass hard top. This top involves removing the boot lid and extending the petrol



pipe. I have also had to refit the B post clamps since my purchase as it has either had a new inside panel or they were never fitted.



I have at the same time replaced the lower rubber seals and will later replace the head lining in the roof panel which was falling off when I bought it.



looks to have come from a Dolly at some point. I will update DVLA soon with the correct engine number fitted, although I am surprised it has never been questioned ?

Hope this will give you something for a Courier article? Refurbishment is on going - Next up are the replacement front wings and wheel arches hopefully followed by some minor panel welding (Firewall and boot) and recover the houndstooth seats.

Regards

**Andy Sollis**  
Notts Area TSSC.

# SPITFIRE I - II - III Register



[www.tssc.org.uk/spitfire](http://www.tssc.org.uk/spitfire)  
e-mail. [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)



## Suzie Singleton

## Show & Tell

# W

e're well into the show season now, just in the last few weeks we have been

Prescott Hill Climb under a clear sky and a scorching sun and photos of some of them are

to the Standard Forum weekend at Prescott Hill Climb, Holland (more about that in Guy's Bond article), the Berkeley Castle Classic Car Show and the SHVPS show at Queen Elizabeth Park near Petersfield. In the next few weeks we have a photo shoot at Goodwood with Sybil, the Wiltshire Steam and Vintage Rally at Oare, near Marlborough, Midsummer Madness at the Flowerpots in Cheriton and the Standard Club rally at Wyboston. That takes us to July when we have our annual BBQ and Le Mans Classic and after all that I think we actually have a weekend to ourselves at home.

Whew! We'll need it by then!!



There was a good turnout of early Spitfires at

## SPITFIRE I - II - III Register



I was also lucky enough to find not only another 'car trailer' for my collection but also some more pedal cars.



Following on from my hardtop features I had an email from Nick Davison who has a complete Ashley fastback hardtop, for a Spitfire Mk 1-3. He asked me to include it in an article saying that he would like to sell it to a club member but will be putting it on ebay if no-one in the club is interested in this roof.

included here for you to enjoy.  
We also saw a couple at Berkeley Castle but

will be putting it on ebay if no-one in the club is interested in this roof.



He told me: *"At some time in its life this has had alteration and refurbishment. It comes with a sponge/fabric lining for vibration/sound reducing, Thicker sponge is in the boot part. The glass is real TripleX with date dots. At some time in its life it has also had an addition of roof windows made of perspex (smokey black). It comes with 2 sets of boot hinges (need to be fitted) and 2 types of lock handle (no keys and they also need to be fitted). It also comes with 3 types of bracket fixings.*

*It was originally Red, but has had other colours since, the boot is primed for more coats. The work that was done to put in the roof windows shows rivet work. The header rubber is good, and also the rest of its rubber.*





I am looking for a 3 whole figure price for this, which must begin with a 2. I am in Liverpool and can be contacted on 0151 289 1170.

Cheers,

**Nick Davison**

So, if anyone is interested please contact Nick - and I'd be very interested to hear from the

eventual owner with an article on fitting it. And finally, another of John Curtis's incredibly detailed dioramas to help get us in the mood for the racing at Classic Le Mans.

John says,

"It depicts the Chief Marshall's "pre race briefing" at Silverstone in the "good old days" and contains no less than 24 well known racing drivers of the era. The background panel indicates their names (although it's in French) [Suzie note: these include Mario Andretti, Jack Brabham, Jim Clark, Fangio, Mike Hawthorn, Graham Hill, Jackie Stewart and, of course, Stirling Moss]

I've also included such characters as the local Vicar pointing his pipe at the youth and the local Bobby telling off the youngster with his bike, a "loving couple" , the doctor (in white ) a little Austin7 and owner. Several drivers are having their own conversation as they have heard it all before many times!!

Press photographers of course and the race flags etc. The 6 background coloured panels are actually photo copies (reduced of course) of my original Silverstone programmes which I got when I used to attend the Silverstone meetings in the 60's!"







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# CONCOURS

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**Victor & Vivien  
Thompson**



## Concours Preparation for Beginners (Concours Virgins)

**L**ast year we produced some advice for beginners at concours, although we don't want to appear to try to 'teach grandma to suck eggs', never the less we did think it was worth repeating in the hope of encouraging anyone who's not had a go before to enter.

First of all, the following is by no means definitive advice, simply some very basic tips and guidance on the basis of my experience both as a competitor and as a judge. Remember in your own local area you'll probably have friends who have experience, so speak to them. Also look back at previous Couriers (or borrow a friends) and you'll find lots of useful advice from previous years. Finally if you are really keen, I would recommend a book called *The Complete Book of Concours*, by Ken Hill. This covers preparation, presentation and judging and is published by Temple Press (1987), although quite old is still useful.

So where do you begin to prepare for concours? You've finished your restoration or you've just acquired that car you'd always wanted and

you're very proud of it and you want to show it off. The first thing to do is clean the car thoroughly before going to the event. How far you go is entirely up to you.

Go around everything: body work, interior, engine bay, wheel arches, suspension, wheels, floor panels, exhaust and boot. Imagine the car is going to take a bride to her wedding and you want it looking its best and a thing you can be proud of. Now I've seen cars that have mirrors placed strategically under floor panels which are as polished and immaculate as the body work; this is where a little pragmatism has to come in and for some it's a case of making sure it's not caked in mud and is presentable, so use your com-



nonsense and do as much as is realistically achievable.

The more you can do in advance, i.e. cleaning the interior, boot and under the bonnet, the better as this will save you some work at the show, however you'll still have plenty to do at the event as a result of the journey; flies, mud and rain all conspire to undo your hard work!

At the show systematically go around the car and clean and polish the body work, clean and buff the bright work, look out for smears which might not at first be obvious. Clean the



glass and for convertible owners remember the hood, clean water is good, but there are proprietary cleaners available. The judges will need to see the hood, so put it up ready for inspection. Don't forget the interior, the state of the inside of the car is very important, so remember carpets, seats, dash boards and one place which is always a favourite for judges to look, is in the ash tray (even Master Class entrants have been know to forget this). The place where you like to keep spare fuses, washers and all those assorted odds and ends which you need somewhere safe to keep them, remove them and make sure it's clean.

From experience it's quite surprising the number of even experienced competitors that still forget about the inside of the car and leave cans of drink, CDs, jackets, camping equipment and all manner of rubbish, so go around and make sure its clear of all debris as a final check.

Under the bonnet, make sure major castings are clean, relevant shiny bits are polished,

hoses clean and remove as much as possible any runs of oil and dirt. Again you can use all sorts of cleaning products which are meant for this job, the choice is up to you, but there's no substitute for a bit of elbow grease and lots of effort.

Remember the wheels and tyres and relevant wheel trims; a nice clean car can be let down by scruffy wheels and tyres. Judges do look for obvious things like, do you have the same tyres on each wheel, different makes can loose you a few points. Under the car; again this is entirely up to you in terms of how far you go but at least make sure it's free of obvious dirt. No one is going to inspect with white gloves but attention to detail will always stand you in good stead.

Finally the boot area; remember to clean this and where you have exposed paint make sure it's polished, carpets or mats are clean and your spare tyre is also clean and serviceable. This is a good place to display your toolkit and handbook, which the judges will want to see. It's also useful to display relevant history and restoration information. Although time will be limited, the judges will be interested to know what work you've done and will want to reward those owners who have clearly done a lot of work themselves. You need to remember however, the judges will need access to the boot floor and spare wheel to inspect them. Whilst chatting to the judges use this as an opportunity to pick up tips about how to improve the presentation of you car.

Your hard work will be repaid by the many admiring glances you'll get from fellow enthusiasts and can often inspire others to get a Triumph and so in the long run help keep our cars on the road.

I hope you've found this helpful. If you want to know anything else you can always give us a call or drop us an e-mail.

As last year you can enter by mail (**Form Overpage**), e-mail, or telephone but an important thing to remember is that, at the event entries will this time be only allowed up until **Saturday 5pm** to allow for administration of the concours on Sunday, so **no entries will be accepted on Sunday.**

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# CLUB SHOP NEWS

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by **Garth Jupp**

## New Items

There are two new products in the paint and prep range of products that did not make it into the new catalogue in time.



First is **Brushable Seam Sealer**, we can now provide 1 litre tins of brush on seam sealer for £10.35 & 1.2kg P+P

This is ideal to use over internal bodywork joints, which have been either thoroughly de-rusted or are new replacement panels. This dries to a tough rubbery consistency, which can be over painted to provide added protection of joint areas; it even comes with a brush!

Secondly we have a **Filler Mixing Pallet** for £5.75 & 0.7kg P+P. Now we all know filler can be hiding a great big hole or other nasty, but there are places where it is acceptable and essential to use a skim of filler. If you are anything like me, you are always looking for a scrap of wood or metal to mix the filler on, and if you don't clean it immediately you then need another bit next time. Well if you are in a similar situation, this board is for you. It has a stiff card back with

a pad of tear off sheets. So you mix and apply your filler as usual, then when you have finished, just tear the used sheet off and dispose of it, in the correct way. The board is now ready for the next time you need to mix filler, no more hunting round for something to mix it on.

### Silicone Hoses

There was a miss-print in the new catalogue as it states Spitfire and Herald, without qualifying the models, we left out the words **1500** for Spitfire and **1200** for Heralds. I am looking at earlier Spitfire hose kits, 13/60 and also GT6 hose kits, these I hope to be available in the Autumn. Look out for their details in a future shop news.

### Herald Drum Brakes

Now we have a bit of a plea. Are you a Herald owner that has front drum brakes? If so you may have noticed that they are next to impossible to get shoes for at present and it has been that way for some years. I have managed to get Powerstop who distribute EBC brake products to agree to get the front shoes re-lined. **HOWEVER** we need core stock to start the ball rolling. So please have a search round your sheds and garages and send all your old ones to the club. Once we have a few dozen sets we can send them off to be re-lined, and from then on we will offer them on an exchange basis, and the few pairs we have will be our working old core stock. If when you send them in, you want shoes back re-lined rather than just donating them, then please make sure you let me have all your contact details so I can contact you when we have enough with the cost and then you can pay for the re lined shoes.

### Help me to Help you

You may recall a while ago I asked you to please have your membership number ready to

quote when you phone up to order something from the shop. I have to say the response has been great as it does save so much time, but there are a few people who still say "I knew you were going to ask that", well in that case **PLEASE** spare a few moments to find your number before calling the shop.

Another problem that has come to my notice is multiple web registrations. As I have said before if you do not log in you will not get your membership prices, you will be charged the non-member prices.

However what seems to have been happening is that a lot of members have tried to log in, but can't because they have forgotten their login details and have then re-registered. If you do re-register then use these details to make an online order, you will also not get the correct price, as we have to manually set your permissions (the marker that lets the website know to give you the members prices) when you have registered. So if you have forgotten your login, please contact the membership office during normal office hours or send an email. We can then let you know what the details are and enable you to login and get the correct prices.

Finally I'd like to give you a bit more information about the nature of the Club Shop, and the level of service you can expect. From some enquiries there may be a misconception about the size of our operation. We often get asked by telephone callers *"please can you put me through to someone in the Parts Department"*.

There is only **ONE** person running the Club Shop and I have many tasks including answering the phone to take orders, giving technical advice, processing phone, postal and web orders, picking, packing and despatching the orders, ordering more stock, booking it in, looking for new suppliers and products, chasing suppliers and on rare occasions, dealing with returns.

Other members of HQ staff help out when they can but we are a small team and everyone has their own job to do.

Now I always aim to get orders despatched as fast as possible, but we are not able to guarantee a next day service. We use first class post for items under 2Kg and a next day courier for the bigger items, with delivery being the next day from the date of despatch. Naturally we do get very busy from time to time. The new Club Shop catalogue has been a great success and the volume of orders has shot up – excellent news!

During busy periods we continue to aim to despatch orders as quickly as we can but inevitably this cannot always be on a next day basis. Whenever I know that there will be a delay waiting for stock to arrive, I will do my best to keep you informed.

Please could I ask that you have a little patience, and if you know that you need an item for the weekend, try to order well in advance rather than leaving it until late in the week to order?

*Garth*

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## Colin Lindsay

## Old Sparky Strikes Again!

**T**here's an old saying that states a concrete floor is a device for testing the hardness of any object that's dropped on it. Consequently I believe that distributor caps come very far down the MOH scale of hardness – somewhere in the same area as an egg – and that Mr Shrapnel, the inventor of said ingredient for artillery shell, actually watched the pieces of a dropped distributor cap fly about his garage and shouted "Eureka!"

Yes, I've dropped another one. I did it last year when returning a borrowed distributor, and had to replace the cap with my only NOS spare; and I did it again last week while inspecting a rotor arm, thus leaving me exactly as some wags describe me. "See that tall guy? He's a distributor short of an engine..." So: with the show season well and truly underway and the weekend fast approaching the only thing I could do was to dig out one of my old distributors and refurbish it. When I say refurbish I actually mean clean it with carb cleaner, oil it and make sure it turns without squeaking or wobbling and with what looks like manageable endfloat in the spindle. I have a number of old units lying about, and decided on a Lucas version

rather than the Delco 202 that failed on me last year simply because I have a couple of electronic ignition units in the drawer for the Lucas models; Delco distributors are substantially less-well catered for.

Electronic ignition comes in a variety of forms, and a variety of prices, mostly for the Lucas distributor; Delco versions are harder to find and certainly much more expensive.



My first ever unit was a Sparkrite 2000 module which clipped to the side of the coil, and as far as I could tell made no difference whatsoever to the engine.

I next tried the Lumenition Optron version which uses a six-bladed vane to break an optical beam and trigger the spark; this ran from a box on the

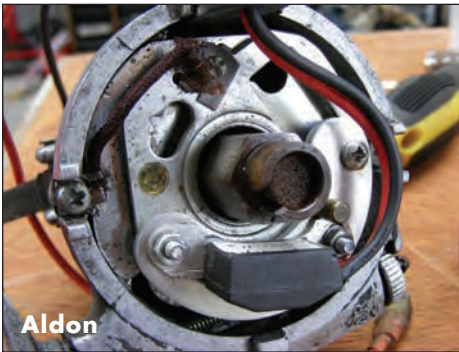




bulkhead and was totally reliable in my Mk3 for a number of years.

A bit more pricey than other versions, but the reliability paid for all. Sadly it was sold with the MK3, and I never bought another unit.

A few years ago I invested in the Aldon



system from TSSC HQ which fits entirely within the distributor cap; the small black module relies on a magnetic collar around the distributor spindle to trigger the spark. This leaves the engine bay looking totally original, and the benefit of the Aldon is that it will – allegedly – overcome problems caused by a worn distributor; handy if yours is original and therefore 40 years old.

The Lumenition version does not compensate for wear, and the manufacturers state that it is much better used with a recon distributor.



There are a number of variations of under-cap electronic module currently available; Accu-spark, Powermax etc, and while there are visual differences - note in the photo how the red unit curves around the central spindle and sits more snugly to the magnetic collar than the flat-faced Aldon – all work on the same magnetic trigger principle, and to be honest finding a difference between them would require more in-depth research that I could ever do. If the unit fits easily with no surgery required, if the car starts, pulls well and is reliable, then I'm happy. There is however a massive variation in price, so shop around.

However when the Mk1 failed to start one evening in the garage and I eliminated all else, the ignition module, rightly or wrongly, took the blame and was banished to a



drawer. Santa, that magical carrier of all parts Triumph - particularly the expensive ones - brought me a 123 Ignition system

which fitted surprisingly easily and ran very well indeed. I removed it recently, for reasons that I'll elaborate in a future article – but with 23 hours to go to the next show, back it went.

Expensive it may be, but amazingly easy to fit and setup. Just connect the red wire and rotate until the green LED lights up, and we're done. After a little bit of experimentation

with the pre-programmed advance curves the GT6 ran better than it has ever done. In the end, we made the show.

A great day's sunshine, burgers and interesting cars of all makes and models



and of course a little red GT6.

The sign says it all – working machinery. They got the first bit wrong, though. For "Danger Keep out" read 'Satisfaction'.

*Colin*

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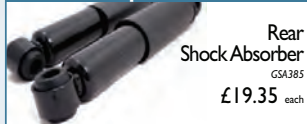


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**Dave Rumens**

## Vitesse 3 & 4 + 5

**H**i folks, July is with us and hopefully we are in for a long dry period to come so we can enjoy driving our Triumphs on those warm summer

days. A couple of months ago Nigel Thorley related his experiences with the Vitesse back in the 1960's. Nigel has kindly agreed to provide more articles covering his long term interest with our favourite car.

Over to you Nigel -

*Previously I related my experiences with an early 1600 and then a new 2.0 litre, finding it necessary to replace the latter with a more sensible saloon. That then continued for a while eventually ending up with a Ford Corsair 2000E (not their best product!). Driving back from Derby one late winter Friday afternoon in the dusk, crawling along the A50 in heavy traffic through the village of Hilton, the*

*local Ford garage, Hilton Garage was still open and the showroom well lit; there I spotted a car that I had to take a closer look at – yes a Triumph Vitesse convertible!*

*A quick turn around, park up and straight into the showroom, I had a quick look around*

*the car, talked to the salesman and instantly decided that I wanted it. The salesman was only too glad to offer me a deal on the Corsair, being a Ford dealer and within a few days I look delivery of Vitesse No. 3 without even a test drive.*

*Another 1967 2litre model, this one was in red with black interior, overdrive and unusually a white hood, wire wheels and thin band white-wall tyres. Registered NRC 35E (does this one still exist?). Picture 1, the*



**Picture 1.**

*photograph of NRC 35E was taken after the hood change. The first and only previous owner had added quite a few other extras like twin rectangular front fog lamps, an additional Lucas rear fog light mounted centre below the bumper, side parking lights*

mounted on the rear edge of the bonnet sides and a Peco large bore single exhaust system emitting in the centre rear of the car. One last item I particularly liked was the sports mirrors fitted on the bonnet, not of the usual bullet type but more oval in shape with the glasses independently adjustable within their frames. I have since tried to find a similar set without success. (Indeed both the Herald & Vitesse had a good following by enthusiasts in the 1960's – Dave)

Being the son of a building contractor he had obviously set their carpenter to work on the inside. There was a well fitted centre console where the radio installation normally sits. Running down to a flush fit around the transmission tunnel, finished in wood veneer, it contained a Pye radio with twin speaker grills, one each side, plus auxiliary switches for the front and rear fog lights and parking lights plus auxiliary gauges for oil pressure, battery condition and clock. It really did look the business and I wish I had a photograph of it to show how professional the installation was.

Over that first winter I found that the White hood was impossible to keep clean from stains so the following spring I had it replaced by the Triumph dealer with a new black one. Coinciding with this the front tyres were getting well worn so I had a new set of Pirelli Cinturatos fitted (with no whitewalls this time!). Apart from that I needed to do no more to the car except, when travelling through Wales on the way to our ferry to Ireland one night, the regulator packed up, so not charging the battery. Unable to get a replacement until our return, my girlfriend just used to "thump" the

regulator under the dash with her hand each time it stopped working!

That Vitesse was finally sold for another more sensible car (another mistake) and that was it for a little while.

During the ownership of the Blue and the Red Vitesse, I often used to collect my then girlfriend from her place at work, the Royal Insurance offices in town. Next door was another office complex belonging to Dennis & Company (accountants) with a covered car parking area. Amongst the general cars in the car park there was always the boss's car, a Rolls-Royce Silver Shadow in regal Red, always kept brilliantly clean and smart. Alongside his wife parked her car and yes, you've guessed it – a Vitesse, a Mark 2 convertible, **Picture 2**,



**Picture 2.**

registered VVT 842G, in white with black hood and a regal red stripe down the side, just like hubbies Roller!

We both used to admire the cars, joking that one day I would own the Rolls and she the Vitesse and that wasn't far from the truth!

Much later, I was now running my own business with a friend and, doing quite well, purchasing a Morris 1000 van to do deliveries. We decided to buy a couple of cars, getting a

better deal by going together and upon visiting the local BL dealership Oliver Rix, we had no firm ideas on what we wanted, until that is, we saw in the showroom a duo of white cars – no prize for guessing, Triumph Vitesse!

My friend Jimmy Bird always liked my red Vitesse and as I took a particular fancy to one of the cars for sale, he immediately opted for the other and so, he got his first Triumph and I got my 4th! His was a 1969 2 litre convertible in white with black interior and overdrive, I

into “classic” cars and when our eldest son passed his driving test we bought him a Ford Anglia and he never looked back, owning a whole range of classics to this day.

Following on from this and my own interest in classics, a director of a company I worked for wanted a nice classic convertible for his wife and I was entrusted with finding him the right car. I saw a Vitesse Mark 2 convertible advertised in Scarborough and took him to view it. A nice car in red, an overdrive model,

it had had extensive work carried out by the lady owner and it seemed a good buy. The deal was done and Glynis, my director’s wife liked the car, using it every day.

Unfortunately using such a car daily, in all weathers, in deepest Derbyshire, didn’t bode well for the bodywork and after a couple of years she decided to sell it for a more modern convertible.

My son was then

looking for a new classic and I directed him towards the Vitesse, **Picture 3**, and so No. 5 entered the family, if somewhat indirectly this time.

Son Richard did a lot to the car, including having the floorpans replaced, a repaint (with white stripe), replacing the seat trim, a new gearbox and wire wheels. The car actually cost a lot of money to put back into good condition and it always seemed to be off the road for some reason, the last time being for a replacement overdrive unit. In the end Richard decided to cut his losses and sell the car on.

**Does that one still exist (see picture 3)?**

That was to be it, finally for Triumph Vitesse – or was it? I now have No. 6 – more on that next month.

Thanks Nigel, see you all next month.  
**Safe Driving & Keep Running On All Six**

**David.**



**Picture 3.**

think registered WRF 986G. Mine was the exact same car from the accountants that I had coveted, VVT 842G – quite a pleasant surprise indeed.

Surprisingly VVT was completely standard because I even had to get a Radiomobile radio fitted but it was a really nice car to drive and, with my experiences in driving the other Vitesse, the revised rear suspension and enhanced performance really showed. As well as my everyday transport it was the car in which I met my future wife and the car we went on our honeymoon in and I only sold it after my wife became pregnant and we needed another, yes another, more sensible car.

Over the coming years and lots and lots of cars, including some Triumphs, Vitesse never entered the equation although whenever I saw one, it brought back fond memories. My interest in cars never lessened and I soon got



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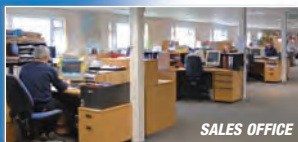
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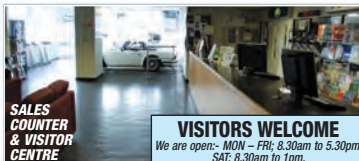
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**Richard Briscoe**



## Steering Woes

**A**s mentioned in the last article, this months article is all about steering woes. The Triumph Stag was fitted with power steering from day one and the system remained basically the same throughout its life, more importantly for us owners the system remained interchangeable throughout the production run.

The main differences were in the actual valves on the steering racks as these were made by 2 different manufacturers. All that this means is that parts from one rack cannot be fitted to one of the other companies manufacture. There were some small changes in the ratio of turns from lock to lock in the life of the car but over time most if not all cars will have had their steering racks replaced.

The system is generally very reliable and consists of 2 parts, the power steering pump and the power steering rack. In good order the steering system should actually feel a little on the stiff side and should be free to turn from side to side with the same level of assistance.

The system uses power steering fluid to operate.

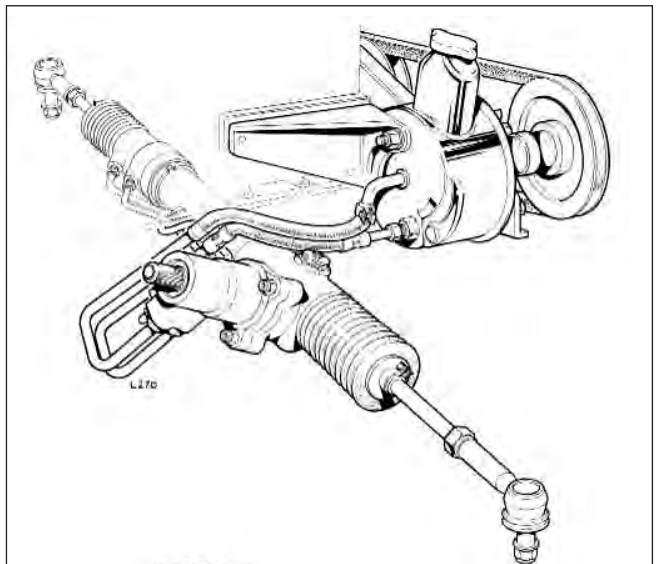
Power steering fluid is the same as automatic gearbox fluid and I suggest owners of automatic cars use the same fluid to avoid

mixing fluids when topping up the gearbox.

The fluid should be a reddish colour and not be cloudy.

The power steering pump provides the hydraulic pressure to power the steering rack and provides some degree of variable assistance. Reconditioned pumps are now available which provide a more resistant feel to the steering.

This is of course down to individual driving preference and in the scope of this article the pump should be in good working order.



Good working order for a power steering pump means that it is free of fluid leaks and the bearings should be reasonable quiet.

Always check the hoses if fluid is leaking as



hydraulic fluid will get everywhere in a leak situation. The bearings always seem to run a little loud but this is different from a growling worn bearing.

There are 2 hoses running from the power steering pump to the steering rack. If you look closely one of the hoses fastened to the power steering rack is secured with a jubilee clip. This is the low pressure or return hose. The other hose is secured by a threaded fitting. The power steering rack looks a lot more complicated than it actually is.

The rack is built a lot more substantial than a small chassis Triumph, even the arms which attach to the front hubs are a lot thicker.

The rack operates as the steering wheel is turned in basically the same principle as a non power steering rack, i.e. as the rack is turned a geared metal bar is turned by cogs which moves the interior of the rack side to side. The steering tie rods which are connected to the inner part of the rack are then moved from side to side. The hydraulic part of the system provides assistance as the wheel is turned by opening a set of disks which allow a varying quantity of fluid through hence assisting the driver to turn the wheel.

This system means that should the power steering system fail the driver retains the ability to steer the car. In practice Stag owners will only use this function should a hydraulic pipe fail or the steering pump fail. Stag racks failing through old age generally get lighter and lighter in feel. I always liken the feel of a failing rack to those films you see of people driving cars and even though they are driving a straight line, they keep turning the wheel from side to side. The lightness will eventually reach a stage where you can turn the wheel

from lock to lock whilst stationary with just your little finger. This is usually accompanied by an increasing lack of feel as you drive the car, along with the power steering fluid turning

brownish and cloudy as the rubber seals break up in the system.

To replace the steering rack you need firstly to disconnect the battery (As a safety feature) The next job is to jack the front of the car up and put strong axle stands under the front chassis members. Chock the back wheels and put the car in gear or park with the handbrake on. (Try to avoid jacking a car up on a trolley jack whilst in gear or with the handbrake on as it may cause the jack to slip) Both front wheels are removed and I always place them under the sills about half way along to act as an additional safety measure should the unthinkable happen and the car drop from the axle stands.

The next bit is quite messy and there is not a lot you can do to prevent spills! Undo the cap for the power steering reservoir and then under the car undo the right hand pipe (5/6" spanner) and allow the fluid in the system to drain into a container. Next undo the smaller pipe (1/2" spanner) and allow this to drain as well. Plug the hoses if you can and wipe any spills up.

The track rod ends are the next parts to disconnect. You will probably find it easier to

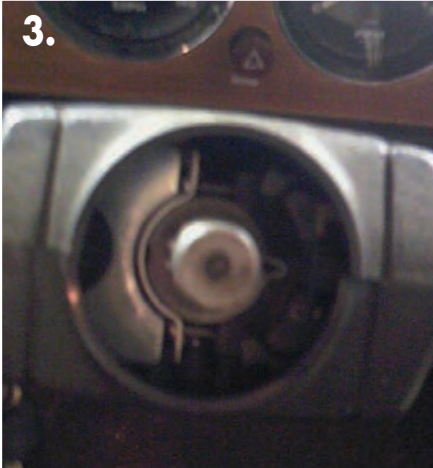


remove the nut if you use a piece of wood like in [photo 1](#) to force the steering arm down which stops the track rod end turning.

Use a screw based track rod end remover to

pop the joint from the steering arm on the hub and check the rubber boot is in good condition once removed.

The steering column clamp is now released by reaching up from under the car and



reaching down from the top under the washer bottle. You can just do the job on your own but



it is much easier to have an assistant hold a spanner.

Once the bolt is removed under the 4 rack mounting bolts and the rack should move. I found the rack will tilt forward releasing the steering column and then move it left to free it from the right hand side mounts and then drop the rack down and right to remove it from the car.

Refitting is made easier by a little preparation work first.

- Mark the position of the track rod ends on the new rack by wrapping masking tape around the



threads after comparing the position on the old rack.

- Centre the rack by turning it from side to side and counting the exact centre.
- If the supplier of the rack has not done so already – check all threads are free on the rack
- Ensure you transfer the plastic protector from the spline part of the rack to the new rack. (Only one is needed) See pic 2 above – lollipop stick is pointing to the protector.

- Ensure the steering wheel is centred with the self canceller at the 3 O'clock position (pic 3)

- Leave the blanking plugs in the new rack until you are ready to re-fit the hoses (Pic 4)

- Slacken the power steering pump mount bolts and then remove the drive belt.

- Flush the pump by unplugging the hoses under the car and putting a quantity of new fluid in the pump and turning the pulley by hand. Allow all this fluid to drain.

Refit by bolting the new rack in place ensuring the splines are in position from the steering column. Do not hammer the column down onto the rack. Replace the pinch bolt at the bottom of the column. (pic 5 – you can just see the bolt to the right of the pipes)

Attach the hoses to the power steering pump starting with the smaller nut as you cannot tighten it easily once the large nut is in place. Now fill the power steering pump with fluid to the cold mark on the dipstick, turn the pulley by hand gently a few turns to prime the pump.



Next assemble the track rod ends and tighten the nut to the steering arm. Use the piece of wood trick to ensure the nut is firmly tightened.

Replace the power steering pump belt and re-secure the mounting bolts Re-connect the battery and ensure the car is in Neutral or Park

and start the car and leave to idle for 3 minutes to fully prime the pump.

Carefully and gently turn the wheel from side to side 3 or 4 times until the rack becomes silent in operation and no more air is bubbling up into the reservoir of the pump. Keep checking the level of fluid in the pump as you will be amazed how much a rack holds. Stop the engine, check under the car for leaks and then replace the wheels, lower to the ground and re-check the wheel nuts.

Next job is to get the steering tracked. More on that next month.

**Don't forget to bring your Stag to Stafford** and take part in the rainbow display. If you are interested please let me know by emailing me or calling me – Contact details in the back of the magazine.

*Keep running on eight*

*Richard*

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## Trevor Collett

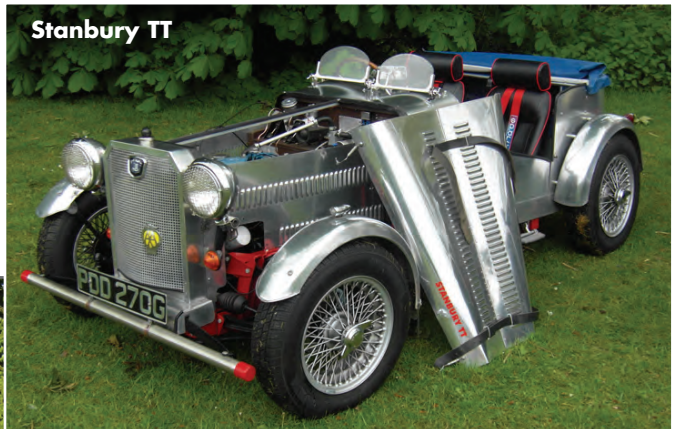
### My S.E.M. 2010

**F**or me, for almost 30 years now, the second weekend in May means just one thing, the South of England Meet. It's something I, and my lovely wife, Jackie, always look forward to. Unfortunately this year the edge was severely taken off because we had a loved one gravely ill. I was in two minds whether to go at all, but thanks to my two daughters being around to support their Mum I did manage to get both my cars there. I press ganged Abby's boyfriend Graham into driving my Herald, a stark contrast to his own

everyday car, a classic in its own way, a Honda Civic Type R.

We hoped that the weather would lift our spirits, but this wasn't to be – it was overcast all day with some actual rain at times, no doubt the reason that attendance was far from the record. The pictures I've included here

Stanbury TT



Specials line up - SEM 2010



**Burlington Arrow**

give you a view of most of kits and specials; I'm indebted to Gentry owner Paul Sutton for some of the photos.



The Red Vincent Hurricane (pic overpage) is a recent runner-up SEM Best Special and was looking extra splendid this year with its weather-appropriate hard top and newly manufactured "Vincent" badging.

The inclement weather gave us the opportunity to see other cars in their wet rigging, like



**Burlington Arrow**

We had something of a master class of previous SEM Best Special winners.

Mark Farley's head-turning Stanbury TT was the winner in 2008; Ray Till's near perfect Burlington Arrow was not only Best Special 2009 but drove away with the Best in Show shield. I was particularly please to see the return of Terry Johnson's also near perfect RMB Gentry as he has



**Terry Johnsons RMB Gentry**



**Vincent Hurricane - Note badge & Hardtop**

Robin Pellatt's still-unfinished-but-good-looking Douglas TF. Talking of badging, I do like the "Triumph Special" graphic on this car. Also with hood up we had Mark Powell's well travelled Midge.

were I had reluctantly asked show organisers Guy and Suzie to be relieved of judging duty this year, and I also left before the final line up. Thanks to my reliable correspondent I found out a few days later that Ray Till and his lovely Arrow retained his Best Special title and Terry Johnson's Gentry took the runner-up shield to place on his sagging mantle piece. Well done guys.



**Douglas TF**

With such quality cars in attendance the concours judge was not going to have an easy job. With my personal circumstances as they

There was one special on the field that I haven't mentioned yet; that is the Gentry belonging to Paul Sutton. I have a good reason for this omission – I plan to feature this car exclusively in this very column next month, and possibly the month after as well. Believe me, the wait will be worth it.

I left the show to go the Princess Alice Hospice in Esher; I arrived very soon after Jackie's Mum passed away. A dark day... but the sun will, given time, shine again.

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## Mark Blease

# Springtime at Prescott

**I**t was absolutely brilliant to see some big Triumph saloons going up Prescott's famous hill climb course on Standard Triumph Marque Day back in May. We had a couple of runs and, despite it being non-competitive and untimed, well.... you just have to try a little bit, don't you? Although we certainly didn't set the course alight we had fun. Photo 1 shows our car waiting in line in the glorious Prescott sunshine, looking decidedly unsparty amongst the TRs and Spitfires!



Now what's not quite so fun is the aftermath - the toll those couple of hill climbs have taken on our saloon's original, and hence rather tired, rear suspension. It's just how I imagine a 1950s American car would feel - slight motorway undulations result in the car wallowing in a sea-sickness inducing fashion, only to settle down again just in time to meet the next surface imperfection. And that's exactly how our 2000 felt on a run home from a classic car show the weekend after Prescott.

I sensed something was wrong but couldn't quite put my finger on it, so decided to pull off the motorway at the next junction and find a safe place to investigate. A quick glance under the rear of the car revealed fluid dripping from the nearside trailing arm, and

looking further I could see that most of the shock absorber was floating in mid-air, whilst its mounting stud and rubber bushes were still firmly attached to the trailing arm. I decided it would be safe to complete the few miles back home, albeit with extra care, and in a rather bouncy fashion!

At the MOT a couple of months back I had an advisory regarding the shock absorber bushes being perished, and it was one of those jobs I kept meaning to get round to. I had hoped to put it off, and install some uprated rear springs for towing at the same time. However, our bouncy-castle impression meant bringing those jobs forward a little!

Luckily, the shock absorbers and springs are relatively easy to change. Loosen the rear wheel nuts, lift the car and support on axle





stands, and remove the rear wheels. It is possible to remove the spring without disconnecting the driveshaft, but I prefer to, so that undo strain is not placed on the shaft. Snip the wire or cable ties securing the rubber boot that protects the sliding joint on the driveshaft, and push the rubber boot out of the way (Photo 2). Then remove the four nuts and bolts connecting the inner shaft to the differential flange.



The inner section of the driveshaft can then be removed, taking care not to allow dirt onto the splines.

Support the weight of the trailing arm using a jack, so that the spring is under some tension. Undo the nyloc nuts (or originally a plain nut with a separate "jamming" nut) from the

bottom of the shock absorber. There is a small square at the end to enable a small spanner to be used to stop the shock absorber body from moving - don't be tempted to grip the body of the shock absorber as damage is likely! The lower mounting is vulnerable to water, road salt and rust and is likely to be stuck (Photo 3), I had to resort to a grinder to remove mine. The

upper mounting is a little inaccessible, close to the petrol tank (Photo 4), but at least is dry and therefore likely to come undone without



too much of a struggle.

Remove the shock absorber.

Comparing the old shock absorber bushes with a new set (Photo 5), I discovered just how perished they were. Since these cushion shocks from the trailing arm, floorpan and shock absorber, I have no doubt that they con-





tributed to the poor "shocker" calling it a day. You can use polyurethane bushes here, but there have been reports that the increased stiffness of these has contributed to shock absorbers snapping as mine did, so this is a personal choice. Either way it is definitely worth checking your bushes when you're next working beneath your car and change them if they look at all suspect. It's much cheaper to change a few rubber bushes than end up with a broken shock absorber!

Since it is the shock absorber that limits downward movement of the trailing arm, it should now be possible to remove the spring. Slowly lower the jack allowing the arm to drop, as you do so tension will be removed from the spring until it frees from the upper insulating rubber. Don't allow the trailing arm to drop further than you have to, as this could place too much strain on its mounting rubbers and on the brake hoses. Remove the spring (Photo 6). It is at this point that I noticed the nearside spring had snapped (Photo 7), and judging from the rust on the break surfaces, it had been for some time.

I opted for slightly uprated springs which should help keep things level when towing the

caravan. However they don't raise the ride height, so that I keep the lower ride height of a pre-1974 facelift car. I was also replacing the spring insulators with polyurethane ones, which help to locate the springs more positively and will last a lot longer than the rubber versions.

When the new springs are offered into position, carefully and slowly raise the trailing arm to ensure that the springs or insulators don't slip out of position. Refitting everything else is the reverse of removal. Now is also a good time to check the the splines on the driveshafts are absolutely clean and re-grease with moly-based grease, which will help with the infamous "Triumph twitch". Use new nyloc nuts on the driveshaft to diff flange bolts, and don't forget to clip the rubber boot into position over the sliding joint.

It would have made sense to change the trailing arm bushes at the same time, but as usual I forgot to order them in time, and with a camping event every weekend for four weeks, they will just have to wait! Until next month.

*Mark*





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# International Liaison Secretary



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e-mail. [overseastssc@ntlworld.com](mailto:overseastssc@ntlworld.com)



**Gary Russell**

## Classic Le Mans 2010

A little tongue in cheek look to  
CLM 2010

# H

i fellow Le Mans 'ers. Well the time is almost upon us for donning our usual Union (Jack) Flag Hankies on our heads, and sandals and socks,

as us Brits are on our way to the annual pilgrimage to Le Sarthe. I thought it may be a little fun to put together some items required for the journey.

Please do not take these as gospel as these are suggestions, the AA & RAC websites both have fabulous recommendations as to the requirements needed.



### Items to take Compulsory

- Passport
- Certificate of Insurance
- Registration Document
- Driving Licence plus Photocopy
- High Viz Jackets one per person
- Spare bulbs and Fuses plus any Tools needed to change them
- Red Triangle
- Headlamp Beam Adaptor
- GB sticker (if not on number plate)

### Items Advisable

- Arrange European Vehicle Breakdown Cover
- EHIC (European Health Insurance card included in pack)
- Euros and Sterling
- Register Mobiles for use in France
- First Aid Kit
- Fire Extinguisher
- Spares to Suit your Vehicle
- Camp Chairs

### Driving in Convoy

- Leave space for other road users.
- If in trouble flash headlights to the car in front.
- Advise using two way radio or mobile phones to contact others.



The Pits



**A couple of Astons**

- In the event of a breakdown one vehicle to stop and assist. If unable to proceed arrange recovery and 2nd vehicle to rejoin convoy (keep convoy informed)

**Extras**

- English/Belgian/German real beer (+cooler).
- Mountain Bike to access the further reaches of the circuit.
  - Lightweight stepladder or periscope ( unless you are over 6ft 6 or you have grandstand tickets.)
  - Classic open Sportscar to cruise the circuit on Friday afternoon.
  - A Le Mans 'old hand' to help you discover the best bits.



**Spitfires in Campsite**

- In the event of an unscheduled stop advise convoy leader and try and regroup at next comfort stop.

**Essentials**

- Pocket FM radio or 'radio-hat'.
- Sun Screen and/or wide brimmed hat.
- 'Ski-pass' wallet to hold your ticket and 'contramarque'.
- Toilet Paper (A must or wet wipes good substitute).
- Hangover pills/potions. / Ear Plugs

**Leave behind**

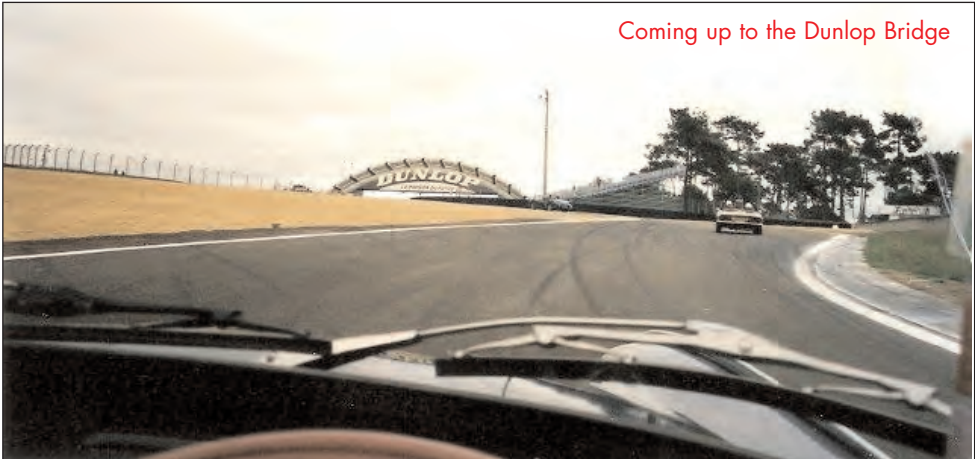
- Temperance.
- Expensive shoes.
- Sleep.
- Any pre-conceptions about endurance motor racing; Le Mans

is unlike any other event.

For those people who have not been before, you will have just as much fun getting to the circuit, as you will travelling through some fantastic countryside (white statues), on roads which do not have things called pot ol's, all the road surface's are fantastic for Triumphs, we the Manchester Area are doing the same route as 2006, Manchester / Newhaven (o/night stay), Newhaven / Dieppe - Le Mans.

A total of 523 miles one way.

The idea was to say that overall just enjoy your-



Coming up to the Dunlop Bridge

selves, but please be safe, you know they drive on the wrong side of the road, and they speak some strange language, that certainly I cannot

understand a word even thou I have tried.

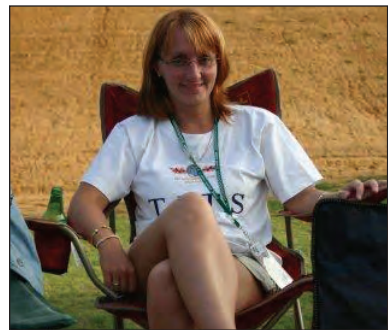
And don't forget the footy is on whilst we are there. Take Care and stay safe...

Keep the RED & White Ensign flying high.

Gary



Hoods up, Yes, it does Rain in France.



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## Guy Singleton



## On A Road to Nowhere

**T**his month we will run in chronological order. In February Patrick Taylor contacted me regarding his plan for his car's 40th 'Birthday Bash' and invited us to join the party. He now takes up the tale: "On Monday March 16th 1970, Mrs Hilton collected her brand new Bond Equipe GT4S from Clarke's Garage in Pirbright, Surrey, and drove it to her home in Boar's



Having looked up Pirbright on Google Earth, and turned up what looked like a car dealership I made a phone call, explaining: 'it's a bit strange, really - I own a car sold by your predecessors, forty years ago'. It all fell into place: I would re-create the first owner's first drive home, forty years later. And perhaps I'd get a few like-minded souls along for the ride, too. But as it happened, the event disclosed some things I had never even thought of...

Hill, just south of Oxford, almost 50 miles away. Like most people who buy a new car, she would not have imagined that the car would still be on the road in forty years time.

So that's how it started: amongst the yellowing papers of a full service history, the details lay, waiting for the day.

March 20th dawned wet, grey, and with the very British prospect of persistent drizzle. Stuart, having achieved temporary command of George, his brother's Vitesse, arrived requesting a fanbelt change, so after a quick fettle in the rain under the watchful eye of Richard, who had signed up as my navigator,



# Trip mirrors car's first ever journey

By Matthew Hill

THE moment a Bond Equipe car was driven for the first time, it was a historic occasion. The car, which was built in 1962, was driven for the first time on the roads of Wokingham, Berkshire, on Monday.

The car, which was built in 1962, was driven for the first time on the roads of Wokingham, Berkshire, on Monday. The car, which was built in 1962, was driven for the first time on the roads of Wokingham, Berkshire, on Monday.

## ay bid again for repair contract

...the car, which was built in 1962, was driven for the first time on the roads of Wokingham, Berkshire, on Monday.



rang again: *"it's okay; we're back under way..."* and so we pressed on, our three cars threading across the Thames plain, through Wokingham and Reading, where we crossed the river.

As Richard said, you could tell the difference between the North and South banks of the River. North, the architecture, roads, and even the weather changed: we entered a better land, crossed by sweeping swathes of tarmac; where before we had faced clogged roads and

we set off, only fifteen minutes behind schedule. Pressing on down the M1 and round the M25 despite spray and speed limits, we hit the M3, and not long afterwards arrived in Pirbright village. Driving across the village green I wondered if it was really forty years since my car was last there...

Meeting Suzie and Guy Singleton in their Old English White Equipe GT soon afterwards was a big boost: this was becoming an event! Andrew Wales, the Squire Furneaux manager, was welcoming despite having several new-car pick-ups on his mind, and we were quickly ushered between the X-90s on the forecourt for some front-of-house photographs taken by a photographer from the local paper. ( You can see the Result above ).

And then we were on to the next stage: re-creating the first drive home of someone I had never met, forty years ago, in a car fate had thrown my way.

If I'm honest, the first stages were not good: we were held up by traffic crawling through road works in an area singularly lacking in charm - which all combined to make for a demanding few miles. So when we finally broke free of the jams, it

was with a heavy heart that we got the call from Suzie: *"just after the queue for the round-about the car stopped - Guy's got the air filter off..."* We turned back: but then the phone

overheating, we now approached broad curves. Carburetors cleared, temperature needles settled between their dots, and rev counters needles pressed upwards. Suddenly it had all become worthwhile, and as the cars settled down, I was able to wonder how this would have felt all those years ago, with a new car straining under your right foot?

I would never know, of course, but all of a sudden I had some idea.

The miles passed quickly until we reached our destination: Red Copse Lane. I'd looked at that address, on and off, for fifteen years. "Bertie" had last driven away from there at least twenty five years ago, but the bill of sale gave this as the first owner's address, and there we were, in front of a trim nineteen-sixties detached house,



with a separate garage and a hand-carved name board. Stopping for photographs after the drive we'd had, we all agreed on one thing: Mrs Hilton must have really wanted this



*Bond. Because, although we were all Bond enthusiasts, we knew it would have been far easier to have gone the few miles into Oxford and bought a Ford, or a Morris. And as Guy pointed out, there were only five hundred or so 1300 GT4S's produced, so if you wanted one in 1970 you had to travel for the privilege; there's a story that we will never know behind the purchase of this car.*



*A few miles down the road from Red Copse Lane, the Fox Inn plies its trade. Two Bonds and a Triumph turn into the car park, just as Mrs Hilton and her husband might once have brought their friends for a drink; but no-one recognises the car.*

*No one says 'Isn't that...?' No. We arrive as anonymous as anyone else, have a meal, talk Triumph - and Bond! - and leave unrecognised. Sometimes forty years seems nothing, a blink of an eye, while at others, it's a very long time indeed.*

Thanks for a good day, Patrick – and you can see the results of the first photo in the newspaper article on the event.

The next event to tell you about was the Bond Owners Club rally at Nottingham.

Unfortunately we did not get there but I could not resist including the photograph that

Ron Winstanley sent of his and Emma & Shaun's convertibles.

I have had a quote for remaking the 1300 numbers for the later 4s model. Unfortunately these are expensive at £35.00 - 40.00 a set and two sets are needed per car. Please let me know if you are interested as I need to be able to order at least 15 sets to be able to get these made.

Finally, as referred to in Suzie's Spitfire article we had an energetic Bank Holiday at the end of May. I had arranged, in principle, to buy another Dutch caravan, a Biod Bambi. This is all fibreglass (a familiar material) and it had recently been restored.

The brief tale is as follows:

**Friday 28th May**

6.00pm: Left work

7.15pm: Arrived home



- 8.00pm: Had dinner  
 9.00pm: Left for Dover
- Saturday 29 May**
- 1.15am: Left on the (delayed) 0.45am ferry  
 3.00am (French time) Arrived in Calais  
 8.00am: Arrived at Renkum near Arnhem – waited for the shops to open then breakfast and a jumble/book/craft/junk sale  
 10.30am: Find vendor Willem Fox in a lovely little campsite with his Biod Bambi and his 'new' Biod Extase' - a lovely design but heavier than the Bambi. Willem gave us the guided tour, then a cheese sandwich and coffee for lunch, while we made our minds up. Decision made we handed over our Euros and hitched up the van.  
 12.00noon: Left the caravan park.  
 1.30pm: Approaching Antwerp and hit a long queue on the motorway – queued for at least an hour before we found a junction to escape on – Suzie navigating along 'white roads' in the atlas – hit closed road (diversion



sign missing) – ended up in housing estate cul-de-sac – eventually found our way around hole in road and ended up in the middle of Antwerp. Never mind – found more diversions signs which actually – eventually – took us out of the city. (Got a picture of a windmill just to prove we were in Holland!

- 4.00pm: Leave Antwerp – Sat Nav, which we thought was on English time, turned out to be on continental time so an hour less than we thought we had to get back to Calais. Estimated arrival time Calais 8.00pm – Ferry 8.00pm – bang goes our supermarche trip! Guy's lead foot comes down - through the heavy rainfall and gales - and we make the ferry terminal by 7.30pm.  
 7.30pm: Then have an argument with P&O as the guy in Dover had cancelled the caravan from our pre-paid booking as we did not have one with us when we left Dover!! (on the net it is only possible to book caravans both ways – rather than car out, caravan back!)  
 7.50pm: Boarded ferry.  
 8.30pm (UK time): Arrived Dover
- Sunday 30 May**
- 12.30am: Arrived home – Bed!  
 8.00am: Had a lie in and woke up at 8.00!  
 10.00am: Andy Lambeth and his dad arrived to collect a rear screen for his new 2 litre coupe.  
 12.00 noon: Took my convertible to Bath to view the Burbage Wharf crane being rebuilt by volunteers at the Calverton Mill Pumping Station and enjoyed the sun and being shown around the pumping station which was operating its waterwheel that weekend pumping water up to the Kennet & Avon Canal.

**Monday 31 May**

Took the Convertible to Berkeley Castle Classic Car Show, jumble etc and met up some of the Gloucester Area a nice show and some interesting stalls.

**Tuesday 1 June**

*Back to work* – need to earn some more pennies – and have a rest!

# Toledo/Dolomite 1300/1500 Register



[www.tssc.org.uk/dolomite](http://www.tssc.org.uk/dolomite)  
e-mail. [TriumphToledo@aol.com](mailto:TriumphToledo@aol.com)



**Andrew Burford**

## Final Call for Entries

**H**i and welcome to the small saloon register. Well as I write this I have just come back from our local meet where we are planning the 27th Sunshine rally on 1st August which continues to grow steadily. Despite it being June it was dark cold and rained and no one turned up in a club car, can I believe we are half way through the year!

Well looking further ahead to the 40th Anniversary this year of the Toledo and 1500 FWD at Stafford this is the last chance here to remind you to get your car there for this special occasion. The forms for entering the concours are in the Courier and even if you don't have a show winner don't let that stop you being in the hall.

Whilst I can't promise we will fill the hall, hopefully we can give the Stags a good showing and at present there are five Toledo's and one 1500 FWD.

Please let me know if you are hoping to attend as there will be some special commemorative items to celebrate this and these are on a first come first served basis and only available at Stafford.

Well enough of me over to Gwyn.

**Hi Andrew,** I read with interest your article

*in the April Courier, we wanted to attend Stoneleigh however the car was not ready, we had some brake issues. However we are planning on going to Stafford. We bought the Dolly just over a year ago and have done a lot of work chasing the tin worm! and the mechanics are pretty good now with a better gear box, new clutch, Clutch and Brake master cylinder, car has done 66,000 miles genuine, We plan by the end of the year to replace a noisy diff and wheel bearings, however the "Haynes manual is not too good with the info on how to do it and if there are any special tools required? also if we put a*



*1500 diff in would the engine cope?  
Attached are some photo's  
Best Regards*

**Gwyn Evans**



Great to see another Dolomite 1300 being worked on to get it back on the road, here is the reply I sent:-

**Hi Gwyn,**

Sorry for the delay in reply and many thanks for your comments.

As regards the wheel bearings I can speak from some personal experience here, although not on a Triumph car.

You will need a hub puller and it should not be too hard to get the hub off to replace the bearing and you could ideally use a tube to hit the old bearing out of the hub or a punch, tapping around at intervals to make sure it comes out equally and not at an angle.

The rears are probably pressed on and as such you might have to find a local company (as I did) to remove and press the new ones on.

As regards the diff, there are different ratios and I can't say that I had ever thought about

*this and the possible advantages.*

*The ratios are not that different so I'm sure the engine would be fine and maybe you would get a slightly better fuel economy or lower revs at 70 mph. You might need a puller to take out the half shafts.*

*Hope that gives you some guidance, it's always worth putting something on the forum on the website also to gather different opinions.*

*Let me know if you need more help and thanks again for the mail and photos.*

**Andrew**

I see we have again got the Small saloon class at Stafford so hope that we see more of you enter. I haven't seen much for sale on ebay recently there was a very low mileage (18K!) Dolomite 1300 that only fetched £1,600.

Please keep sending me your articles.

Hope to see you at the shows.

[Safe Summer Motoring.](#)

**Andrew**

# Chicks & Triumphs - C.A.T.S.



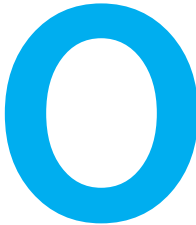
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**Pip Flegel**



## C.A.T.S. at Tatton Park



On Friday 5th June Manchester Chicks and Triumphs started our annual recruitment weekend at Tatton Park Knutsford

a 'Classic Car Extravaganza' it is home to the biggest classic car gathering in the North West with over 2,000 classic cars and bikes and 95 stands. So we set up our stand complete with football flags, plenty of bunting, and some beautiful Triumphs and pride of place our new Power Flags complete with the Manchester Area Bee.



Besides judging all the stands for Best Dressed or Best Car Display and Best Marques and Classics by the Show Organisers, we also hold our own people's choice concours 'The Ian Hartley Trophy' in

# The Three Winners of The Ian Hartley Trophy



**The Overall Winner Paul and Kes Cottrell in 'Bonnie' Triumph 2500**

memory of a very loved and respected member of our area who sadly passed away.

With plenty of enthusiasm, collapsible buckets, chamois leathers, polish, Recruitment leaflets, old Couriers, flyers, and freebies the recruitment weekend was almost complete.



**Manchester Area winning Best Dressed Stand**



**Scoby Wetwipe aka Martin Bridge in his white TR6**



**Winner of the Best TR6 Gary Russell in Fred a Damson TR6**



**Hugh with his Mettalic Blue TR6**



But what about the obligatory Saturday Night entertainment to help us wind down after a busy weekend? We were not disappointed, as Gary supplied the alcohol and with Janet's help between them they cooked up a punch night to end

all punch nights and fortunately almost 30

## The Tatton Park Best Spitfire Winners on Saturday.



**Steve and Nic Openshaw with Millie Tahiti Blue Spitfire 1500**



**Ler and Grandson Max Oliphant with PAL Powder Blue Spitfire MKIII**



**Lynda Elwell with Clarie British Racing Green Spitfire MKIV**

## Sunday Winners of Best Spitfire



**Neil and Holly Mortique in Brum yellow Spitfire 1500**



**Pete Davies in the Green Baron Spitfire 1500**



**Frank 2 and Patsy in Red Spitfire MKIII**

members were inebriated.

But we managed to sweep the board for prizes over the weekend with Seven on Saturday and Four on the Sunday!

**Who says the Chicks in the TSSC are not up for Cars and Football?**



# TECHNICALLY TALKING

by Hugh Glossop



## Coil Problem

**Hi Nigel,**

*After, 2 and a half years of renovation I reached the almost finished stage after an engine transplant, only to find that the car was unusable as it would start and tick over OK but would not pull under any pressure! After 6 weeks of pulling my hair out I was in the process of selling the car on e-bay as a "failed" restoration when I contacted Hugh Glossop, He was very helpful and supportive and after many lighting fast responses to my e-mails he drove to my house and fixed the car within 10 minutes, it was an electrical fault with an inline ballast resistor!?! Auto electrics and SU carbs have always been a "Black Art" to me and I gladly admit to being a nuts and bolts enthusiast. Without Hugh's help and advice I would never have cured the problem and would have given up on the spitfire. The reason I write to the club is to say that I think being a member of the TSSC is well worth the membership fee, not just for Hugh's help but for all the benefits of good friends and fun days out.*

*Keep up the good work!*

**Gwyn Evans**  
Member 76456

**Nigel**

Gwyn Evans is a nice chap, he was absolutely tearing his hair out getting his car running properly, the actual problem was a 12v Lucas sports coil connected to a ballast resistor loom car, causing a weak spark, allowing the car to start but when you put the engine under heavy load it just backfired and died.

What I did was take a separate feed off the

switched side of the ignition to give the coil the full 12volts instead of the measured 5.9 volts, all then ran fine, I also altered the timing slightly to get the best efficiency out of the engine.

This had obviously been an ongoing problem with the previous owner as in the boot was a Lumination coil for a Magnetric system, the separate ballast resistor for the lumination coil was bolted up by the coil on the bulkhead, but disconnected, I suspect that the lumination ballast resistor was fed with the ballast resistor lead built into the loom thus reducing the coil operating voltage to about 3.5 volts, the previous owner may have just about been able to start the car (if he was lucky) but it would have been unable to drive anywhere.

**This tale does make you wonder how many 12v coils there are out there running incorrectly on ballast resistors built into the loom?**

**Hugh**

## Unleaded Timing?

**Hi Hugh,**

*I have recently fitted a cylinder head to my 1977 Spitfire 1500 which has been converted to run on unleaded fuel. I have also fitted a new distributor. Reading the workshop manual, it says that the ignition timing should be set to 10 degrees before TDC. However, I wondered if this setting is correct for an unleaded head, as the manual was written for an engine which was designed to run on 'leaded' fuel.*

*Could you please tell me what the correct*

setting should be, if different from the manual?  
Regards

**David**

### David

The short answer is try it, I suspect it will be fine, if it does pink just retard a couple of degrees. The unleaded conversion does not increase the compression ratio unless you have extra porting work done.

After many years playing with these engines I usually find starting at the recommended Timing and advancing up until the engine pinks on a large throttle/load at around 2000 rpm and then backing off till it stops is the best point for overall performance, as this then takes into account any wear in the timing chain and distributor drive gear (you may be surprised how far you can actually go)

If you do this you may need to reduce the tickover as it will probably rise by 200 rpm or so

**Hugh**

**Hello Hugh,**

*That's great, thank you for your advice. Much appreciated. I have now set everything up and it's running fine. I did have to advance the timing a little and as you said, the throttle needed to be reduced to compensate the higher revs.*

*Thanks again,*

**David**

## TR7 Unleaded Heads

**Hi Hugh,** this will be the first of many questions I am sure, can you give me a definitive answer about whether the head is unleaded. Is it alloy?

Cheers

**Calvin**

### Calvin

The 8 valve head is indeed alloy and already has hardened unleaded compatible valve seats as is the Sprint engine

Just a thought I come across quite a few recomissioned TR7's that have been in storage that have blown the head gasket in a big way shortly (1000 miles ish) after recomissioning, I'd give serious consideration to replacing the

head gasket before it goes, as it will avoid the extra cost of a head skim, the worst part are the head bolts, the rest is easy

**Hugh**

*Thanks for the heads up Hugh ( no pun intended), I don't think there have been many miles put on this head gasket before it was laid up. I have really put myself into deep doodah with the missus over this car, she won't appreciate me taking the head off or spending too much to get her running again. The one thing I suppose that it has in it's favour is that it has been started several times, the last time being 6 months ago or so. I might have to risk it. I will however be slowly gathering the parts needed to slot in an engine that reflects the forest arches that it sports. I reckon about 250 brake will suffice from eight cylinders. Cheers Hugh, and yes, I do feel like I have joined a select band of people who know.....*

**Calvin**

The reason I mentioned the head gasket is they don't age well on an unused engine. Give it a go but keep an eye on the coolant any loss needs to be investigated, and sorted ASAP to avoid disasters.

**Hugh**

*I've looked at RS components, there is a thermostat that works range 0-120 degrees, and one which works 90-120 degrees, which one do you recommend and where should I set it? Thanks,*

**Calvin.**

The 0-120 degree one works fine, assuming you have the normal 82 thermostat set to about 88 to 90 degrees, or about a needles width above your normal running temperature on the gauge. the 90-120 is right on the edge of what you want so not ideal, although would work.

By the way that horrid great viscous fan saps 4.5 bhp at 4000 rpm!

You can get 200-210bhp and 240lbft of torque with standard (cheap) parts on a 3.5 V8 using 9.75 pistons from Real Steel a Range Rover 3.5 efi cam, a little port smoothing a

bunch of bananas and a Weber/edelbrock or offenhauser/holley 4bbl carb both of which fit under the bonnet.

If you use twin su's you will struggle to get much more than 175-180bhp (wont fit under bonnet without a struggle and lowering the front subframe) for a 3.9 to the same spec add another 15 bhp, a 4.6 will go to about 280bhp at this spec.

The choice is yours, a friend has the 3.5 version in an mgb (I built the engine for him) so you could see what its like, my own is a 4.6 running a bit more power. I think you need some V8 therapy!

Wales is the place to come!

**Hugh**

*That's great Hugh. Definitely interested in that. Got my five litres of super unleaded, a siphon and a large can to remove stale petrol, shall be picking it up in the morning, can't wait. Getting my trailer early doors to move it the quarter mile to my house where I will work on it. Try to get an MOT next week some time. Then it will be happy times.*

*Going to source a fan asap though.*

*Cheers*

**Calvin**

Fan should be less than a tenner off ebay, there are plenty there, you don't want anything bigger than 14" diameter as its a low wide crossflow radiator

My 4.6 uses twin Fiat 2ltr turbo fans (drags the car down the road under the suction from the fans!!!!)

**Hugh**

*Hi Hugh,*

*Had a good look round last night and thankfully the inner sills are solid. the outers have rotted around the drain holes, damn that anti chip!! There is some rust around the front wing in the panel behind the suspension and both the rear radius hangers are bad, one is moving around. I went back to the seller and she reimbursed me to the tune of £750, making the price about fair I would say.*

**Calvin.**

**Calvin**

Rear radius hangers are awful to fix, I know, the wife went through a foot deep concrete drain culvert at 50mph on our first TR7 and ripped the axle clean out on the passenger side (took 2 days to do it properly)

I guess you are in for a "weldathon" now, good luck

**Hugh**

## Cobra Supa Slot Wheels and similar types

I will make no apology writing this here, the Cobra type wheels use what is called a tube or sleeve nut, this is a special type of nut where the nut is a tube with a steel washer about half way up the nut, this then bears against a shoulder where the hexagonal nut for the wheel brace starts.

The tube is a fairly exact fit in the hole in the wheel as it is used to locate the wheel, so the correct nut must be used!

The reason I am writing this is because recently I have had three cases of people using the Standard Spitfire nut with the plastic washer that locates the wheel trim as the locating nut for these wheels.

**This is a highly dangerous practice** as the plastic washer is not designed to take the load of the car and will snap, loosing a wheel or four in the process, probably the first time you go round a bend!

To all those out there please be aware of this for your own safety.

**Hugh**





**Paul Richardson**©



# The Experimental Triumph 'TRX' Roadster

**D**uring interviews with Ray Henderson (experimental engineer) and John Warren (export sales director), the TR'X' Triumph Roadster prototype of 1950 came into conversations and Ray had some very interesting first hand knowledge of the TRX.

*"When I'd come back to the experimental department after being demobbed from national service, the Vanguard was the only Standard car on the production lines but we'd produced the Triumph Roadster and Renown at Canley to get Triumphs back into production. There was a lot going on in experimental with new prototypes when I got back and the most interesting was our prototype luxury Roadster,*

*codenamed the TRX, and we nicknamed it the Bullet because it was so sleek and aerodynamic and the first prototype was built towards the end of 1949 or thereabouts. We built the prototypes of that car on the Vanguard chassis and I remember that the sports type body on the Bullet was an inch longer and wider than the Vanguard. It was a lovely car and no expense was spared on it."*

*"Walter Belgrove styled the Bullet and I think old Vic Hammond did some of the detailed styling for Walter. It was quite revolutionary and had lovely flowing lines and Walter always bragged that he'd give anyone five quid if they could find a flat panel anywhere on the body when the first prototype was built because it was all curves. Even the full width*



**TRX 'Bullet' Prototype styled by Walter Belgrove  
Built in 1949 with no expense spared and many revolutionary features**

## The TRX Roadster

*boot lid had curved flanges down each side which mated with the body curve that ran from the front wings to the rear end of the car. When the first prototype was built it was generally talked about as a styling masterpiece, and I'll go along with that. I remember now that our body man Tim Younger tried to take a fiver off Walter for a joke after pointing out that the front valance behind the bumper was flat."*

I asked Ray what engine powered the car.

*"Well the only engine we had was the wet liner engine that Ted Grinham designed for the first Vanguard so we had to use a developed version of that, and for the Bullet*

*dickey seat in the back, went into production with aluminium body panels and scuttle assembly and there was a lot of wooden structural supports in that car as well. The front wings were steel though, and they were adapted from one of our Standard models to save money I think."*

*"The Bullet was very futuristic and had every luxury extra you could think of and as an aid to streamling, it had electrically operated covers that folded up over the headlights and almost everything else was automatic on that car including the convertible soft top and the whole shebang folded down behind the seat with the push of a button.*



**Walter Belgrove standing beside his 3.8 Jaguar  
Photo was taken outside his cottage in Barnstaple**

*it had twin carbs. The body on the car was made entirely of 14 gauge aluminium you know and the panels were all double skinned."*

I was interested to find out why the Bullet Roadster was constructed with an all aluminium body.

*"Well after the war steel was in very short supply but there were huge stocks of surplus aluminium still about because millions of tons of it was produced to build our aircraft during the war. The first Triumph Roadster we produced just after the war, the one with the*

*Another innovation that car had was a curved back sloping windscreen. That must have cost a good deal in those days because it was one of the first curved windscreens made by Triplex over at Kings Norton near Birmingham.*

*The screen was in the new shatterproof safety glass and Kenneth Horne the radio and TV comedian was involved with all this because he was one of the heads of the Triplex glass company and Ivor Penrice and Jack Croft,*

*our publicity people, brought him over to show him all the main features of the car as he was involved with its announcement at the motor show in 1950. Talking about that windscreen reminds me that the side windows in the doors were electrically operated as well and automatic jacks were built in on the chassis under the car. No luxury was spared on that car it even had an electrically operated radio aerial, and the seat, which was bench type like the Vanguard, and all the luxury trim was very deep and plush and that was all hand made*

by our trim shop girls in soft leather and the car was all of Rolls Royce quality there's no other way of describing it."

"We never produced the Bullet, which was years ahead of its time, and I suppose one of

expensive luxury tourer that would cost about twice the money to tool and produce and only had average performance. The use of aluminium for the body must have also proved a stumbling block when all said and done



**The Triumph TRX Roadster pictured at the 1950 London Motor Show. L to R Lady Black, Sir John Black and John Warren**

the reasons for that was because the proposed cost of the car was over twice as much as the Vanguard if it had gone into production. It's interesting to think back because new ideas generally crop up later like fold away headlights, soft top and electric windows, but it all comes down to cost in the open market in the end and luxury sports tourers were a very small section of the market anyway in the scheme of things. You see the market after wars end was expanding fast and I think what put the cat amongst the pigeons as far as our Bullet Roadster was concerned was the XK120 Jaguar and other true sports cars of the time like Morgans and M.G.s. I suppose Sir John Black and our directors must have realised that a nippy, reliable and economical sports car would be a better sales prospect than an

because as time went by sheet steel completely took over for car production when steel was in full supply and that must have been part of the cost equation because aluminium was expensive in comparison."

"There were some reliability problems to iron out with the automatic systems in the Bullet anyway, and it was in the luxury bracket really, it wasn't a true sports car like the TR2. We tested it at MIRA and it had a maximum speed of about 85 miles an hour but it's road holding under fast cornering was not that good to be honest. You see the fuel tank was positioned across the tail end of the boot rather than at the far end nearer the rear axle centre line so with a full tank the weight of fuel caused oversteer. We also had some gearbox problems with that car initially because the

## The TRX Roadster

helical gears caused side thrust problems which had to be sorted. Another thing I remember was that although that car was built in aluminium it weighed about the same as the Vanguard with all its luxury extras, so the only speed gains were due to the streamlining."

"You see, when your dad joined the company I loved talking with him about general performance and he said it's all very well just thinking about engine mods but the basic equation centres on a sensible power to weight ratio and we'd not been involved with power to weight ratios too exactly before then because our design office only applied it to saloons or the



**The TR2 of 1953 was an out and out sports car, unlike the luxurious TRX Roadster. Such was the appeal of the TR2 it sold in vast quantities world wide. Prototype TR2 MVC 575 is pictured with Ken Richardson at the wheel establishing speed records at Jabbeke in May 1953.**

Roadsters where that calculation was not too critical in the overall scheme of things providing performance was adequate for the time and even eighty miles an hour was considered damned fast then. When the TR2 was born it

was an out and out sports car of course with no frills which saved a hell of a lot of weight and all the sports cars of the time were the same. You see sports car enthusiasts want speed and performance without all the plush extras like those on the Bullet and I suppose that could have been another reason why that car was dropped."

John Warren also mentioned the Bullet Roadster briefly during interviews as he was one of the sales team involved with the car's announcement at the London and European motor shows of 1950.

Whilst running through Standard Motor Company models produced after the war, he gave the management's view of why the Roadster was not put into production.

*"Walter Belgrove designed a new Triumph Roadster about the time the Mayflower was produced and this car was exceptionally appealing and very luxurious from nose to tail. The fact, however, that our company profits were solely due to high volume production was given considerable exercise in the board room due to the realisation that this car, unfortunately, and as luxurious as it was, only appealed to a limited customer base and projected profit on potential sales were not worth the investment or factory space to produce it. I believe this realisation was prompted when our company became suddenly involved in negotiations with one or two extremely profitable long term government contracts so that car was not produced and our factory manufacturing facilities became focussed on more profitable use at that time."*

**N.B.** John must have been referring specifically to the government contract gained by Sir John Black circa 1950 to produce the Rolls Royce 'Avon' jet engine at Standard which proved a multi million pound project for the company and John made mention of the Avon project in other interviews. It's also fact that a major part of the success of The Standard Motor Company, being the smallest of the 'Big Five,' was Sir John's aptitude for diversification away from car production to boost profits after the war - I.E. production of the Ferguson Tractor and the long term Avon contract.

# CRICH TRAMWAY MUSEUM

## STANDARD TRIUMPH DAY

by Andy Sollis



Derbyshire to the Crich National Tramway Museum.

It's Standard Triumph Day and Lee Godfrey had organised yet another get together on the cobbles of the Crich high street to mingle with the trams. After meeting with the father in law with his newly acquired TR7 (first run out since purchase!) we set off for the hills.

Free admission for the drivers and a few quid for the passenger was a good bargain for a ride on the tram, our ride being the Blackpool "Toast rack" - the oldest operating tram on the UK Mainland (Apparently the Isle of Man's fleet is older)

We had a fair few gathered

**S**unday 18th April. Alarm set, car cleaned and ready to go. Not a long journey in Sybil today (now a soft top Spitfire following the W&P Sebring hard top coming off for a refurbishment - *see Spit 1500 Register this issue*) just a small drive over the border in to the nearby Derwent Valley hills of

cars in three different spots. Some at the road crossing, some around the band stand and the rest at the top of the hill next to the bridge and park. Two period costumed Police Officers kept watch on proceedings and even issued a few "fines" out to various motorists.

Two parades were held running up and down the main cobbles amongst the trams, these really shake you if you have a worn suspension! but well worth it.

The rest of the facilities including the Red Lion





Pub which was moved brick by brick from Stoke on Trent and stored for a number of years before rebuilding was open along with the tram shed and a great museum of Trams through the ages - It even included a Blackpool "Balloon" tram, but not the one that killed Allan Bradley, for the Corrie Fans (That was 710).



The weather stayed fine and after the awards ceremonies at 3pm it was time to head home and do some work on the TR7....  
Hmm. No brake lights ??  
Whoops !

**Andy Sollis**  
Notts TSSC.

# EQUITY CARD CAR

## A CAR THAT QUALIFIED FOR EQUITY!

by Chris Poore



**I**ronically it was a member of the local Club Triumph group (they used to combine with TSSC meetings in those days) who telephoned me back in July 1994 to say some bloke called John Geary of Motorhouse Hire Ltd had been in contact with her as he required a white Spitfire for filming so she thought of me and gave me his number.

Intrigued I telephoned the number and got to speak to this guy who explained his company provided vehicles to be used in drama programs for the BBC etc plus film shoots, his most recent claim to fame, which he did mention quite a lot, being the 'House of Elliot'. Never having watched the program I could not appreciate his enthusiasm but apparently set in the 1920's about a fashion house one episode

had to feature Brooklands motor racing circuit where having acquired the cars they used the Road Research Track at Chertsey.

As I had a White Spitfire he required my car for a days filming on Sunday 28th August at the Research Track if I was in agreement the payment was £100 plus expenses and if I could be there before midday lunch would be provided. All he could tell me about the drama was it was the reworking of a 1960's Dennis Potter play called 'Message for Posterity' it was part of the BBC's tribute to Dennis Potter who had died in June of that year. I naturally enough agreed, it sounded interesting, he would fax me the details and a map. I did wonder, if it was set in the 60's how my 1977 1500 Spit was going

**The false number plates**



**Abigail posing in 60's costume!**



ironically he did die the following year and I believe this was one his last performances. I was then introduced to the person who was to drive my car one Abigail Cruttenden who I did not know then but later would become the wife of Sean Bean as Sharpe in several episodes. She was very pleasant if rather short which necessitated adjusting my seat right forward but she instantly endeared her self to me by complementing my car as we drove round the test track circuit she remarked how living 'in town' she had an old 1970's BMW.

Ms Cruttenden then disappeared to costume and makeup and the camera and sound boys descended on my car. They mounted a huge camera on the bonnet and a furry microphone on the passenger seat. The plan was Ms Cruttenden would drive round the circuit following the support estate car with the camera on the bonnet and again without the camera being filmed by the support car.

Sounds simple but each condition had

fit, he did say they would have false number plates and tax disc so I suppose no one will notice !!

My wife and I dutifully arrived well on time thankfully the weather was fine and the M3 traffic light. We met the guy from Motorhouse hire who explained the crew were filming elsewhere but would be arriving soon, meanwhile to make my car look right for the period we mounted some C reg plates and '65 tax disc and hey presto a Spitfire 1500 becomes a Mk 2.

We had lunch in the mobile canteen – a converted double decker bus and then the film crew with the actors arrived. The only person I recognised was Eric Porter to which my wife remarked 'I thought he was dead'



**Abigail having inter lap refurbishment**

several runs with makeup re-applied and adjustments made after each circuit it seemed to take hours! Finally it was obviously decided to be 'a wrap' and my car was returned to me no worse for wear, we where thanked and then dismissed.

The following week John Geary telephoned to



ask how it went and informed me as far as he knew the broadcast date was 29th October, I reminded him about my fee and how much I required for petrol etc he agreed and a cheque arrived within the week.

He said, if I was in agreement, he could keep me on his records if he needed another 60's - 70's small White sports car but as over 15 years has elapsed I guess he didn't.

It was an interesting experience every time I see a car scene on a film/television I wonder about the filming. We witnessed a low loader scene with the crew being carried around whilst the actors pretended to drive with 'rain' sprinkled on the wind screen. Also I've identified the Road Research facility at Chertsey in countless film and television programs featuring road scenes on country locations.

The 29th October approached, the Radio Times having confirmed the time and the video was set. I have to admit the play was pretty tedious as I watched I could sense the moment approaching and there it was - **all of 20 seconds!**



**The 'techies' at work**



# Readers Write . . .

## Thoughts On Prescott

Having taken the Friday off work to enjoy a leisurely drive down to Cheltenham, for various reasons I ended up leaving at 5pm and belting cross country from Letchworth via Milton Keynes, Chipping Norton and Stow-on-the-Wold. A route I know well. My Spitfire 1500 got me there in just over two hours which was good timing, although only after some nail biting spluttering near Shefford, not long after setting off, which I eventually traced on my return to an airlock in the fuel line.

The run was still enjoyable and the weather was kind. Managed to blast past a number of modern tin cans on the way, much to their annoyance, great!

After staying overnight in a pub B&B – Wadworths beers, not bad, the Saturday did turn out to be a bit of a disappointment. Another time I would definitely only go on the Saturday with a group of people as clubs set up in their separate enclaves. Understandable I suppose but not very easy to strike up a conversation. I did meet up with a few solos like myself on the day and one couple who I teamed up with for the Cotswold run in a 'one owner from new' open top Herald (lovely in white) for them to act as navigator for me. The run itself was very good, especially the lovely views from the Malvern Hills looking over the surrounding countryside but still trying to stay on the road! And the bluebells were also very pretty. Plenty of sun too. Ended up with sunburn on the back of my neck. Plenty of uncream used on Sunday!

The Sunday was a different matter. I arrived

'early' at 9.45am wishing I had arrived really early as Prescott was almost full.

So many Triumphs, 100's and 100's of them. Truly Magnificent!

Every type you could imagine from a 1930's Dolomite through several 1950's Standards (modern unitary construction so I learned) and every variant beyond. All the models of TR from a superb TR2 up to a real TR8, Herald, Vitesse, Spitfire including ADU 1B (who was later giving runs up the hill – hairy!), GT6, 1300, 2000, 2500, Stag, Dolomite, Sprint, as well as a Fury and Amphicar plus many other kit car variants. Have I missed any?

The atmosphere was very friendly and the sights, sounds and smells of the cars was just perfect. Isn't nostalgia great! The weather again was just magic, wall to wall sunshine. There were some very spirited runs up the hill, a few too enthusiastic but none of the 'offs' were too serious. I had a couple of goes up the hill myself. Great fun, gave it plenty of welly but I can see it's a skill that needs a lot of practice. Food was good too. The restaurant with a grandstand view of the track was doing cooked lunches for £5.95. Excellent! I bumped into Ray with his Burlington who said a couple more of the Herts and Beds group were about somewhere but I didn't find them.

With work the next day I headed off at about 3.45pm and had my more leisurely drive home, forcing myself to stop at the Great Western pub in Aynho by the canal for a pint of bitter shandy. I needed it as it was still so hot! Arrived home really tired but rather satisfied and definitely feeling like I'd had a weekend off. Well worth doing.

Next year I must try and drag a few more club members along!

**Alan Gower**

# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Spitfire



**MK IV** 1973 in Red. GENUINE 2 owner car from new! 77000m, full service history & hard top. Great condition for age. Years MOT. Viewing/questions welcome £1,995. Michael (Godalming) 07768 152077.



**1500** 1981. 62,300 miles. Vermillion Red. MOT Oct 2010. Tax Nov 2010. Classed A1 Condition. £2,200 ONO. Maitland (Wiltshire) 01666 822988.



**Mk IV** 1974. Sound body and paint work, good mechanical condition, 1296cc, 6 months tax and 12 months MOT. Very reliable car. £2,750. Thomas (Lincoln) 01522 828770.



**MKII** 1967 - Excellent condition. Hard Top, Soft Top, Tourni Cover, Overdrive, Wire Wheels, 12 months MOT. Lots of Spares inc (Engine, Gearbox, Diff etc.) Signal Red, lovingly restored. £4,995 L. Hogg (Rotherham) 07747 018869

**MKIV** 1300. Sapphire Blue. Two owners. Unrestored original car. FSH from 1973. Tax exempt. Immaculate. £2,700 ONO. Les (Uckfield) 01825 750706.

**MKIV** 1500 1981 Vermillion Red, classed A1 condition. 62,700 recorded miles. £2,200 O.N.O. £2,200. Maitland (Malmesbury) 01666 822988.

**MKIV** 1971. Tax exempt, good runner, recent service, 12 mths MOT. Stainless steel exhaust, new battery, ignition system overhauled. Minor chips to paintwork but overall good condition. £2,100. Hugh (Doncaster) 01302 371039.



**MKIV** 1971. Black, 1500 engine, Much work done & money spent over 6 years, New interior, Burred elm dash. Motalita, Minilites, Kenlowe fan, History file, Photos, Receipts, looks stunning & drives beautifully. TSSC valuation £4750... First offer over 4k secures car. Mark (Worthing) 01903 262479.



**1500.** Current owner has owned for 22 years and has been kept in heated garage. 103,000 miles, O/D, Hardtop, Records, needs respray now. Health issues force sale. £3,750. Paul (Swindon) 01793 731199.

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**MKII** 1968. Old English White. Owned by family last 20 years. Full MOT. Very good condition. No rust. £6,000. Robin (Bordon, Hants) 01420 474162. or 07860 521262.

**GT6 MKIII** 1973. Tax exempt. Full MOT. Mimosa. Alloy wheels. Electronic ignition. Stainless exhaust. New tyres. Re-upholstered seats. Walnut Dash + extras. £5,000 ONO. Tony (Hampshire) 01276 33643. or anthony@martin444.plus.com

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## Herald



**13/60 CONVERTIBLE.** Concours Condition. Gen. 35,000 miles, Two owners from new. All bills paperwork. MOT/Tax March 2011. J type O/D. All new tyres. Alternator & much more. Restored suspension front & rear, shocks etc. Bodywork Perfect. Immaculate interior. TSSC Club prize winner, The Best! Club valuation £7,000. Price to sell £5,750. No Offers. John (Leicester) 01455 283333.

**13/60 CONVERTIBLE.** Unfinished project. New wings all round, new front floor pans. Lot of money spent. £400 ono. Colin. 07597 147366.

**1360 SALOON** 1971, Wedgewood Blue. MOT March 2011. Good condition paint work, needs tlc. £650 ono. Norman (Cinderford) 01594 829244 or 07779 142603.

**13/60 ESTATE.** 1971. Converted to 2ltr O/D Vitesse specification. Excellent runner. MOT expired. Lack of time forces regrettable sale. £950 ONO. Jon (Kent) 01634 241448.

**1967 1200** Convertible in need of restoration. Dismantled, parts in varying condition, mostly complete, all offers considered. Buyer to collect from Cambridgeshire. Paul eMail: paul@jrtech.co.uk



**1200 ESTATE** 1963. Original Number plate. New MOT when sold. 1 family owner + me. Restored a few years ago and kept in storage. Good car. £3,750. Ray (Malmesbury) 07540 346166.

**SALOON** 1967. Powder Blue. Tax exempt. 52,850 miles. MOT 9th Sept Tax 30th Sept. Fully Restored. Many new parts. Petrol engine & Body very good. Excellent runner. Inc many spare parts. TSSC Valuation £1,600. Price £1,350 ONO. Photos available every stage of restoration. John (Farnworth, Lancs) 01204 573830 day 01204 710817 night.

*Vitesse*



**MkII CONVERTIBLE** 1969. Red with Black roof, overdrive, body off restoration in 2009, MOT to Oct and Tax exempt. £5,300. Gordon (Longwell Green) 01179 322768.

**ACCLAIM**



**ACCLAIM HL** 1982. Champagne, rust-proofed. Never welded. New front brakes and battery. Good condition and runner. 10 Mths MOT 6 Mths Tax. Cheap to run. Club valuation £1500. Price, £650. Derek (Whitstable) 07932 179459.

**STAG**

**STAG** 1975. White, auto, hard and soft tops, lovely original car with perfect panel fit. 58,000 miles. £8,000 ONO. David (Birmingham) 07971 055504.

**2000**

**2000 MK1.** Tax exempt saloon. Been off road for approx 26 years. Good solid car. taxed/MOT'd. Needs small amount of work to get it to A1 condition. £1,600 Nigel (Nottingham) 07976 163006.

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**HERALD COUPE,** 1200 preferably, anything considered but looking for very good example or restored car if possible. Alex. 07966 847471.

**VITESSE Conv Mk2** overdrive. Desperately trying to find the right Vitesse- please contact me if you have one now, or soon. Needs to be ready to use. Thanks, Guy. (Dorset) eMail: guy@guycribb.com

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**SPITFIRE MKIV** breaking for spares. Nearly complete car including bonnet, bootlid & Hardtop. Also some MKIII spares. Please ring for details. Paul (Norfolk) 01493 700788.

**BOND EQUIPE GT 2+2.** Early bond equipé bonnet for sale (single headlight Bond Equipé pre 64) - white, rear screen and other bond parts. Alex. 07966 847471. eMail: backfamily@hotmail.com

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**VITESSE** Saloon Car Cover. Monsoon cover from Cover-Zone waterproof, vented soft lined cover. 3 months old. £45. Paul (Tamworth) 07887 801106.

**MKIV** Body. Not bad only just removed off a road worthy chassis for rebuild (now complete) some work to front bulk head would help £200. Phillip (Southampton) 02380 275665.

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# PARTS WANTED

**SPITFIRE MkIII** Bits Wanted. A friend of mine is finishing his rebuild, he needs some parts to finish the car. Grateful for any help. The parts he needs are; 1500 Radiator, Set of Door Glass, Door Seals, Rear Quarter Bumpers, Full set of Rubber Hoses. Mike Crewes. email:mikecrewes@standard-triumph.com

**VITESSE** parts wanted. o/drive propshaft, angledrive, speedocable and switch required to complete conversion. Martin (nr Chichester) 01243 542753.

**VITESSE** Black choke knob required (plus cable if possible) for 1967 Vitesse 2L Mark 1. M Horrocks (Bristol) 01179 568945.

**MkIII** Spitfire Bodyshell wanted, anything considered. Please call. Jeremy (Bristol) 07973 667057.

**WANTED** excellent Vitesse bonnet as mine is toast, restored or unmolested rust free example if possible. Alex. 07966 847471. email: backfamily@hotmail.com

**HERALD** chassis. Wanted galvanized herald chassis (1200 or 13/60). Alex. 07966 847471. email: backfamily@hotmail.com

**DOOR GAP** adjuster wanted for my GT6 restoration. Steven. 07773 980271.

**COURIER** magazines wanted! Looking for 2000 & 2002 copies for my collection and copies earlier than 1987, Binders needed too. Jonathan (Bridgend) 01656 861709.

**SPITFIRE MkIII** Metal Hard Top. Any condition considered so please contact me. Clive (Wareham) 07791 833193.

**SPITFIRE Mk3** Front Valance. Tatty front valance needed purely for the internal brackets (the ones spot-welded to the steel skin). My replica GRP valance does not have these. Chris (Glos) 01242 673966.

**GT6 BONNET.** I have recently bought a GT6 Mk III. I am looking for a good bonnet as mine is pretty much gone. Steel or Fibreglass. Gavin. 07766 883117.

**HERALD** 1200 Engine or 1250. Spit 1 or 2 will do. Must be good. Simon (Co. Durham) 07812 351939. Mob.

**16 DOLLY SPRINT WHEEL NUTS.** Looking for 16x3/8" (pre-76) Dolomite Sprint wheel nuts. Condition not important, as long as they do the job. Timothy (Birmingham) 0121 7776712

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**July 2010**

Plus

**CLASSIFIED  
CARS & PARTS**

**CONTENTS**

- AREA DIRECTORY
- AREA NEWS
- CARS FOR SALE
- CARS WANTED
- PARTS WANTED
- PARTS FOR SALE
- ORDER/AD FORMS



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# AREA DIRECTORY

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

**DIRECTORY CHANGES TO  
AREA LIAISON OFFICERS**  
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**TEL: 01524 791607**  
E-MAIL:  
**Pip1272frank@homecall.co.uk**

## SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. Eves.
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news Pub Run See Area News for details	Last Thurs. Eves. 2nd Thursday

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs.Eves.
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun.12 midday
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	BARTON Aerodrome ECCLES. M30 75A. Just off A57	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm 8.30pm
LIVERPOOL	Lisa Garland : 0151 5491267 Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Ollerton: 01772 469354	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Manvers Arms, ADWICK UPON DEARNE	1st & 3rd Tues. Eves.
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

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COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Ian Stevens: 01773 787268 Richard Malin: 07813 397731	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 8pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30 .
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
STAFFORDSHIRE	Adrian Palphreyman: 01785 215084	Lakeside Tavern - BARLASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
		West Midlands Police Social Club EDGBASTON	3rd Tues 7,30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm
WORCESTER	Stefan Graham: 01384 279686		

## WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Howard Jayne: 02920 868203	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

## EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 01223 836535	John Barleycorn - DUXFORD CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 01603 426539	Caistor Hall - CAISTOR ST EDMUNDS	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

NORTHERN IRELAND	Douglas Hogg: 028 2564 2770	Nortel Social & Athletic Club - WHITEABBEY	1st Wed. 8pm.
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## **SOUTH EAST AREAS**

<b>Area</b>	<b>Area Organiser/s</b>	<b>Meet at</b>	<b>On the</b>
EAST BERKS	Helen Jackman: 0775 3333500	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831 576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
		Roving Meet - phone for details	3rd Wed. 8pm.
HANTS & BERKS	Andy Cook: 01252 810828	The Crooked Billet -(A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN	4th Mon. 8pm
WEST HERTS	Patrick Kierce: 01442 831 539	The Boot - THE GREEN, SARRAT	2nd Thurs. 8pm.
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th
	Mary Rumens: 01635 868640		Wed. Eves.
SOUTHERN	Mike Gooding: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. Eves.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

## **SOUTH WESTERN AREAS**

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHEREWELL SP11 7JF	2nd Thurs. 7.30pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. Eves.
DORSET SOUTH	Steve Sherlock: 01305 267408	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Fiander: 01722 421427	The Greyhound Inn - WILTON Nr SALISBURY	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	St Leonards Hotel - St LEONARDS	3rd Thurs. 8pm
WYEDEAN	Clive Speaks: 01531 650035 or 0757 829 3283	3 Horseshoes - ALLENSMORE Herefordshire	3rd Weds. Eves.

## **OVERSEAS Contacts**

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Konrad: 0045 86 85 19 98	Moelundvej No 8 8600 - SILKEBORG.
FRANCE	TBA	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS
	Soulis Papatathanasiou 00 30 6977280215	ATHENS
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@fiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 4S - 742 36 OSTHAMMAR.
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 212 7731	Switzerland
	Philip Bellamy: 0041 79 347 1221	Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.



## ALO REPORT . . . ANDOVER . . . AVON SOUTH BUCKS . . . CAMBRIDGE

See you all at the International!!!  
Cheers

*Dip & Frank*

### ANDOVER

Tel. 01672 514241  
e-mail: [guy.singleton@virgin.net](mailto:guy.singleton@virgin.net)

A good turnout at Popham for the joint Andover/Southern-Newbury stand - the first time we've had an official Club Stand booked for the show. We were allocated space for 10 cars and we fitted in about 17 - nothing unusual then! Well done to everyone who came out that day.

It was chilly and windy so we put up the Event Shelter - a good thing we did as there was a heavy hail storm - 4 heaps of hail about 6" high at the base of each leg where it had slid down the fabric.

Good to meet Andy and Clair with their very nice 1500 Spitfire, and also good to see them again at the SHVPS Show at Queen Elizabeth Country Park on 6th July, together with Southampton Bob in his MkIV Spitfire and Graham and Peter and Rosie without their cars, not to mention the Southern area members who made up a good showing of Triumphs on the day.

A complete change in the weather - suntan lotion needed, not thermal underwear and brollies!

We have a challenge for Peter - he didn't quite get his GT6 ready in time for the wedding - hoping he can get it on the road now before the Christening!!

The next meets:

**4th July** - BBQ at Guy & Suzie's 12.00 noon

**8th July** - Regular meeting at The White Lion in Wherwell (don't get caught out this month - the **1st** is a **Thursday** so our '**second Thursday**' meeting is as early in the month as it could be.)

**9th - 11th July** - Le Mans Classic

**18th July** - Durrington Show and Vehicle Gathering

*Guy & Suzie*

### AVON

Tel. 01454 327059

By the time you read this we will have had a scorching hot Christmas at Brea (hopefully) and attended the Action day at Castle Combe. Full reports on these in **September** news.

I would like to thank Jane for coming to our May meeting and doing some valuations for us. She was kept very busy and it was much appreciated. She also managed to show up my meagre piece of paper with events on compared to her wonderful Gloucester monthly mag. Not going to apologise as this is as good as it gets!

As reported last month, we have a will-

ing volunteer (!!!!) to run the meeting on **5th July** as we will already be in France for the Classic Le Mans. Tyler will be running the meeting and submitting the area news for that month, so please come along and support him. He will also be taking names for the BBQ at Judy Wakeford's (Tyler's mum) which is to be held on **Friday 16th July**. Remembering last year, it was a great evening and all are welcome.

The next main event (after Le Mans and the BBQ) will be Hay on Wye. Booking forms are available at the meetings for **July and August**.

*June*

### SOUTH BUCKS

Tel. 07818 052276  
[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [southbucks@tssc.org.uk](mailto:southbucks@tssc.org.uk)

Hello all. The first event of the month was the Aston Clinton show. This is probably the largest local show and we are always happy to have a stand. My thanks to Micky, Andy and the others from the Thames area for joining us, without you guys we would not have been able to have a stand this year. As it was we had about ten cars and our stand attracted plenty of traffic and I'm sure did a good job of advertising both the Triumph marque and the TSSC.

As ever, it is the unusual vehicles which are one of the main attractions (for me, anyway!) and there were plenty of military and fire engines to look around. There were also row upon row of classics. By far the largest individual model must have been the Stag, I counted five white ones alone, although they were pushed hard by VW camper vans. Some of the vans were modified including a pickup with a V10 Dodge Viper engine where the load bay should be.

The warm weather meant the Ace Café classic night was very busy and it gave Carl and I the chance to look around Phil Bell's (editor of classic cars magazine) very nice early E-type which he purchased for a very reasonable price. It just goes to show bargains are out there. For those of you who have Sky it might be worth looking for a programme called Wheeler Dealers. They buy a classic car, repair it and then sell it for (hopefully) a profit.

They have done a Spitfire and a Stag and are quite interesting.

Our next meeting is **July 21st** from 8pm at the Squirell pub in Penn Street. Regards

*Daniel.*

### CAMBRIDGE

Tel. 01223 836535  
e-mail: [tssc-cambridge@rochfort.org](mailto:tssc-cambridge@rochfort.org)

The weather gods did not treat us well for the June meeting, it was rather wet, and as a consequence the attendance



### AREA LIAISON OFFICERS REPORT

Tel. 01524 791607  
e-mail: [pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)

Well Done!!! to all the Area Organisers that have now registered their areas, and a massive thanks goes to the new Areas Organisers that have now registered New Areas, if we can help in any way please don't hesitate to get in touch with Frank and myself or Club H/Q and if you require a visit from us we are only too happy to help!!!

The combination of TR Register, SOC, and TSSC working together is always a recipe for a winning combination. We would like to say a massive thanks to all the members that volunteered to marshal at Prescott Hill Climb, you did us proud coming from as far away as Devon to the Lake District. A big Thank you to Jane Rowley and her Team (Gloucester area) for a fantastic BBQ, there was loads to eat and drink!! And it certainly was a feeding of the 140 enthusiasts. Thanks to the Manchester Area for assisting in camp marshalling and to Vivian and Victor for relieving the camp marshals, so they could enjoy what turned out to be a really fantastic weekend.

The next A/O Road Show will be at Stafford International **August 21st** at 2pm. If you have any questions, opinions or ideas please can you forward them to Frank or me so we can include them on the Agenda?

This also gives you and us the chance to get to know each other and that can be a good thing!!!

Another service worth considering is where your local Club Director is qualified you can provide a valuation service for existing members and also help attract new members and this would be carried out at the convenience of your Director.

Congratulations go to **Cumbria** Area you have won the £50 Club Shop Voucher Congratulations go to **Canterbury** Area you have won the £25 Club Shop Voucher.

## CANTERBURY . . . CHESHIRE



was not what it should have been. We were looking forward to a nice evening sitting in the beer garden discussing our cars, and we ended up sheltering indoors at the bar. Lets hope for better weather for the **July** meeting.

By the time you read this, the Luton Festival of Transport will have been and gone, hopefully it will have been a good dry show.

I have recently received an invitation for the Croydon Village Classic Car show on **Sunday 4th July**.

I'm told that it is an interesting and varied show. To quote from the invitation "There will be lots to do for all the family with food, beer, stalls, games, music in the mediaeval church and with the whole event set in beautiful countryside on the edge of the village". Croydon lies close to Arrington which is on the A1198 about 13 miles west of Cambridge.

Some more dates for the Diary :  
Classic Le Mans -

**Fri/Sat/Sun 9th, 10th & 11th July**

TSSC International, Stafford -

**Sat/Sun 21st & 22nd August**

Duxford All Triumph Day -

**Sunday 19th September**

Date of next meeting - **Monday 5th July** - 8pm onwards.

Dates for 2010. **1st Monday** of the month, 8pm onwards, John Barleycorn, 3 Moorfield Road, Duxford, CB22 4PP

Future meetings - **5th July, 2nd August, 6th September, 4th October, 1st November and 6th December**.

### CANTERBURY

Tel. 07810 438074

e-mail: [Progers01@onetel.net](mailto:Progers01@onetel.net)

June's meet was the first where I did not organise the "snug", so we had a proper car meet with bonnets up and people admiring, talking and generally socialising around the car park and outside tables. We even pretended it was warm, although the odd bomber jacket and scarf reminded us that, despite global warming, we do not yet have a Mediterranean climate: not at the beginning of June anyway.

It's always good to see so many people turn out. I won't go through the list because I'll probably miss someone out! By the time you read this in The Courier, the run to Hastings for fish and chips will have been and gone. Suffice to say, it was a cracking day, although all roads to Hastings were congested and the car parks were manic. Nonetheless, people and cars had a good run. Chips were good as well.

When we got the meeting going, the website was top of the agenda. Our web guru, Bob has determined that "Canterburytriumphs.org" is available for a fee of £15 and a small annual

charge thereafter. After consultation with our Treasurer, Eddie, a show of hands was called for and it was agreed that we proceed. Bob has my address in order to register the name. By the next meet it should be done.

John and Julie Slingsby live 5 minutes away from the Battle of Britain museum in Hawkinge. They have offered to host a club afternoon on Sunday 11th July, food included (bring a bottle). We can then stroll to the museum and spend an hour there. Museum entrance fee £5. Please let them know if you would like to attend on [john.slingsby@virgin.net](mailto:john.slingsby@virgin.net) by **30th**. June so that catering can be finalised. Thanks to John and Julie, and Guy of course.

Charles Harrison has arranged a viewing of a private car collection not open to the public, somewhere near Ashford on **Saturday 17th. July**. Charles suggests a run to a pub for lunch followed by an hour or two viewing the collection. He needs to know approximate numbers so please let me, or him, know asap if you would like to attend.

Also in **July**, Steve has forwarded details of a 1970s car show at the Kent & East Sussex Railway on the **10th & 11th July**. Steve is going on the Saturday and we will probably join him. If you are interested in getting your flares and platform shoes out (not you Reg) the application form is on the website or I have hard copies. Usual phone number.

Of more pressing concern is the Treasure hunt and BBQ organised by yours truly. **26th. June**: meet at the Eastry picnic site signposted off the Eastry by-pass between 1030 and 11. Bring a bottle. Again, please let us know if you will be joining us. Usual contact details.

Wayne has made contact with John Newton, organiser of the County Show at Detling. As Dell, will tell you, this one is a bit of a nightmare. Wayne has expressed interest on behalf of the club and reports that info will be forthcoming "soon", but there will be a restriction of 10 cars per day. We shall wait and see, but thanks for making the contact Wayne.

Bob Chequer informed us that when in opposition, the government promised to move the date for tax exemption for classic vehicles forward. He suggests writing to the Chancellor, one Mr Osborne I believe, to remind him of this commitment. Might be worth a shot. You might want to mention my tax bill while you're at it!

Events for **July**:

**2nd, 3rd, 4th:**

Goodwood festival of speed

**10th. & 11th:** 1970s weekend: Kent & East Sussex railway

**11th.** Darling Buds, Pluckley

**11th.** Wings, wheels and Steam, Groombridge

**11th.** Ardingley vintage & classic car show

**11th.** 1200 classic car meet, Dering Arms, Pluckley

**11th.** Battle of Britain museum & food with the Slingsbys: contact [john.slingsby@virgin.net](mailto:john.slingsby@virgin.net)

**17th.** Private car collection viewing. Numbers needed

**18th.** TSSC Essex meet Halfway House, Brentwood

**21st - 25th.** War & Peace show, Hop Farm

Obviously, The Kent Show should be here, but in the absence of any details I've not included it. Watch this space, as they say. Off now to bail out the garage due to a flash flood caused by a thunderstorm. Sigh. Roll on Summer! Regards,

*Dhil*

### CHESHIRE

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e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

[www.tssc.org.uk/cheshire](http://www.tssc.org.uk/cheshire)

Just once in a while, my applications to the Met Office for nice weather on the **first Thursdays of June, July and August** meet with approval and are properly actioned. This time round, we had a splendid sunny day followed by a pleasantly warm evening.

So seven cars gathered in the car park of the Cock and Pheasant and set off on a somewhat revised run along the Silk Road (as the powers that be had shut one of the planned roads round the back of Macclesfield) and through Sutton, Gawsworth, Chelford and on to the Greyhound in Ashley. It's actually quite a challenge to make sure that the seventh car has made it across the junctions where we have to wait, and there was some confusion in the lead car's brain department when a Red GT6 appeared to join the cars, making the numbers up to eight.

So, we have a newcomer in a Jasmine (I think) GT6 mkIII Bruce from Crewe, together with a dog called Havoc. The GT6 is apparently his wife's daily transport. I must also report that Paul came in his Bond, and Adrian's GT6 was voted warmest car of the evening as the heater cable had apparently snapped earlier in the day.

There has been much work on the seats but there still appears to be an absence of carpet.

The Met Office also actioned my request for good weather at Tatton on the Saturday, but the request didn't cover Sunday and the heavens



# CHESHIRE . . . COVENTRY . . . CUMBRIA DERWENT VALLEY . . . DEVON

## CHESHIRE Cont.

appeared to open first thing. I'm not entirely convinced about making us all stay in Tatton until 4:30, but the Sickness and Danger Act seems to be responsible for an awful lot of lunacy these days. And talking of lunacy, there was a Reliant Robin with a V8 in the middle and an advertised acceleration time 0-60 of 4 1/2 seconds. It was described as scary but I wouldn't have been that polite.

We have our second run of the year in July. The original route for this run took us through Pott Shrigley, Furness Vale, Whaley Bridge, Chinley, and Chapel and attempted to stop at the Cat and Fiddle but that was shut so we moved on to the Stanley Arms. It's likely that we will end up at the Stanley Arms again this time (as the organiser quite likes Pedigree...) and any truly nasty turns may get edited out of the script.

Both Bruce and Chris have apparently looked at the web site, and I must take an action to try and get the TSSC to sort the link out. Once upon a time, long ago (so long ago I can't remember) www.tssc-cheshire.org.uk took you to our web site. Then this link stopped working and there is a completely forgettable address if (starting at the TSSC web site) you select Cheshire from the Area Directory list (after selecting Area Directory from the list on the left). If you persevere, you may even find photos taken on the runs or even at Tatton, and area reports.

Our next meeting is on **Thursday 1st July** at the Cock and Pheasant. It's the second run out of the year so 7:30 for 8 please.

*Henry*

## COVENTRY

Tel. 02476 410180

kevin.n.murray@googlemail.com

There was just the regulars at our last meeting in June, with only Peter's red TR7 convertible on display. June is normally one of our busiest monthly nogs at The Bull and Butcher, but the rain showers kept many folks away, and their Triumphs in the garage. Paul and Joan Cheshire provided the entertainment with a film recording of their recent outing at Prescott Hill Climb. Phil and Lynn Smith featured in Paul's lap-top presentation. They were blessed

with fine weather, at this lovely location, which is the Bugatti Owner's Club venue.

We intend to go on a local drive on June 21st. The longest day, to The Green Man at Long Itchington, hope the weather improves!

Other events include The Coventry Festival of Motoring on **4th-5th September**. Please let me know if you wish to join us for this one.

We intend to have a Club stand for Coventry Area, you are welcome to join us; we can confirm details at the next meeting.

Enjoy the British summer, and good luck to England in the World Cup! You could buy a new Herald or Spitfire last time we won it!

Look forward to seeing you at Bull and Butcher, Corley Moor on **Tuesday 6th July**, 7:30 onwards.

Regards,

*Kevin*

## CUMBRIA

Tel. 01229 474077

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

www.tsscumbria.co.uk

The new power sail flag has arrived and had it's first showing at the Border City Steam Fair, Carlisle, 29th - 31st May. It is really prominent and a good advert for the TSSC Cumbria Area. This is the second year that this show at Rickerby Park has been held over the May Bank holiday weekend and again was a huge success. It must be now the biggest show of it's kind to be held in Cumbria. Our stand was next to the Solway Jag club and they kindly cut our grass for us.

For those of us going to France in **July** it gave us the opportunity to have a trial run with all the camping gear and iron out any faults. Helen, Roger, Nigel and Trevor set up the club stand on Friday which over the 3 days created a lot of interest with a number of membership forms being handed out. Although some members did not bring their cars, it was good to see them. Allison, Paul, Jake, Richard and Kath. With numerous trade stands and plenty for the kids to do, the show proved very popular with the public and we will definitely be back next year. For those who have not been before put a note in your diary for May next year. Sunday was very busy but Monday was a little quieter.

You can always join us for the 3 day camping experience.

Forthcoming events: **4th July** Distington Show, Hayes Castle Farm, next to the new Bypass. Club Stand. **18th July** The Cars The Star at the Heaves Hotel Levens. Near the Kendal roundabout on the A590 next to Sizergh Castle. No booking is required if you wish to just turn up. The club stand will be there. **22nd August**,

Cumbria Classic Car Show at Dalemain House near Penrith A66. The entrance fee is £3 per car and you will need to book with me in advance. A reminder for all the shows, please arrive no later than 10 am.

Safe motoring

*Roy*

## DERWENT VALLEY

Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

Hi All. On what promised to be a rather damp and soggy affair we had a good bunch of folk put on their best flippers to venture out into the lovely local countryside, following a route set by yours truly in search of Fish and Chips. The final location was The lovely mining town of Wirksworth.

Everybody that left Smalley made it to Wirksworth with nobody getting lost or damaged along the way, (if they did nobody admitted to it) so that was a very good result. We had quite a mix of classics, 3 Dolomites, 2 TR4s and a partridge in a pear tree, (oops sorry that should have been Vitesse) also we had a Cortina and a rather nice Ford based Spartan driven by a new face, welcome Tony to the merry Derwent Valley band, its not always that mad, honest!!

After generous quantities of Fish, Chips, Peas, Pies, Kebab meat (you know who you are) and gravy were consumed in the Wirksworth Fish bar, (Thanks guys you did us proud) we decamped to the local hostelry the Hope and Anchor en masse where we took over the bar and spent the rest of the evening catching up.

Next month, for the **July** meet, something different, we are meeting in Belper on the Market place for a walking treasure hunt around the town, meeting from 7:30 for a gentle walk and explore around the town.

Look forward to seeing you then if you have all recovered from the Peak Run

*Rick*

## DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

After our weekend on the Isle of Wight it was back to local business the following weekend. Not before however the Isle of Wight convoy on the Sunday merited a word in the cycling column in the Telegraph - all those who had to negotiate the hundreds of cyclists on the Military Road will know what I mean!

A small number of Devon members attended the 2nd show in aid of Huntingdons Disease at Buckfastleigh Racecourse on 8 May, Brian's 12/50 and





both of our cars. Whilst there we met James Turner from Dartmouth with his nicely restored Herald, and we hope he will come to some events in the future when time allows.

The big six's of Grahame and Simon were on 'wedding duty' for the marriage of Mark's daughter, Bertie.

Sunday 9 May was another gathering of Triumphs at Route 38 the American Diner at Trerulefoot organised by Andy Moss. Four of our cars travelled down from Pear Tree Cross, our Stag, Dan's sister's Vitesse having just had a new head, Russell with young Robbie and Steve & Lisa in their Spitfire. After a friendly hour or so, the Devon members, now swelled by Colin and family in the 2000, and Lisa & Paul in the TR7, drove homewards via Hatt and Yelverton where we had not only the obligatory ice cream, but those with room left had tea in the old control tower of the WWII airfield Harrowbeer. May Club Night at the Star was missing a few familiar faces, but was still well attended with a good show in the car park. Story of the night must belong to Julie who told us a tale of woe and AA callouts. First was her modern, closely followed by the TR7 conking out in an inconvenient spot on the notorious 'George' junction north of Plymouth. The AA were delayed as their first patrol was not familiar with plugs & points (the first guess), but this was more than made up by the enthusiasm of the one who eventually attended. Poor Julie was shortly back on the road with the aid of a petrol can as even TR7s need fuel! In her defence, her low fuel warning light was not operating!

Triumph Marque Day at Prescott was nothing short of a Triumph! (sorry!). 5 of our cars, our Stag and Dave A's red one, Mark A's 1500 Spitfire, Russell's Vitesse and Dan's 2.5pi made the trip, accompanied by Marc & Sam in the Mondeo and Andy H in a van full of auto bits. The weather was fantastic and it was tops down all the way. Once there, we bumped into Devon members, Paul Barlow, Paul Stevens and Shaun Beavon. Paul S managed to get a run up the hill in ADU 1B, but Shaun was disappointed in his runs compared to last time, though we hear that he bust through the noise barrier! Russell too managed to get a run up the hill which was much enjoyed by all. We did not manage to get there in 2008, (when Marque Day was first held at Prescott) but what a day it was - Triumphs going up the hill all day at various speeds, a huge cavalcade up the hill at a more sedate pace, and literally 100s of Triumphs in the car parks. Our trip home went well too until we reached Tiverton, when Dan's 2.5pi developed a problem with the fuel pump and he was trailled home. A disappointing end to a great day.

Four Club cars went to the VCVC show at Collaton St Mary, Paignton on Bank Holiday Monday, our two, Allan's Vitesse and Brian's 12/50. Whilst there we met Werner, the landlord of the Fortescue Arms with his Vitesse 1600 Tristram conversion, who we hope to add to the fold.

On 6 June, our monthly outing took us for the first time as a Club to the Seaton Tramway show. A really good day with lots to see and do, including riding the trams between Colyton and Seaton. 10 Triumphs (no moderns!) left Exeter Services, led by Malc & Jan. Once there, we met up with the 'GT6 two', Chas & Dave. Also there were Pete & Barbara from Taunton with 'Olive' and Paul & Clare with their recently acquired GT6. The cars on display were 2 TR7s (Steve and Julie), 2 Vitesse (Allan and Russell), 12/50 (Brian), our 13/60 convertible, 1200 convertible (Ann), Dan's Herald estate, 2000 (Colin) and Spitfire 1500 (Malc). One for the diary next year!

Steve Wilkinson reports on the North Devon activities:- "Last month we met at the Tarka Inn and then drove in convoy to Moor Lane Nursery, Braunton where we used Steve Thomas' (TR Drivers) Tea Rooms and had a great time, with Steve T's Triumph TR7 V8 Works Replica and Triumph TR7 Victory Edition already there, Glenn & Trish came in Glenn's Spitfire 1500, John & Joan with Joan's Toledo, Ray & Wendy Sweet with their Spitfire 1500 and Sharon & Steve W in Sharon's Spitfire MkIV. Steve Knight was having car troubles so came in a modern and Callum came on his scooter. The big event last month was the marriage between Steve Wilkinson and Sharon Walker which was great with fantastic weather, a classic car convoy including a ex Royal Family 1939 Daimler Straight 8 for the Bride, followed by Joan in the Vitesse, John in the Herald, Dave Wilkinson in the Austin A35 and Chris Wilkinson back from Cambridge University in his Spitfire Mk3. All the cars had ribbons and looked fantastic - there will be photo's to follow once we've sorted them all out. Bideford Transport Show was attended by John & Joan in the Vitesse and also Darren Groves in his Herald 13/60 Convertible at it's first show since the restoration and looking lovely. There was great weather for the show which also had a white Spitfire MkIV and a TR5 in attendance, sadly, the owner of the Spitfire was unseen all day so we couldn't encourage them to join with us. **Sunday July 18th** we are meeting at Beggars Roost Inn, Barbrook for lunch and hopefully meeting up with both South Devon, Somerset and Cornwall members, so I shall need numbers ASAP. The TR Register is having a meet at the Pack O'Cards, Combe Martin on **Sunday**

**15th August** and has invited all Triumph owners to attend so we will be going as it's so close to us. The next North Devon meeting is on **Thursday 8th July** at Moor Lane Nursery, Braunton (signposted left off the Saunton road as you leave Braunton, 2nd house on left), see you then"

#### COMING UP

**July** is one of our busiest months - starting with the Teign Country Show on **3rd & 4th** at Chudleigh, closely followed by the 'big one', Powderham, on **10th & 11th**.

We have a big Club stand there - even if you have not entered your car, come along and chat to us; you won't be able to miss the stand now we have our new banner flags!

Some Devon members will be making the trip to Classic Le Mans that weekend and we wish them a safe trip.

On **Sunday 18th**, as Steve has mentioned above, we will be driving up to North Devon, hoping to pick up some mid Devon members too, to have lunch at the Beggars Roost Inn, at Barbrook near Lynton. Definite numbers are needed for this one, so please let us know as soon as you get the Courier, if you intend to join us. It should be a lovely drive up through the county, and an opportunity to meet up with our North Devon members. Club Night at the Star Inn, Liverton will be **Wednesday 21st** - any time from 7ish.

On **Sunday 25th**, our members will be split between the Riviera Classic Car show at Paignton Green, with others going to Branscombe - what a shame the two events clash again this year.

Looking forward to **Sunday 1 August**, we will be having (the 6th?) Annual Scalextric Championship, this time hosted by Sue and Steve Bessant at Chillington near Kingsbridge. Their children, Katie and William, proved unbeatable last year. We will aim to get to Chillington around 12.30 - Sue and Steve have kindly offered to provide sausages burgers etc, but have asked that we bring sweets and drinks. Again, please tell us if you are coming. To help Sue & Steve cover their costs, we will have a collection on the day. As many will not know where to go, we will meet at Pear Tree Cross, Ashburton (A38) at 11.30am.

Devon area is going from strength to strength but only due to the enthusiasm of our members.

Enjoy the showing season now it is in full swing,



DEVON Cont.

DEVON DIARY

- Sat/Sun 3/4 Teign Country Show Chudleigh
Thursday 8 North Devon meet at Moor Lane Nursery Braunton
Sat/Sun 10/11 Powderham Classic Car Show - Club Stand
Sunday 18 Lunch at Beggars Roost, Barbrook with N Devon
Wednesday 21 Club Night at the Star, Liverton
Sunday 25 TOWC Paignton Green Show / Branscombe Air Day
Sunday 1 Aug 6th Annual Scalextric Championship & BBQ at Chillington

Sue & John

ESSEX

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This could be another two coffee report I am going to have at least two whilst I write it. (reading it though to check it I think it is a large glass of red wine report forget the coffee) The good weather is holding most of the time (the show at the Isle of Sheppey was freezing) and we now have the first few shows under our belts, the routine of packing all of the coffee making kit, chairs, gazebos, club flags, etc, is now established everything has a place in the car, just fitting it all in sometimes seems like you are going away for a week not just the day.

We will have to re think some of it when we go away camping as it won't all fit but with a bit of pushing and stuffing in corners we can get it all in. Then comes the moving of the cars, modern ones on to the road, classics out, modern back, it is like a choreographed dance on a Sunday morning. I bet my neighbours love me when I wake them all up. Then we do the same dance in the evening when we come home, the joy of the classic car waltz performed all over the country on a Sunday.

My Office - this month I have done some work on Theodore (TR7) the new wing mirrors and door cards have been put on, it has only been two years, not too bad. On taking the old door cards off I found someone in the past had fixed after market window winders to the base plate of the original ones with wood screws and packed the mounting screw out with 23 screw cups to make it fit rather than cutting it down. A quick search of the internet and I found two new handles yes new. When I removed the bullet wing mirror on the drivers side a lot of the paint

lifted exposing a large rusty area, out with the Dremel and a quick rub down, luckily only surface rust but a lot of spraying and rubbing back later I had an ok job, but it still needs some compounding back to look good, this was supposed to be a unbolt one and put new one on type of job, but they all grow into something bigger and I had to remove the gold strips from the door (does any one have any TR7 Gold side strips out there?)



Out and about - 2nd. Only 2 cars for this one, John in his Herald (no Donna as she wasn't well) and Janet and I in the TR7. A good run down and our first go over the new bridge on the Isle of Sheppey. The last time I came here they were still building it and it looked big then. Now it's finished it looks massive, very high and today, very windy at the top. John's poor Herald was getting blown around quite a bit, we were both glad to reach terra firma on the other side. Also, since we were last here they have built all new roads, none of them on my Sat Nav, oops. More by luck than judgement we found the show without any mishaps. It was very windy and the first port of call was the burger stall for breaky and hot drinks. Then it was on to clean the cars as they got very dirty on the way down, and the exercise kept us warm. After a while the sun came out and it wasn't too bad. From then on though it was 20 minutes of sun followed by 10 minutes of rain followed by 20 minutes of sun etc etc, you get the picture. So it was roof up, roof down, leather off, roof up, roof down and so on all day on the Herald. We did see the funny side though, sitting in the cars during one downpour, watching hail stones bounce off the bonnet of the car. There was a good turnout of cars and quite a few Triumphs that we haven't seen before. One of them was a Spitfire with an unusual hard top; it was like a modern Targa Top where the centre panel lifts out. It did look very different and very nice from the back but from the side, it looked all wrong. The proper hard top does suit the car much better I think. We were parked right next to the control tent in which music was playing loudly all day. It was good though as all the music was stuff we all liked, lots of sixties and seventies tunes. We stayed until the raffle and prize giving, at which we didn't win anything before calling it a day and packing up for home. It was quite an eventful journey. Before getting out of the show field we had to help bump start an old Ford, a Model Y I think. All was well once he was on his way and we set off down the motorway. The omens didn't look good as all the signs were saying 'Long Delays' on the M25 approaching the Dartford Tunnel. Sure enough there was long queue of traffic and after not moving for about 10 minutes we decided to chance it and go further on to Blackwall Tunnel. We've never been that way before but with sat nav's guidance it

all worked out ok. Apart from John turning off the road too soon as we exited the tunnel and having an interesting detour through Docklands. Janet and I went the right way but I think we all got home at about the same time. Apart from the weather it was still an enjoyable day out. We must be due a nice warm, dry day out soon.



9th - To make a change this year we thought we would head off down to Battlesbridge, for the early season bash which is always a good day out. Things didn't start off too well when Steve phoned John to say they might have to stay indoors due to the Herald not wanting to start, it had just come back from a run to the Isle of Wight and seemed to object to being woken early on Sunday morning. As John was already on the way and only round the corner from Steve he did a quick detour to see if he could help. He arrived to find Mumma and Maria with a cuppa and Steve with his head stuck under the bonnet. After a bit of head scratching and an attempt to bump start it the decision was to give up. This then left Steve to take his Spitfire instead, another ailing Triumph, this one with gearbox problems. John persuaded him to give it a go and so headed off to meet up with the rest of us. Waiting at the Halfway House was Paul and Alice, Ian and Grandson Reece, Fiona the Floozy (more about that later) Janet and I. It didn't take long to do the short journey to Battlesbridge, all of us making this part of the journey with out any problems, just a bit of gear crunching from Steve. We then set about setting ourselves up for the day. As it was very windy, up went the wind-break along with the brollies, it was quite cosy sitting up at John and Donna's end, well it wasn't really, it was still bloody freezing. Only less so than without it. Any way coffee on and settle in, at about this time Fiona got her new name of Fiona the Floozy. We were all doing our hello kisses and good morning hugs to everyone when Fiona gave a peck on the cheek to an old bloke Mumma was talking to, mistakenly believing he was with Mumma. Unfortunately he wasn't with her but was a complete stranger who Mumma was talking to about her car. So after much ribbing Fiona was christened with her new name. I think somehow it might stick. We were joined later by Cheryl, Grandson Troy and Daughter in Law Claire. We also had a visit from Graham and Pauline who have been out with us a few times in their MG. I am pleased to announce that they have now seen the light and bought themselves a Triumph. It's a Dolomite 1500 TC, so we are all looking forward to seeing it. As always there was a lot of auto jumble and general toot stalls to have a look around, so we all set off in search for some bargains. Most of us got various bits and bobs, Alice got a fluffy gorilla with a



banana that was handy for keeping her hands warm, Reece got Granddad to buy him some toy motorbikes, good old Granddad. Lucy got books, Janet a necklace, Donna and Cheryl both got wicker picnic baskets and Ian and Fiona were looking for everything. Fiona got a box of bits for £5 from the Triumph south eastern stand, John had the grille and Fiona had the rest and she got some metal polish to clean it all up with as well. Me, I didn't get anything, ahhh. We were spoiled for choice with cakes today. We had Lucy's Cupcakes, Paul's Fruitcake that he made himself and Janet's Ginger Cake. All of which were taken with coffee as you can imagine we didn't go hungry. Only Cheryl was brave enough for ice cream though as it was too cold for the rest of us, we all opted for a nice hot cuppa. As the day wore on it didn't really get any warmer, which was not what the man from the BBC had forecast. We stayed until we could get our plaques before packing our stuff away and heading off home. Although the weather was a bit iffy at least it stayed dry and we still had a laugh.



16th Club day - May 16th 10:30am, yes I know the club meeting doesn't start until 12:00 but I need time to get the cars started and the modern cars moved so I can get the proper cars out. Theodore started second go, he is slipping since I put the new carb on. One down one to go. Tallulah's turn and she has not run for a month but I should have had faith, she went second go as well. Time for a Coffee before the off. The club was in two places today, club and Clacton, Arriving at the club Pam was already in the car park. We parked either side of her and put the flag up. The pub was not open yet so I did a quick fix on Pam's aerial then off in to the pub to order lunch and another coffee as people started to arrive. Pam in her nice blue Spit 1500, Dave brought their granddaughter Emma in the VW. Ian and Cheryl in Rosie, an Mk 4 Spit, Richard and two of his daughters in Betsy, a Herald soft top and yes he had the top down. Richard has only had Betsy 5 weeks and this was his first visit to the club, welcome Richard and daughters. Glen and Alison came in a modern car, he has taken the Vitesse off the road as he needs to do a lot of small jobs on it and we all know what small jobs turn in to, full restoration. Malcolm, Lesley and Nancy came over from Kent in their Vitesse; Steve Hall tried to confuse me by turning up in a white Spitfire and a welcome to Jerry, Cliff and Tim, long time members that have not been to a club meeting in a number of years. Sadly this time in a modern car as their Spit and Vitesse are off the road at present. After food and drinks all round, the bonnet went up on Rosie. That was the signal for all the men to go out in the car park and do some 'bonnet up bonding' leaving all the

girls in the pub, all but 2. Richard's daughters wanted to go and look at all the cars but they could not decide which colour they want Dad to paint Betsy. All bonnets down, we went back in and after some more coffee and nattering people started to head home. We were the last to leave at about 3pm.



16th Clacton - An early start for this one saw the Hill household up and out by 7.15, dropping Lucy off round Nan's still in her P.J.'s. We met the others at our usual A12 lay-by. Already waiting for us was car show virgin Dave, in his 1500TC. He was on his own as his wife says the car smells of mothballs and won't get in it. Come on Dave get it sorted and get her out with us. A phone call from Graeme and Pauline, also in a 1500TC (the one referred to earlier) bringing it out for the first time, saying they would be a bit late as Graeme had decided to go along the A127 instead, until Pauline pointed out his mistake, oops. We've never had a 1500TC out at a show before and in the space of a couple of weeks we've got two. Welcome additions and something a bit different from the norm. Once all assembled we set off for Clacton. Steve, Maria and Mumma were already up there having spent the night with Fiona and Jinxy at Fiona's caravan. We had a very good run, lovely sunshine and all cars running well. We got parked in our normal fashion and it was business as usual, chairs out, cookers on and it wasn't long before the smell of bacon was in the air. While this was going on some of us were cleaning cars, I gave mine a quick wipe but Fiona is now obsessed, even the hubcaps were off being polished, looks like I've got competition. The breakfasts down our end were quite simple affairs, just bacon rolls with a blob of ketchup but up at camp Jinxy and Pierre there was a proper full english on the go. I don't know if it took a long time to cook or if they had loads of grub but they were all still eating two hours later. By now the field was very full with cars and so it was off to explore. A few other Triumphs were here, a yellow Vitesse which was for sale, a Damson Herald 13/60 and a couple of Stags. We also did a tour of the toot stalls; I think I was the only one to get anything though, 2 model cars for my collection. We were joined later by Fiona's husband Tony, now known as 'The illusive Tony' ha ha (anyway, nice to meet you). Unfortunately after our nice sunny start it began raining about lunchtime and so we had our grub huddled under the broly. It lasted about an hour before stopping but it was pretty chilly from then on. It did give me the opportunity for some more granny in blankets pics ha ha. We decided to pack up at about 3.30 and before we left Allan decided he was going to have a drive of his ex Herald. While he owned it, he never drove it. He did a lap of the field, scaring some seagulls on the way before returning with white knuckles ha ha. He then had a sit in mine and after much egging on was persuaded to have a drive.

After that it was my turn to have a go in Alan's which is now Fiona's (this is getting confusing). Poor old Tinkerbelle the dog was in the car and thought she was being dog napped when I jumped in with her and drove off, paws scratching at the back window and whining for Alan. I have that effect on all the girls ha ha. Anyway after the car swapping was done we set off for home, myself and Donna being the only brave ones to have our roofs down. All was well until we were nearly home and it started to rain. It was ok while we were moving quickly but as we came into Harold Wood we had to slow down and so got wet. A quick pit stop saw the roof up in record time and then it was off home to dry it all out. Another good day out and two new cars on the scene as well. Thanks John for the Clacton report 13 club cars at two events on the one day good turn out well done to all who took their car out.

23 - Butts Green Early start at the halfway house for cars, 2 spits Rosie, Tallulah, TR7 Theodore, and a very nice Herald. This show was in a small village just out side Chelmsford and was part of the village charity open garden event, we turned up at the village green there was an old MGF parked on the green and the chap with it said "park along here some where". We had the whole of the village green to choose from at this point, as we started to decamp from the car the chap said if any of you need a loo the back door of my house is open, just go in, the loo is on your left, a very nice gesture and we did make use of it. There were a number of very nice cars I was talking to one chap with an AC Cobra, yes a real one and the chap who's loo we were using came over and asked him "have you still got the green one" he replied "no I couldn't drive both of them" yes he had two AC Cobras, that set the tone for the quality of vehicles that were there. We managed to create a new Triumph model today as one visitor was heard to say "no it is not a TR7 it is a Triumph Theodore".

29/30/31 Enfield - we only did two days at this show Sunday, Monday. On the Sunday we had 10 cars 3 Spits, 2 Heralds, 2 Vitesse, 1 Stag 1 TR7, and 1 Dolomite 1500TC. We travelled in convoy along the M25, I was tail end charlie and it looked good looking down a line of 10 Triumphs. We found our club pitch and got set up with the large gazebo for the first time this year, kettle on and yes you guessed it a coffee and then figure out a route for looking around the car toot, as there have been a number of car stolen from shows recently we made sure that there was at least one of us at the cars all the time. The show lived up to its reputation for spare part stalls. I only managed to get around half the stalls will do the other half tomorrow. Lots of people looking at the



## ESSEX Cont.

cars and saying I used to have one of those even people inquiring about the club. Monday no classic car walking this morning Theodore was on the drive in front of the garage with Tallulah inside today some people apparently doing other things as well how do they find the time, 2 spits, 1 herald, TR7, and 1 Dolomite a different one from yesterday, the Gazebo went up quick today as we had practice yesterday.

Same as yesterday we worked out a rota for guarding the cars the gazebo was staying in place better than yesterday as the wind had dropped. I managed to do the other half of the stalls and found some bits for the plastic MG and on the same stall some bits for Theodore to make the new window winder to sit properly, yes I did buy bits on an MG stall but they are cousins and a lot of the bits are interchangeable. There were some TSSC members from the local area that asked where we meet and promised to come along to see us, it would be nice to see them.

**5th - The Bob White Classic Car Show** a local charity show this one. One of our members knows the organisers so we get an invite and set up our club stand to promote Triumphs, 4 cars, 2 Spits Rosie, Tallulah, 1 TR7 Theodore, and the nice red Herald. We were all lined up from the road run, a trip around the block to show off our cars and publicise the show, when the word came though that road works had started on the high street and that was it, the run was off, as we may not get back before the show ended. The sun got a little too hot but we had the gazebo for shade and coffee, what more could you ask for? A nice day, a field full of classic cars and a big mug of coffee. Donna and Lucy had come in their plastic car so that Lucy could go on to a birthday party and BBQ, they left early at about 2.30pm. leaving John to fend for himself. I also had a TSSC member Nick Jenkinson come over and speak to us, nice to see you Nick, hope to see you at the club.

Even a small rain storm on the way home could not put a dampener on the day, it was nice to cool down.

**6th HATFIELD CAR & VEHICLE RALLY - 9 cars** in all to day, 8 left the Halfway house for the trip up the M25 and A1. 3 Heralds, 2 Spits, 1 Vitesse, 1 TR7, and 1 Dolomite 1500TC. Yes I know, not the best of roads to drive classic cars on but it got us there in good time. And Paul and his Dad were waiting for us in their Spit. Our instruction as we pulled on to the field was park where you like, we found a nice spot, up went the big gazebo, both flags, the cars were arranged in a nice fan around us with banking across the front and 4 kettles on

for coffee, it can't get much better but it did, more later. No Donna and Lucy as Lucy had fallen from the trampoline and broken her ankle. The Hill family had spent 4 hours up the hospital the following night getting plastered. So Donna stayed at home to wait on Lucy hand and foot (or is that ankle?) The weather was threatening rain all day but it did not happen. John took his Herald in to the show ring and the chap said "and here we have a nice Vitesse" and went onto speak all about the Vitesse and then passed the mike to John, only for him to say "it is a Herald actually," he had a bit of a red face, but we all make mistakes.

Later we went in as a club and this time he got it right and gave a good account of most of the Triumph range (covering all his bases). Back to what made this a very good day, Essex Triumph Spots Six Club won best club stand at the show. Well done every one.



And coming, July.

**4th Walton Classic Vehicle Show**  
Location Walton on the Naze, Essex

**11th Darling Buds Classic Car Show**  
Location. 'POP LARKINS' Farm, Bethersden, Kent

**18th "NEW SHOW"** Queen Victoria Classic Car Show Location The Common, London Road, Billericay, Essex

**Sunday 18th** The club meeting this month will be held at the above show. Entry on the day is ok.

**21st Wednesday (evening)**  
Classics on the Common Location. Galleywood, Essex

**24th/25th West Bergholt Vintage Rally**  
Location West Bergholt, Essex

**31st July/1st August** Lingfield Steam & Country Show Location. Blue Anchor Show Site, Blindley Heath, Lingfield, Surrey

**Birthdays**

First of all a belated birthday to Rhys from over the water in Kent he was 7 on the 21st May and Paul with the red Spit who's birthday we discovered is the 9th June (special one). Then there is Sharon from over the water with the Stag who's birthday was the 12th June. Also Mags from the TR drivers club (rebels) who has a special birthday on the 22nd June. Sorry to those 4 but just been notified. The birthday list is getting bigger.

Now for birthdays for July. Pauline with the 1500 TC on the 23rd July, Maria Herald on the 25th July and Pauline and Grahams 25th wedding anniversary on the 27th July. Was it you?

Red Stag, Bulls Cross by Plough 26 May 08.30

*Allan*

## GLOUCESTER

Tel. 01452 790126  
[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

The first report for last month covers the Beulieu spring autojumble. Richard kindly offered the spare seats to Alistair Paul and me so we all set off for a day out perusing the stalls for goodies.

The sun shone and buns and ice cream were consumed in quantity but the general opinion of the show was that it lacked something, not too sure what but all of us were of a similar mind, having said that it was a nice day out in the sun.

The May meeting saw the Gloucester area celebrating its tenth anniversary. Now sometimes on a monthly meeting you can turn up at eightish and think that you had arrived on the wrong evening but last month I got there to see about a dozen cars and as many people already milling about. The grand total for the evening was sixteen cars and twenty five people. It's amazing who turns up when there's cake on offer. Richard did his best to get a group photo of us all with limited facilities i.e. fading light and a beer barrel to stand on. The resulting pictures are available on request (cheques payable to me) no just kidding if you would like the pics please let us know. It was a great turnout and we enjoyed a very social 10th birthday and thanks to Sarah at the Swan for the birthday cake.

The Triumph Marque day once again came to our area and we were tasked with the BBQ for the Saturday evening. With all the prep done we set up shop at Prescott and somehow managed to process enough food to feed what seemed like a never ending queue of willing takers. The evening was a great success. Thanks to Jane for all her hard work, to Paul for the use of both himself and his estate car and to all the other helpers, cooks, servers, drink dispensers and coffee makers. What a team. We were also able to have a drink with Pauline to celebrate her birthday. We hope she enjoyed herself. Oh yes and thanks to Jane and Paul for dragging me out on my Birthday day off to go to Bookers, what a treat!

With most of the party goes off to bed Jane and I enjoyed the company of the Manchester area's gazebo for a little while longer. Pip was enjoying a few sherberts and confessed to enjoying the biggest fatterst tastiest sausage she'd ever had and she had to come to Gloucestershire for it. A little later though somewhat slurred she also mentioned about someone being "hard to love" but who it was I couldn't quite make out.

Don't think it was you Frank!

The Sunday was great with lots enjoying the thrills and spills that only a quick

## HANTS & BERKS . . . HERTS & BEDS



run up Prescott can give.

A fantastic weekend for all.

The bank holiday Monday took us out to the meadow at Berkeley castle for the classic car show. There was a huge selection of cars to see and nice enough to sit and enjoy a coffee and relax. I haven't been to this show before and was pleasantly surprised at the numbers there. A very nice day out.

Well the run up to LeMans has begun and as usual we're chasing around to make sure the cars are all in order for the trip, well some of us are Martin Pugh seems to have sold both of his cars. Come on Martin it's all in the timing. I'm sure it will be sorted out by the time we leave. Good luck.

*Andy*

Events.

**Thurs-Mon 8th-12th July.**

Classic LeMans.

**Sunday 18th July.** Shelsey Walsh midsummer madness and classic meeting.

**Monday 19th July.** Club night at The Swan inn, Coombe hill. 8pm onwards.

**Friday-Monday 23rd-25th July.** The Silverstone Classic.

**Friday-Monday 23rd-25th July.** The TR international at Malvern. Area stand so please keep the weekend free to bring your non TR along.

**Wednesday 28th July.** Pub run to The Mount at Stanton.

**Sunday 1st August.** The 9th Malvern classic car show at the three counties showground.

### HANTS & BERKS

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It's been a bit busy lately, so busy that I completely failed to realise that my family holiday clashed with the June area meeting so apologies for not being there! Still I did manage to get along to a Classic Car show at Pecorama down in Beer in Devon on my holiday to Dorset. Quite a few TSSC cars there from the Devon and Somerset areas, plus I had a chat with Robin Nichols from the newly formed South Dorset area, I found out about the show through their facebook group.

Went along to SEM back in May, as usual for this event it was a good chance to catch up with old friends, it was also dry this year for a change but damn cold.....

Attendance at our area Treasure Hunt organised by Paul Bodiam was a bit disappointing, only two cars took part. I just about managed to finish getting my GT6 back together after a clutch change to take part. Still it was worth it as I got the most questions right so technically I guess I won, supported by my 7 year old daughter Alice as navi-

gator but then the worst we could have come was 2nd, so congratulations go to Carl, Alan and Claire in Carl's Dolly Sprint for coming 2nd!! The route was great and the questions challenging so thanks Paul for organising the event. As there were only a few of us who took part perhaps we'll run it again sometime, Carl, Alan, Claire and myself can maybe act as marshals next time.

Also back in May was the Standard Triumph Marquee Day at Prescott. What a fantastic weekend. Great Weather for camping and getting the tyres nice and sticky for a blat up the hill. Started off with a few beers and a barbeque on the Saturday night. Got up early on Sunday and walked the track. Then come 10 o'clock on Sunday morning the track erupted to the sound of straight 6's V8s and 4 pots screaming up the hill accompanied by plenty of tyre screeching. I had a nice couple of fairly aggressive runs up the hill in the GT6 and took plenty of photos of other Triumphs and the odd unusual car (eg even an Amphicar!) blasting up the hill. I also had a look around the Bugatti trust museum as well which was a nice cool break from the blistering sun. On the way home I got a call from James Cooper who had left before us warning me the traffic on the M4 was a nightmare. The good thing about that was I managed to change my route and cut across from Cirencester to Reading via Fairford, Lechlade, Wantage along the A417. Pretty empty, picturesque and good driving road on a nice summers evening and a great drive home with the GT6 doing what it does best, a bit of fast A road touring..... A Nice way to finish off a great weekend.

Hopefully I'll get my video footage edited and burnt onto a DVD before the July meeting and bring along a portable DVD player so those of you who didn't make it to Prescott can see what you missed. Carl got some video footage of me in the GT6 on the hill which I could do with downloading to add to my footage from the event.

*Andy*

### HERTS & BEDS

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Well hello all, I hope you are enjoying the recent spell of warm and hot weather let's hope it gives us all a well deserved Summer. The Luton Festival and Milton Keynes Museum Fathers day events will have been and gone, it's Best Area Car Award at the next Pub meeting on **July 26th** so a little polish needed or just turn up, it's Keith the Publican's choice so time to impress, so a daily driver or blinged to the hilt all stand a chance of the award. (Martin can we have the Kingfisher Shield returned please)

July 18th I have the gate passes for the Kimbolton Charity Classic July 18th, it's £5 per car full pay on the day but you need a pass to get in, let me know if you want a pass for this country fayre, great day for the kids, we will be joining Northants and Peterborough to make a good Triumph presence

Doing a techy weekend at home has run into some timetable resistance...where does the time go ??? Ashley had a alarming experience on the way to Prescott when the Herald drive shaft decided to shear into 2 parts at 60mph, but he kept it to the tarmac and was recovered home all unhurt but somewhat shaken up. (photos on the forum) Ashley and family returned to Prescott with the Acclaim and the weekend turned out some super weather Alan, Chris, Ashley and Ray all went along and Alan has put pen to paper to enlighten you all on a really good event. Alan's summary can be found on **Readers Write Page77 this issue.**

Still hope to arrange a run to the Secret Nuclear Bunker and some local outings but watch the forum or my e mails,

Jill and I managed to make it to the isle of Wight weekend despite the passenger door being in bare metal the day before we left but after a couple of convoys around the Isle and a warm up in the static caravan managed to survive some chilly winds a few showers, and the odd bit of sunshine, all in all a good break, the roads over there are in a poor state, enormous pot holes and some really appalling surfaces, surprisingly the wheels stayed on despite some grounding at speed and after 580 miles used no oil or water, Ashley and family were there, think it's the ferry crossing that started his drive shaft to revolt.

The list of our area special tools, available for hire has been circulated, with mixed views on how we cover our costs but in principle the tooling will have a returnable deposit to cover its replacement risk cost and a simple £5 month hire fee or less if you're quick, this gives a small income to start a fund to provide some new and more relevant equipment. Like a reputable carb balancer and gas analyser , we have to start somewhere.

Duxford is now arranged for **September 19th** at and discounted to £10.95 each, under 16s free, sorry no dogs, fires, stoves, bbq. are allowed. This is the 17th All Triumph Day and and £1 (less vat) of the admis-



## HERTS & BEDS . . . ISLE OF WIGHT WEST KENT . . . LANCASHIRE

### HERTS & BEDS Cont

sion will be paid into to your area funds, this is the first time we have an event where a significant contribution is collected by IWM Duxford to aid our funding, you just can't run trips and outings on fresh air, last year we dug quite deep into our piggy bank and that has to be addressed. We are not on a money grabbing spree but making £10 at the pub raffle does not balance the funding of running the area, to do more costs more, someone has to check drives and runs, the paper and printing, Good Will does most, and always will... .. but there are times when a level of fairness needs to be considered. Sorry it's not a rant but in 2010 free is not so easy accomplish. Happy motoring

*Pete*

### ISLE OF WIGHT

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Meeting nights have been busy lately with lots of Triumphs in the car park. It is so good to get out this time of year with the warm, light evenings at least that is what I did last week, although at the time of writing it is now raining, the good old British summer!

Last weekend was Bembridge Street Fair where a few Triumphs were displayed, raising money for charity.

This weekend was the Old Gaffers Festival in Yarmouth and there were plenty of classic cars in the field and a real carnival atmosphere with the various market stalls and bands playing in the sunshine.

Some of us are going across to the Le Mans Classic this year which we are looking forward to, all those cars and all that noise and no sleep, oh well, ear plugs and alcohol - that should do the trick.

Then of course we will be re-packing the cars, tents and pyjamas for the International Weekend at Stafford, which is always a good place to catch up with friends and of course grab all those spare parts you need to keep your projects going in the winter.

Here are some upcoming events for the next few weeks. If you want to go to any of these and would like to travel with other people, just let us know as there is sure to be someone going to at least one if not more.

#### July:

2nd-4th Goodwood Festival of Speed  
9th-11th Le Mans Classic  
Mon 19th Area Meeting at the  
Woodman Arms, Wootton from 8pm  
23rd-25th TR Register International,  
Three Counties Showground, Malvern

#### August:

Sun 15th Yarmouth Carnival  
Mon 16th Area Meeting at the  
Woodman Arms, Wootton from 8pm  
20th-22nd TSSC International  
Weekend, Stafford County  
Showground

See you all soon.  
Regards

*Tracy*

### WEST KENT

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A very well attended meet this month at the Cock Horse with some excellent examples of small chassis Triumphs, Herald 13/60, Spitfire 1500, Vitesse and GT6. My own arrival this month was with Andy Copas is his wife's brand new MX5 - he had been let out with it on his own and I was under strict instructions to make sure he didn't thrash it - I can confirm that he didn't go above the recommended 2500 revs running in speed! Overall a very well sorted and comfortable car, but where were the rattles, wind in the hair, exhaust noise and petrol fumes?

We were greeted in the car park by a crowd around Gary's GT6 - he was busy duck tapping up his drivers window - apparently it had dropped into the door on the way to the meet.

Colin Hugh, (white Spitfire 1500) brought along some excellent photo's of the Drive It Day run to the meeting - a sample of these have been posted on the Area's website - as mentioned last month our cars were mixed in with the TR7 Registers group - what I didn't know was that our intrepid travellers pinched the front row and in true TSSC style were at the forefront of the display!

The meeting this month revolved around a number of small discussion groups on all topics from recent and planned holidays to car shows and problems. I found myself in lengthy discussions between Andy, myself and Frank about Skodas (Frank has a new Octavia Estate to complement my Superb), Stag Engines (still waiting for my new one!) Spitfire HS4 waxstats - just changed mine for normal jets and mostly Andy's Toledo, as such we were the last to leave - I think the poor land- lord was on the verge of ringing the bell to get rid of us, anyway, thanks Frank for some very interesting topics!

Some of our area, Frank, Irene, Anne, Ian to name a few are going to Classic Le Mans this year - good luck on our journey folks - I hope you see more of

Le Mans than I did on CT's 10 Countries run last year - it was the dead of night when I went there!

Forthcoming Events  
Buds of May Classic Car Show - **11th July** (see [www.darlingbudsclassic-carshow.co.uk](http://www.darlingbudsclassic-carshow.co.uk)) - we aim to have a group of triumphs attending this delightful show  
Tunbridge Wells Autorama - **7th to 8th August** - an old favourite popular with some members  
Leeds Castle Car Show - **14 to 15th August** - a new show to our area but looks promising

Remember, club nights are on the **LAST Tuesday** of the month at The Cock Horse Hildenborough, anyone with an interest in Triumphs are invited, and where are all you Big Saloon and Stag owners? We need to see some V8's 2000, 2500's for a change!

*Steve*

### LANCASHIRE

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The May meeting was a little bit special, we had been invited by Graham Lockwood of Lockwood Haulage (a member of Preston MG owners club) to attend a demonstration being held by Richard Noble and Andy Green who between them held the World Land Speed record for over 25 years, about a further attempt at the World Land speed record in South Africa in 2011/2012 in a car called the Bloodhound SSC (supersonic car) BLOODHOUND SSC is a pencil-shaped car powered by a Eurojet EJ200 jet engine and a Falcon FTP rocket that is designed to reach approximately 1,000 miles per hour (1,600 km/h). The Bloodhound will be approx 42 feet long and 21ft wide.

A very interesting talk was given by Richard Noble who reached 633 mph (1,019 km/h) driving turbojet-powered car named Thrust 2 across the Nevada desert in 1983. In 1997, he headed the project to build the Thrust SSC, driven by Andy Green, an RAF pilot, at 763 mph (1,228 km/h), thereby breaking the sound barrier for the first time ever by a land vehicle.

The task of driving the Bloodhound will fall to the land speed record holder Andy Green, who will lie feet-first in the BLOODHOUND. As the car accelerates from 0-1,050 mph in 42 seconds To slow down, airbrakes will deploy at 800 mph (1,300 km/h) and parachutes at 600 mph (970 km/h). More info can be found at <http://www.bloodhoundssc.com>

Richard Noble's talk was followed by a chap who looked like Biggles lovechild with a rather splendid handlebar mustache and a talk about rockets and the development of the rocket



fuel needed to propel the Bloodhound at 1000mph, and a further talk about how they are taking this demonstration and talk to schools up and down the country to try and encourage children to enter a career in engineering. Also at the evening was a full scale model of the front half of the Bloodhound, small model of the complete car and a jet engine.

The evening was a complete change from what we are used to and from having about 15 bums on seats last month, I had 250 + this month, pity they didn't come to see me, never mind.

As I write this, this weekend is the Dalesrun, a weekend I am very much looking forward to. I have my cowboy outfit ready and my horse fed and watered, hopefully I will have some amusing tales to tell next month.

That's all for now  
Cheers

*Kev*

● **LEICESTER & RUTLAND**  
Tel. 07774 276564

Snibston Transport Festival turned out to be a fine, sunny day and attracted large crowds. A dozen club cars were parked at the rear of the museum and thankfully just out of range of the soot coming out of the funnel of the steam train providing train rides throughout the day. Good interest in our lovely cars all day and lots of pictures taken. The Auster aircraft managed a fly-past just before airspace over most of the UK was closed down due to the ash. I just hope they managed to get back to their home airfield in time.

Our picnic day at Rutland Water was also sunny but a cool fresh wind kept the clothes on, so no sunburn problems. A dozen club cars made it and also several local area members who do not normally attend the monthly meetings, turned up to say hello. Hope to see you at our meetings and our local show, the Sunshine Rally on 1st August at Brooksby Hall, Melton. Jean Parker won the prize for the best presented local club car on the day.

Just back from the Northants Rally at Wicksteed Park and although it remained fine for the weekend, most of us got a good soaking on the way home to Leicester. Thanks to Adam and all the Northants area for a great time and the food and entertainment provided. Despite the damp start on Sunday, the rally field had a nice collection of Triumph cars to admire and our area came away with two of the class trophies. Niel/Wendy for the Stag and Mick for his Vitesse.

Stapleford Steam weekend. I am organising a television so that we can see the England game in the World Cup and also a wine tasting quiz. In between, we should just have time to display our cars, enjoy the steam

engines and find the refreshment tent. Not necessarily in that order.

Several members are attending the Waddington International Air show on **Sunday 4th July**. Shame that Rimmer Bros will not be open on the day.

Stafford Family weekend in **August** and my search for appropriate attire for the Pyjama party has so far failed. Not just ordinary pyjamas but something a bit different, showing a little leg but not too much. I would hate you to spill your real ale.

Lots of other outings being planned for the summer but to find out what they are, come along to the Brant on the **first Tuesday** of the month and find out!

*Dave*

● **MANCHESTER**  
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Prescott Hill was absolutely brilliant. We had a ball!!!! The weather was Hot! Hot! Hot! The Triumphs were stunning with plenty of TRs, Stags, and all different Triumph marques.

The company was great!! We were busy of course as camp marshals and also marshalling on Sunday but we had a great weekend.

Saturday we went out on a run around some stunning country side taking in some of the local hostelry. Saturday night we gathered for a fantastic BBQ, we would like to say a big thanks to Jane Rowley and her team for what was a fantastic BBQ with plenty to eat and drink.

The Hill Climb on Sunday was Brilliant and although I managed to give the Stag racing up behind me a scare I managed to really enjoy myself.

Everyone enjoyed themselves and had a fantastic time some even paid for extra runs up the hill!!!! We even managed to purchase bits for our Triumphs while we were there.

The next event was Tatton Park where we dressed up our stand in all manner of world cup football regalia and flags, even Bumble (Manchester Area Mascot Bear) got in on the act as Tracy and Mark Bumble's perants?? Rochdale talk for parents) made him an England Tee Shirt complete with the 3 lions on the front and Triumph Sport 6 Club on the back. We had a fantastic weekend sweeping up loads of prizes.

Saturday Night Gary held a punch night, and with the help of Janet managed to concoct a bucket of '5 Star' literally containing several secret alcoholic drinks and champagne and a bucket of Sangria!!!

Well over to the Ode I think Kes has managed to catch the ambience of a fantastic weekend at Tatton Park.

**Tatton 2010**

Tatton is an event we love to attend  
A weekend to chill out, and a great

time to spend  
Getting together to show off 'The Car'  
And that's just to start with,  
there's more fun by far.

With a drinks night held by '  
Gary I Don't Dance'

Who also plays 'hard to get'  
when it comes to romance  
With a bucket of Sangria  
and one called Five Star  
With all of us alkie's it didn't go far.

But it sure turned out to be loopy juice  
If we had any inhibitions  
they soon became loose

But not as loose as  
'Sausage City' next door  
A conversation I think we  
would rather ignore.

Then Neil fell over in the Scabby Duck  
When in his chair his bottom got stuck

Down on all fours, he had  
started to pray  
That his hangover wouldn't  
ruin the following day.

As Pip barked her orders and gave  
Frank the sign

Waving an empty glass, shouting  
'Fek, Drink and Wine'

Had a fight with the fly-screen  
she was trying to close  
Which shot out of her hand  
and nearly cut off her nose.

We've done plenty of Tatton's  
and no two are the same  
Even using the Portaloo turned  
into a game

Was it a Cyplocks in a Tardis  
from Dr Who

Or wearing a head torch was it just  
Nicky Noo.

After several drinks even

Debbie was gone  
She's so bloomin' funny every  
Club should have one

So for Bar Mitzvahs and weddings  
we'll hire her out

There's never a dull moment  
when Debbie's about.

Even when hubby Jez gave his  
'thin lipped look'

The humour didn't abate and  
no notice was took

But it's all in good fun with  
no offence meant

So tune in next week for when  
'Debbie Does Dent'!

But back to business, we were  
there for the cars

With prize winning Spitfires  
and lovely TRs



# MANCHESTER NEWBURY . . . NORFOLK . . . NORTHANTS

## ● MANCHESTER Cont

Several awards our cars managed to land  
And we even came second for having a great stand.

And Paul won the Trophy with 'Bonnie the B\*\*\*\*'  
Who's been nothing but trouble, and speaking of which  
Ran into the back of his prize winning Stag  
And who was at the wheel, but his accident prone WAG!

Ooooooops

### The Old Soak

Forget about 'Blanketgate' now we've got 'Bumpergate'

I think that somehow sums up a brilliant weekend. We would like to take this opportunity to thank Stuart Holmes for organising a fantastic show!!!!

The next meeting will have been and gone as we are having it the **last Tuesday of the month** due to us leaving for Le Mans the day after our official 1st Tuesday of the month area meeting. But we still have loads of events before then Dent, Robin Hood, Peak Run to name but a few. Phew we really are busy enjoying ourselves!!!!

Don't forget you will need for Le Mans - Hi Viz Jackets, Triangle, Spares, Tools, Passports, Travel Insurance; hopefully you will have collected your folders from Les (thanks Les) at the Le Mans meeting in June.

If any body is interested in doing the A6 run on **Sunday 8th August** (for charity) please get in touch with me in the usual way.

Events to remember for July

Le Man **8/12th July**.

The Grape Press France **12/17th July**.

August Area meeting will be **Tuesday**

**3rd August** as usual.

Cheers

*Dip and Frank*

## ● NEWBURY

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The re-scheduled Wyke Down was attended by lots from our area: Dennis in Herald, Malcolm and Josie in Giftire, Sean in Herald, Andy in Bond, Colin and Sandy in Stag and Patrick and Jean in Spitfire. Malcolm and his wife from Tadley in the white 1600 Vitesse were also there. Apologies if I have missed

anyone. The fields were packed and there were quite a few stands selling goods. The weather was hot and unfortunately there is very little shade there. But at least the ground was dry!

We spent the same day at Prescott (near Cheltenham) for the Standard Triumph Marque Day. Again the weather was hot, but there were lots of trees around the site which made it more comfortable.

There was a good selection of cars there as there had been two years ago, with a few more older models this time. There was an abundance of TRs, Stags and Spitfires. As last time, there was an opportunity to take your car up the Hill and this year we took the Vitesse. Great fun - good for testing out the synchro! We went round twice in quick succession before the queues got too long. Professional photographers were on hand to get that shot by the trackside that no one else could get. If you haven't been to this event and it is run again, it is a good day out. There are spectacular views from the top of the hill - best if only the passenger looks though!! Thanks to all the organisers and members of the Bugatti Club who hosted the event.

Camping weekend. All arrangements are in place - including **Sunday** lunch on the way home. Please contact us if you need any last minute information.

Newbury Classic Car show is on **25th July**. We will wait at the usual place at the beginning of the approach road and go into the Racecourse at 9 o'clock. If you arrive after this time, just drive in and find us, we should be where we were last year on the left under the trees. There will only be a few from the TR Register this year as it is their International weekend, and they will be next to us. We are required to be on site by 9.30. I had a note from the organiser - "Any vehicle not pre-booked into the show and displaying an Exhibitor Pass, will be required to sign an Insurance Disclaimers Form on arrival at the Show". My interpretation of this is that you can't transfer your Pass to someone else as their insurance details won't have been declared on an entry form, but I may be wrong! It is a requirement now for lots of local shows that you have to provide insurance details - guess there have been issues.

Don't forget the TSSC International **20-22 August**. If you haven't already done so, please let Dave know if you are going.

Next meetings

**14th and 28th July** at the Spotted Dog, Cold Ash starting about 7.30p.m.

Events

**2-4 July** Area Camping weekend  
**25th July** Newbury Classic Car Show

**20-22 August**

TSSC International at Stafford

Keep 'em flying

*Mary and Dave R.*

## ● NORFOLK

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At last this month we have had a proper meeting prior to the report being written, the reason for the lack of the last 2 meetings, for those who could not make it. April we joined up with other Triumph clubs for a joint meet at the Bird in Hand at Wrenningham, previously written up and last month, we had a ramble, via country lanes to the Pelican Pub at Tacolneston, which everyone seemed to enjoy. We also discussed the Magny Cours run that I went on with Peter, in his car (that could explain why we did not have a breakdown) Adrian and David. Wow what a weekend, loads to see trackside, we even made it onto the track ourselves on the Sunday, much to Peters chagrin.

We also discussed our events list, to which we will be adding:-

**27th June** LCVC Charity Event -

Carla's Run. Ful details on

www.lcvc.co.uk

**4th July** North Norfolk Country

Byways, otherwise known as the Red

Coats Rally. A run of approx 30 to 40

miles with a Pub lunch. Please ring

me to let me know numbers -

Mark 07825994927

**18th July** Treasure Hunt & Steak

BBQ £7.50/pp Tel Peter Pierce on

01603 811401

**22nd August** Bletchley Park

Museum Tour £8.00/pp Again

Tel Peter Pierce as above.

Then to help everyone's withdrawal symptoms, we finished with our usual raffle and a Yellow John Special quiz and I only lost by 1/2 a point!!

That's all for now, but remember next month is the Club's Mini-Concours, so get busy with the polish.

All the best

*Mark*

## ● NORTHANTS

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It has been a very full and eventful month, but first I would like to express my sincere thanks for all the cards and good wishes my family and I received when Norman was taken ill at Prescott. I am pleased to report he is now doing well and back playing Triumphs again.

The Standard Triumph Forum Marque Day was back at the Prescott Speed Hill Climb. Karon and I met Mike and Clare on route and enjoyed a wonderful drive down, finding all sorts of roads that made driving our Heralds a lot of fun. We arrived at the site and pitched our tents. Norman, Gaye, Jenny and Tony arrived soon after with their caravans in tow. We decided a Fish & Chip supper would go down well, so after a quick trip



## NORTHERN IRELAND



### ● NORTHERN IRELAND

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to the supermarket we got back to the site and enjoyed our fish & chips as the sun set over the hills of the Cotswolds.

Next morning the sun was up and we just lazed about and enjoyed the unique setting. In true race car style we walked the course and inspected the skid marks and crumpled crash barriers. We both decided that our Heralds were not hill climb material and we would be happier to remain spectators on the Sunday. In the afternoon we set out for the Cotswolds Run. As we passed a marina we stopped for a break and an ice cream. I partook in my other hobby of Hardy boat spotting. I am pleased to report there were three Hardys in the marina and I took great care in explaining how you can tell one Hardy from another and the entire history of how these marvellous boats are built. Strangely when I was finished everybody had disappeared and it took me an hour to find them again.

Sunday morning Pat, John, Glinys & Fern arrived. Mike, John and I had a couple of hours marshalling the cars into position. I was not entirely sure what I was doing so I put a day glow jacket on and waved my arm around for a bit and that seemed to do the trick. There was some very spirited driving on the hill but I don't think anybody's cars came home in a box of bits. Mike & Deb were busy taking lots of photos for our area website.

Again the event proved very successful with a massive number of Triumphs arriving for the Sunday.

The follow weekend Kevin, Robert, Karon and I joined Butch at the Classic Car parade at Rowell Fair. There were some very interesting vehicles including some wonderful Classic Buses. After the parade we had a look around the model fair and then a tour in the bone crypt under the church, apparently it is the dead centre of town!

We had a very successful weekend at our Standard Triumph Rally. I will write a full report of the event and I hope you will be able to read all about it in a future edition of the Courier. I just would like to thank everybody for coming along and enjoying the weekend.

Next up: **18th July** Kimbolton Country Fair a great event and not to be missed. **31st July** Fireworks at Stanford Hall. 1st August the Sunshine Rally. Join us for some great days out.

To find out more about TSSC-Northants visit our web site at: [www.tssc-northants.org](http://www.tssc-northants.org)

Our next area meeting will be at the Elwes Arms, Great Billing on **Wednesday 14th. July**. Old and new members are always welcome.

*Adam*

Well what a May Bank Holiday week end you missed if you weren't on the run to Castlebar and its hinterland. Five cars met up on the Sat at McDonalds, Sprucefield to be quickly waved away by Paul and Jacqui or, so we thought. I arrived, just in time, as usual, to see Frank with the bonnet up and water gushing from the radiator and surrounding area. All was not well.

After pouring an amount of hot water, from his tea flask, into the radiator it looked as if he had cooked his engine and so he prepared for an early exit to Carrickfergus to change cars. I knew there was always a reason to keep a second or third car and now I have been supported in my view. Not to be outdone I had a few problems on the way over from Ballymena with this very loud ticking that I could hear every time the car was under acceleration. Even with Paul having a look we couldn't see what the problem was and, in his usual confident way, he came to the conclusion that all would be well as the temperature and oil pressure were fine and what more would one want on a journey to Castlebar.

Eventually four cars, Alan (H), Stephan, Ernie and myself with our respective wives made off towards Dungannon to meet up with Barry and Elaine who had made their way over from the Magherafelt area. With Stephan and Margaret taking the lead we had a quick skip down the motorway to Dungannon to the pick up point and, low and behold, no one turned off to collect our next crew - thankfully I did. A little while later we pulled in for "a wee cup of tea" with the others just before Ballygawley roundabout. It was here that I mentioned to Heather that Valerie seemed to be on the phone quite a lot only to be told that their booking had been lost for the hotel in Castlebar - but more on that later.

Just as were about to leave the filling station/cafe who arrives but Frank, Barbara and Edward in the same car. Apparently after leaving Sprucefield and driving down the motorway towards Belfast all heating systems returned to normal with the conclusion being that when the car was being steam cleaned for the run someone had inadvertently turned the radiator cap a little and so the water inside boiled over on the run to Sprucefield.

A quick run through the Clogher Valley, and the road works, saw us arrive at the county town of Enniskillen where everyone's heating system was tested as we moved slowly through due to a large auction on the outskirts and a pipe band contest within the town, never mind the Southern shoppers. A little bit of VIP training got us through the town a little quicker. Well it's hard to move a bus forward when a Spitfire is blocking both lanes at an angle. By this time we had already lost Barry and Elaine as the result of fuel problems although - we still kept in touch - later discovering that they too had blocked a lane or two themselves on the way through - but for a different reason. Lunch was at Belcoo right on the border and outside the fortified police station. We used the picnic tables within the local

park with Valerie on the phone and Ernie - sleeping. It was at this point that we were joined again by Barry and Elaine who were a little concerned that they were holding us all up with their problems.

A quick explanation that this happens to us all as I related my own experiences of 2009 in Kerry with my clutch et al and Alan in Skye the previous year with his brakes and they felt a little better but not convinced, I'm sure.

This was about the halfway point to the hotel so we then motored on along the N16 to Sligo without any further problems before taking the N4 and N17 to Charlestown where Barry left us for some fuel. The scenery was breathtaking throughout the route and well worth the journey alone. Our weekend stay was at the Breafy House Hotel, at Castlebar, just a few miles from Westport.

All I can say when I saw the hotel, inside and out, was that Stephan and Margaret had done us proud with their arrangements with the result that we decided to have our evening meal in the hotel rather than going further afield.



#### **Our Hotel**

By now we had all met up as Barry and Frank had taken different routes for the last part of the journey. Final arrangements were made by Valerie about their accommodation. Due to a local booking error they had to spend the first night in another part of the hotel grounds. Valerie managed to get it all sorted, while Ernie - "played" with one of his helicopters that he had brought along. Thankfully he did because it was at this time we discovered what the ticking noise was, that I had complained about earlier - a bolt had become very loose at the joint of the exhaust with the manifold - a common problem I'm reliably informed by those in the know. What about the accommodation I hear you ask? Well it was well sorted - two nights upgraded in one of their best rooms but, as they say, more on that later. A very fine dinner was served that evening with the conversation mainly on the mechanical problems during the day and trying to guess where did the female head waitress come from - Latvia actually. I've never heard a foreign person speak with a Southern accent like this before as well as being able to use all the Irish expressions - truly amazing. The next day after a mighty breakfast we all (six cars) set off

#### **IMPORTANT NOTE**

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



# NORTHERN IRELAND

## ●NORTHERN IRELAND Cont

for Achill Island but alas after a short distance Barry had to drop out with fuel problems as we encountered a major traffic jam in Castlebar as the result of either a funeral, or a Sunday cemetery visiting day.



### "All together for once"

A lovely run along the coast towards Newport and then on to our final destination, Achill Island, for a pub lunch that was very much appreciated especially when we had scones - for free - as part of the lunch package. It was at this location that we had a great view of Blacksod Bay to our north and Slievemore Mountain to our west making the journey so worthwhile. After lunch we made our way to the western tip of Achill just past Dooagh and down to the waters edge. It was here that I met a church family from Ballymena who were in the area for the weekend with their sons - small world as they say.



### "Parts from Lidl?"

The return journey was uneventful, as they say, as we made our way back to the hotel. A quick decision was made to eat in the bar that evening in view of the long day and previous good meal in the dining room. Once again we weren't disappointed and the cost was reasonable, by Southern (euro) standards. How does Edward manage to keep so thin when he enjoys his food so much? The rest of us poor sods, male and female alike, only have to look at food to put weight on - lucky Edward. An early night was called for after being outdoors all day and the fact that we had a reasonably early start the next day with some mechanical matters to be attended to.

After breakfast an electric pump was sourced for Barry, as well as a few in-line filters. A quick check of a few suspensions and we were on our way to Westport for some retail therapy for the ladies and those men who "had to" partake. I must say that it wasn't a bad wee place although the Visa card did get a touch and, it's even more annoying, when they convert it to sterling there and then. After a wee bite to



### "Ernie at Work?"

eat this time we headed south driving between the Sheeffry Hill and Croagh Patrick on our right and Partry Mountains on our left. It was here that I heard Barry say if there was ever a time to test Footman James this was it as he worried about his problem raising its head again - oh ye of little faith in Frank.

All in all I must say that this area had the most beautiful scenery of our long weekend in the west of Ireland. Saying that the view after our tea stop near Leenaun, where there was a vintage Rolls Royce outside, was equally impressive as we journeyed close to the waters of Lough Corrib and Lough Mask.



### "More food!"

It was then on through Cong and Ballinrobe to Claremorris for a quick petrol stop before completing our journey to the Breaffy House. We did get separated though as the result of a railway crossing that remained closed for a considerable period of time for a three car DMU as they say. A superb meal again in the hotel and then a jealous look at the "room" of Valerie and Ernie. A massive bed, at least two TV's, walk in dressing room etc etc - perhaps they will mix up my booking the next time! Early to bed again and then the journey home after a good breakfast and "settling the bill" - always an unpleasant task. Belcoo, and the Customs House, was the agreed place for lunch with the reverse route being put in place for the journey. As we made our way north to make it more interesting we had a small detour after Sligo to pass alongside Lough Gill, taking time for a photo opportunity, before reaching Manorhamilton.



### "The Homeward Journey"

It was after this that I became aware of a slight rear wheel wobble and came to an immediate halt. With diffs, shafts, bearings and other names being mentioned clearly I was more than a little concerned. Thankfully it turned out to be a common case of "tighten wheel nut itis" that hap-

pens when one has a visit to the local tyre store 500 miles previously. Didn't I tell you Barry and Elaine you wouldn't be alone. The rest of the journey was fairly uneventful until Maureen stopped for a comfort break at Augher. It was discovered that one of my carbs (front) was pushing out fuel through the float chamber - I'm reading Rimmers parts catalogue now. The fuel was blowing onto the bonnet and, through a gap at the headlight, onto my wind-screen. Ernie, and Barry with the parts, came to my rescue as the float was removed and the metering needle checked - catalogue again.



### "Edward with the ladies"

Unfortunately it didn't do a lot of good as I had a lack of fuel and I had to stop again near Donaghmore for the same problem with the rear carb. I "solved" the problem by driving with the choke slightly out until my return to Ballymena. I hope by the time you read this I have the problem solved with a few parts ordered from Chic and the assistance of Stephen. All in all a great time was had by all and I hope this report shows what an eventful and pleasant time we had. A big thank you to Margaret and Stephan from us all.

Did I hear someone mention the Wicklow Hills for 2011? Start saving and planning - NOW! Our club meeting the next day was a bit of an anti climax after the weekend run but we did sort out a few bills that required payment. Even after these bills are paid we should still be in profit from the show with money even available to put towards our banners. Final plans were also made for our attendance at Kilbroney, Mount Stewart and Ballymena shows.

Our next event when you read this will be Alan's run on **Saturday 24th July** that will take the form of a Tulip rally. As I said last month we are meeting at 11 am at what was Six Road Ends. It is now a four road roundabout near the Orange Hall on the Donaghadee Road outside Bangor. This is near to what was Boyce Andersons car sales, for those of you who have long memories. After the run we will return to his home for an afternoon BBQ, in what could only be described as, a late lunch. We may have a tea/coffee stop during the event so be prepared.

The Sperrins run will take place on **Sat 7th August** so that it won't clash with either **12th Aug (14th)** parade or the Stafford weekend (**21st**).

Don't forget our monthly meeting on the **first Wed** of each month at Nortel Social Club at 8 pm - **7th July** for next month. Alas I won't be there as I hope to take shared Visa cardholder to Virginia to visit the battle grounds and plantation houses and return suitably refreshed and /or penniless.

See you all soon.

Douglas.

## PETERBOROUGH SCOTLAND CENTRAL WEST



### PETERBOROUGH

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Summer is here at last and the Peterborough area was out in force for our June meeting. A great selection of cars congregated in the car park of the Bertie Arms and many bonnets were lifted as innovations were reviewed and minor tuning was undertaken on several cars!

We also welcomed Mike from Derwent Valley Area and Garth from Lincolnshire Area. Great to see you both and thanks taking the time to talk to us about forthcoming events (The Peak Run and the Lincs camping weekend).

On the subject of events we had a great day out on the Saturday before this meeting with our trip to the Bubble Car Museum at Cranwell. We were lucky with the weather and 7 cars set off bright and early via a really nice, scenic route on the 30-odd miles to the museum. Upon arrival we treated ourselves to a superb late breakfast in the cafe adjacent to the museum and then we had a very interesting tour of the museum itself. It was fascinating to see just how many companies over the years have produced micro cars – the fore-runners I guess to the current day Smart Car! We were finished by early afternoon and whilst some of us made our way back home a few others went off to visit a local National Trust attraction. A good day was had by all so there is every likelihood we will be repeating this next year, albeit to the new home of the museum near Boston. We literally caught the last weekend before it closes down and begins the long process of relocating.

Events are coming thick and fast at the moment. A bigger than ever number of us will be travelling to Le Mans Classic in early July with 9 cars signed up at the last count.

Hopefully we should all make it back just in time for our next meeting so we'll be full of stories and photos!

The next big show for us as a group will be the Sporting Bears Charity Classic at Kimbolton on **18th July**. I will be handing out tickets at our **July** meeting and a quick poll indicated we could have as many as 16 cars for this one which will be another record! I will have to try to get some more tickets sent as I only booked for 12 initially!

Maxey Classic Car Show is on **14th August** and is followed the next weekend by the Club's Stafford International Show which runs from **20th to 22nd August**. Details of any of these forthcoming events are all on our local area calendar (I have 2 left if you didn't get one!) or you can contact Doug or myself at the numbers given at the front of this Area News.

Our local area meetings are all held at

the Bertie Arms, Uffington, near Stamford and we kick off any time from around 8pm. Our next two meetings are as follows:

**July** meet is **Monday 12th July**  
**August** meet is **Monday 9th August**

I mention the next two meetings because our **August** meeting will be a bit special. Doug recently found an old published article that referred to the very first meeting of the Peterborough Area of the TSSC. It turns out that it was 25 years ago – last year. Undeterred we have decided to celebrate the event a year late – why not? There were some fairly well known names who are still with the club in attendance at that first meeting and we will be inviting them to come along to help us celebrate.

We hope to lay on some food (a BBQ if possible) and of course there will be a birthday cake. Please put this one in your diary and we'll give firm details next month.

Just before I close if anyone is interested one of our group knows the location of an old Standard 10. It is missing a few bits but in his words it is 'definitely salvageable'. If you would like further details please get in touch with me (Paul) and I will give you a steer in the right direction. That's it for now  
Cheers

*Paul*

### SCOT CENT WEST

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The meeting produced 6 Triumphs, 2 modern and one van; and 9 people were at the June meeting. I was late as I had running about to do in the Spitfire. We had a slightly different collection of cars this time round, 1 TR6, 4 Spitfires and, 1 Vitesse. It was the first meet for two new faces. Ian Osprey was in his newly restored Spitfire in a very nice green colour, and Ian Walker has taken on his father's Spitfire which is an ex hillclimb car with Ford running gear. Ian did not bring the Spitfire this time, but had travelled to the meeting (and back) via the ferry as he is from Dunoon. So shame on those who don't attend.

We were all outside for all of the meeting as it was dry and sunny. Martin had his bits in the open air for all to see and had power washed them too, in preparation to fitting them to the Vitesse (gearbox, diff and dizzy). John had his taxi which will shortly be getting a roof rack and tow bar fitted as it may be Stafford bound. Remember what I am like for filling space??? Lochinch was not back to normal as it was shut despite assurances. The summer meetings end up outside anyway.

Dean Castle Report - We had 5 cars that turned up to the show only to be turned away into the car park. One got in and the rest were allowed in reluctantly. It depended which official you spoke to. I

tried my best and all 5 got a plaque and were allowed to stay. (The Club entry was not processed/lost?) Actually, I asked for an area rather than individual reg numbers/owners, and got assured that there would be space. I will know for next time. Shows all have different ideas, no problems with Hamilton or Leven. We spent a day in the dry with the cars plus my hastily assembled bike (Triumph of course).

The cars were popular as always. Thanks to all those who turned out and backed the Area getting entry to the show. Reports on Hamilton and Leven shows next month.

**July** is holiday time for most, so no shows are booked as Club events although you can still attend via a private entry if there is a particular or local show you want to visit.

For those travelling to Le Mans, have a safe and enjoyable journey, try to catch other Scottish members if you can and travel together/help out. 'Acquire' some stuff for the Area stand if you can.; all items appreciated.

I have used some of the Area funds to purchase a new gazebo. It was either that or a flag from HQ. The consensus was gazebo; as we cannot shelter under a flag; and we are the only TSSC group in the immediate area, and everyone knows us anyway (especially after storming Dean Castle).

Provisional Calendar.

**29th August** - Kirkintilloch Canal Festival, \*\*NEW VENTURE\*\*, classic car display in Main Street. Names of those interested please.

A Vitesse for sale was in Courier. It requires restoration and has been garaged for 14 years. Grey with a red interior. up near Aberdeen. Another Vitesse for sale a 1964 1600 early car in grey with grey interior. This car is in very good condition Mot'd etc and has only done 10K miles, yes 10,000 miles, serious offers only. A TR2 for sale 1955 red MOT'D good condition rare car serious offers. An Opel Manta 400 replica also for sale, again serious offers, has all correct kit, Irmischer, twin webbers etc. The spares list is working, Spitfire short driveshafts on it now.

The next meeting is on **Wednesday 7th July 2010** at Lochinch. I have found out that the water pump is a 6 cylinder one with 4 bolt holes. So I have a spare for the Vitesse.

Stafford is shaping up as we now have 5 cars going down for the show. Leaving **Friday** back **Monday**. Join us for one or both journeys.

Remember **Wednesday 7th July** next meeting. Get the cars out into the sunshine again. As ever.

*Gregor G*



SOUTHERN

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Hi All, first of all apologies to all as I have misplaced my notebook with all the details in, so I'm having to go by memory, which is not that good at the best of times.

TSSC South of England meet, Dave Moore (GT6) and myself (Vitesse) set off quite early for this event so we could get to the tuning chappies early, actually so early they had not finished setting up when we arrived. Mike our intrepid AO arrived shortly after in the Stag followed his son Mark with his daughter in the 2.5Pl.

Although there was a reasonable turn out of cars there was not a great deal of autojumble present compared to previous years. This could well be put down to the weather, which was quite chilly and the fact that many autojumblers might have found it too far to go for a single day event. Dave and myself did have a bit of fun with an MG on the way home who pulled out behind Dave's GT6 as we passed it. Silly boy was never going to catch a pair of freshly tuned sixes, even a Subaru Impreza pulled over a bit sharpish when he saw us bearing down on him.

The roaming meet at the Jolly Drover was quite a quiet meeting, when I arrived Peter (TR4a) and his friend (very nice MGa) were already at the bar and Paul and Carol (TR5) were dining. Mike AO (Stag) and Mark (2.5pi) arrived shortly after follow by Dave and his wife (TR5) and Neil F and his wife in the Mini (BMW). Nice pub, a selection of ales and a pleasant landlord.

Wyke Down Spring Vehicle Meet. This event was postponed from Easter bank holiday Monday as the weather and the condition of the field were awful. Dave Moore and myself set of at 7.30 am to get to Wyke Down by 8.30am in our freshly washed and waxed cars, only to arrive at the venue festooned with kamikazi flies.

We were joined by Mike in the Stag and Paul and Carol in the TR5, there were also a few cars from Newbury and one from the Andover area.

The weather was scorching hot, the car boot sale over the road was the biggest I've ever seen there with over 12 rows of traders. After walking up 5 rows, Dave and I had seen too much tat and retired to the pub for some refreshment. We had no trouble getting in at 8.30am but while we were in the pub an announcement came on the radio that

the queues for the show were over 2 miles long.

This is a huge show at Easter and I thought by having it later it might not have got the response it did by being later as many people may have already made plans for other shows. How wrong I was. Great show, with plenty to look at and a lot of auto jumble.

Again our regular meeting was well attended, Wendy and Alan (Vitesse) Peter (TR4a) Mike (Stag), Paul and Carol (TR5) Richie (Spit MK3) Beccy (Ford Puma) Mike and wife (GTfire) Jerry and myself (Astra) George and Marion (Spit MK4) a couple we have met before at the Bakers Arms (white Stag) and a visitor Peter had invited along from the Haselmere show.

The SHVPS show Queen Elizabeth Country Park. We've had mixed fortunes weather wise at this event, but this Sunday was lovely. Nine cars on show, Peter's TR4a, (1500 Spitfire) a couple from Southampton area, Richie's (MK3 Spitfire) Suzie and Guy's (2LTr Bond) Dave, Kat and the boys' (Vitesse 6 saloon) Wendy and Alan (2LTR Vitesse conv) George and Marion (Spitfire MK4) and 2 MK2 Vitesse convertibles. Plenty of different vehicles of all ages to look at as well as a large autojumble and other stalls to look at. (and a beer wagon). A very nice, well organised event.

Up And Coming events

July 2,3,4th Goodwood Festival of Speed

July 3rd BBO at Suzie and Guys' Cadley Wiltshire SN8 4NE

July 6 Regular meet Seven Stars, Stroud GU22 3PG

July 9,10, 11th Classic Le Mans

July 15th Roaming meet Pub with no Name Froxfield GU32 1DA

July 17, 18th Portland steam Show

July 29th Run out to Griggs Green (take your mozzy spray)

Please note that there are forms for classic car shows on the yahoo Group site. Can we get as many cars as possible for the WHITE DOVE SHOW at Kinsley Sports club (It's about a mile from Farnham, be on site by 10.30am)

This event is in aid of the Philis Tucker Hospice. It would be nice to have a good club stand for this worthy cause. Thank you. Take care

Mark

SUFFOLK

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Just when we thought that the weather had got better it decides to rain. May was a comparatively dry month with only just over 60% of normal rainfall but come 1st June the weather decides to try to make up for that; consequently only a few Triumphs appeared. However see the note below about July's meeting.

Mick Dabbs found he would be unable to make Le Mans Revival so decided instead to go to an event in France. The trip, organised by Continental Car Tours, was to the "Circuit Historique De Laon". So, leaving in late May in his TR6 and accompanied by three Sunbeam Alpines they travelled to Laon via Calais. Well before Laon they encountered many other historic vehicles (mostly British) converging on that city. Cars formed up in the centre and were welcomed by the Mayor; they had the choice of three rally circuits to complete, lots of cars to look at, good food, good wine, and the sun shone. Seems a really enjoyable trip that was expertly organised.

What's the connection between a 20's Daimler and a big six saloon? A friend of Colin's who runs a restoration business had a 20's Daimler brought in that had a newly built engine, a 3.9ltr sleeve valve, that self-destructed. That's calamity enough but the car was to be used imminently for a wedding. Colin's friend put in (temporarily) a 2.5ltr Triumph straight six. Many modifications were required but these all had to be reversible. As an example, the existing mechanical clutch mechanism had to be amended so that it would operate an hydraulic slave cylinder. It now runs and presumably made the wedding. Triumphs get everywhere.

As a change from renovating his Stag, Chris has replaced his GT6 gearbox with one bought via an eBay retailer (gearbox, D-type overdrive, prop shaft). Unfortunately it went in and came out several times, once because something fell into the bell housing! He also had problems with the overdrive wires, which pass down the gear lever, shorting. However eventually all sorted and it now has a quiet gearbox. Just needs to do a few miles to shake it down.

Last month I omitted to mention that when Loraine and Phil came along with their green Herald convertible they came with their friend Roy - welcome Roy. I understand they are now looking for a Vitesse to restore - they have got the bug.

July's meeting is the annual "fill the car park" night. As many of you know it usually rains for that meeting and we have to postpone the "fill the car park" night to the following month. Well this time Colin and I pretended it was meant to be June's meeting but didn't actually tell anyone. Colin's text to me on that evening read "Looks like our plan to fool the "wet weather gods" into thinking tonight was the big car park filling tonight has worked. It is crap out there". So now you know why it rained on June 1st. Let's see what happens on July 6th.

That's all for now.

The next meeting is 6th July followed by the 3rd August and 7th September. So, see you at the Sorrel



Horse, Barham on **6th July** at 8pm for the "fill the car park" night.

*Peter*

## SURREY

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Well what fabulous roof down driving weather we have had in May and June. The temperature hit the high 20s when we were off to the Cotswolds to Prescott Hill Climb. What a brilliant weekend and well done to the organisers of the barbeque on the Saturday night, the food was great and loads of it. I was glad we had only bought 3 food tickets between the 4 of us as Jennifer is only 8 years old. A children's price ticket would have been a good idea though. Several of our friends had a spot of bother getting to Prescott as well as us, although we just got lost in Cheltenham! Ash had a half shaft snap on his Herald, all loaded up with all the camping gear and the rest of his family. He had to be relayed home and transfer everything into his Triumph Acclaim and set off again. Apparently there is more room in a Herald than an Acclaim. You wouldn't think it but it is true.

On the Saturday Adam and Willz stayed at the hill climb and chatted to people and looked at the cars. Jennifer and I took the Vitesse for a blat down the sweeping Cotswolds roads to go to Hidcot National Trust Gardens and Kiffgate gardens. We had a little trouble getting there as the direct road was closed so we had to take a detour along the main road and found the most amazing hair-pin bends up the side of the Cotswold hills but on an A7 road. You could go as fast as you could as there was no risk of anyone being in the middle of the road coming the other way. The other positive of the detour was we found a lovely village (can't remember where it was though) and took some pictures of our Vitesse with some lovely Cotswold stone houses in the background. Hopefully one will be good enough for next years Surrey Area Calendar. Liz and Con went out for a drive as well and took some pictures of Posh with some lovely Cotswold scenery as well, so we are doing quite well for photos this year.

After the BBQ on some of us retired to our tents for a bit of cheese, biscuits and wine while Adam and Ash took a walk up the hill to see the best route for the Sunday drive up the hill. Ash decided to take his Acclaim up the hill as he had had to leave the broken Herald at home. He sure did give it some and it was the only Acclaim I saw go up the hill. The majority of the cars were TRs and thankfully there weren't as many accidents as at the previous event so there weren't so many hold ups. I got over an hour worth of footage on the camcorder which I will

have to bring down to the club meeting on the long winter nights for us to all have a look at.

Sadly we haven't been able to get to anything else recently but we are off to Midsummer Madness down in Hampshire in June so I will report on that weekend in the **August** news.

The meeting this month is Wednesday **28th July** at the Well House Inn, Chipstead Lane from 8pm.

*Karen*

## THAMES

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Hello all. Well things are getting busier by the week with lots of shows to go to. Also on the work front my Vitesse has now been sorted out. The problem was due to me checking the diaphragms on the Stromberg's and on resetting the needles; one of them was sticking when left overnight, so no petrol was getting through. On a positive note the old hood has now been replaced with a new one and it's a lot better fit in many ways (just hope it lasts longer than the old one). Read on to find out what you have been missing (I did, to find out what happened at SEM. Sorry I missed it but stag parties don't happen that often)

6th May - Social evening at the Fox & Castle. Tonight Julie and I are in the Eurobox. We have the wonderful company of Dave L, Andy K, Tony & Penny, Jim B, Mike H, Rob W, Chris C, Mark M. Triumphs in the car park were : Dave's Mk2 2.5Pi saloon . Andy's Stag. Tony's TR8 coupe. Jim's GT6 Mk3. Mike's Herald 13/60 convertible .Chris's Spitfire Mk3 and Mark's Mk2 Vitesse saloon. Talk was of the IoW weekend and the coming SEM. It was a chilly evening with a great turn out of the Triumph's

7th May - South of England Meet. Report by Julie H. Friday: - Mickey has landed safely in Scotland. Now for SEM at Leatherhead. I washed and leathered down the Vitesse, loaded her up with more than I am going to need. Hitched up the trailer to the Vitesse and off I went. The weather is nice and dry on the way, I had to stop only once as I had the top down and my pop up tent kept on trying to take off like a flying carpet. So I tied it down and I set off again, next stop Leatherhead leisure centre. I pulled into the field and was greeted by Guy & Suzie. Guy took charge of the trailer and I went to see George and Chris in the camping area. They helped me put up the gazebo, and then I showed off my new tent. Out of the bag and thrown - it landed on the grass full erected ready to be staked down. George left to mark out the show ground with white lines. Meanwhile I finished settling into my new home for the weekend. This was

when I found out that the double airbed would not fit into the tent. So off I went to Argos to get a single airbed. Now my home was nice and comfy. George came back after helping set up and made us a lovely cup of tea, before going out on the fish & chip run. This year we dined in the pavilion where it was nice and dry. Later George lit up his pot belly stove to keep us nice n' toasty, as the night went on more campers joined us; we chatted and drank and passed the nibbles around, before turning in for the night.

Saturday: - After a cold night in the tent and not much sleep I arose to a nice cup of tea that George made, with no breakfast as I was not hungry. George and I took another trip to Argos to buy another sleeping bag and George wanted to see what cheese was on the market stalls. Back at the campsite I got the Vitesse trunnions oiled. Then we had lunch and a lovely hot chocolate and I went back to catch up on my sleep and test out the new sleeping bag. After extensive testing and fully refreshed, I joined the outside world where George & Chris were cooking their tea. I was about to start mine when Angie, Claire, Nigel and kids asked if I would like to join them for a meal in town, it was such a good idea that I went for it. At Weatherspoons we met up with some other campers. After a couple of drinks we girls and the kids went back to the campsite. There I joined in round the fire cooking marshmallows & drinking. By 11o'clock I was more than ready to go back to sleep in my snug sleeping bag and pop up tent.

Sunday: - I had a wonderful, restful night, nice and toasty, while outside it was raining cats & dogs. In the morning George once more made me a lovely cup of tea. The show was filling up with Auto traders and Triumphs parking up in their lines of models. The oil trunningion and car tune stands were busy all day long. The day was very cold indeed, so I took down my tent to make more room for chairs and made teas and coffee for our regular Thames members and friends. They were very pleased to get out of the cold and to warm up under the gazebo. The prize giving was done early due to the weather and the show also finished early. With everything packed up and the Vitesse and trailer ready I set off for home. Only getting a few hours rest before collecting Mickey from the airport.

16th May - Chiltern Hills Rally. Early



## THAMES . . . NORTH WALES

### THAMES Cont

Sunday morning at Legoland round-about there are six Triumphs ready to meet up with three others at the Amersham Tesco's. Once we had all arrived the passes were handed out to Tony & Penny in their TR8 coupe, Andy & Paul in their Stag, Nina J in her Spitfire Mk2, Mark M in his Mk2 Vitesse saloon, George in his Mk1 Vitesse convertible with Chris, Trevor T in his Herald 13/60 saloon, Julie and I in our Mk2 Vitesse convertible, Daniel in his Stag & Carl in his Rover Vitesse (the Stag was playing up). So the nine cars head off to the show ground and we are shown to the club stand, which we make our own with a gazebo TSSC banner and Flags. The next important step was to brew up and relax. At the stand we were joined by Randal M in his Herald 13/60 convertible & Mark S in his Spitfire 1500.

So we had a very good turn out and there were other members parked out in the masses of other classic cars, Lorries, buses, steam engines and motorbikes. There were 65 Triumphs on show amongst 600 + classic cars booked in. Other attractions included Helicopter Rides, Giant Slide, Mini Fairground, Face painting, Fun dog show, Trade stalls for garden buildings and machinery, the AA, Fruit and veg, home made jams and cakes, Model cars, Auto Jumble, Craft stalls, Beer tent (But they had sold out of real ale - boo hoo!). The weather was overcast most of the day before the rains came in the afternoon. This saw the show slowly come to a halt, although we held out until 4:30 before leaving. It was a great day out with lots to do and see no matter the weather. A big thank you to Daniel & Carl (S.Bucks) for sorting out the bookings and stand.

20th May - Social evening at the Fox & Castle. It's a lovely sunny evening on the way to the Fox & Castle, Julie and I are in the Vitesse with the roof down enjoying the trip. We are welcomed by Dave L, Martin & Cynthia B, Tony H, Andy K, George B, Mark M. Triumph's in the car park were: Dave's Mk2 2.5 Pi saloon, Martin's Spitfire 1500, Tony's TR8 coupe, Andy's Stag, Mark's Mk2 Vitesse saloon and our Mk2 Vitesse convertible. Work on the Triumph's has been: - Martin's Spitfire has now got new needles for its carburetors. George has got a new latex gaiter for the Vitesse gear lever. Dave's got some nice steel wheels finished in gloss black

for his rat Pi. My Vitesse is having a new hood fitted in the week.

30th May - Motor Sport at the Palace. This was a two day event at Crystal Palace Park, but we were only booked in for the one day. The day started early Sunday morning, with Dave L in Shorty's Mk1 2000 saloon, Chris C in his Mk3 Spitfire & Julie & I in our Mk2 Vitesse meeting in the lay by at Chertsey M25 junction.

Once there we headed off to the Palace Park which was quite straight forward. We were shown to our stand where Tony and his friend in his TR8 coupe were already waiting. The gazebo was soon put up and TSSC banners and Flags followed soon after, while Julie made us teas and coffees. The stands were limited to five cars each and there were thirty four stands, so plenty of classic cars to look around and then there were the cars taking part in the timed sprint racing of which there were 94 cars booked in, ranging in different classes of age from the 50's to present day and engine sizes. Go to [www.motorsportatthepalace.co.uk](http://www.motorsportatthepalace.co.uk) for a full list of cars and report on the racing. Also to keep families entertained there were mini quads, Roary the racing car and the usual refreshment stall ( but no beer tent). The weather was very kind to us with a strong wind keeping the clouds moving and the gazebo's trying to take off.

The racing was very entertaining also as were the classic cars on show and we all had a very enjoyable day, well worth the trip into London. Getting home was a different story as we soon got lost going round the one way system, but eventually we found our way to Croydon and on to the A23 only to get onto M25 and sit in static traffic for 45 minutes.

Our next meetings at the FOX & CASTLE are from 8 pm in July on the 1st, 15th & 29th & in August on the 12th & 26th. Please come and join us for a warm welcome or call me on 07773623807.

- Up coming events in:-  
**July 1st** Quiz at the Fox & Castle  
**July 4th** Heathrow Classic Car Show  
**July 4th** Surrey Classic event Guildford  
**July 10th/11th** Ardingly Vehicle show  
**July 11th** Darling shods Car Show  
**July 18th** Uxbridge Classic Car Show  
**July 18th** Brooklands Auto-Aero Jumble  
**July 24th** Ripley Static Car Display  
**July 31st** Lingfield Steam & County show  
**Aug 8th** White Doves show Kingsley  
**Aug 12th** Social Meeting at the Fox & Castle  
**Aug 15th** Cranleigh Lions Show & Jumble

**Aug 20th/ 22nd** TSSC International Show Stafford  
**Aug 26th** Social Meeting at the Fox & Castle  
**Aug 28th/30th** Rudgwick Steam & County Show

*Mickey & Julie*

### NORTH WALES

Tel. 01492 516479

Prescott is special for me. I grew up in those lovely Cotswold hills - and going back is always a thrill. I first encountered the place when we sneaked up to the top of the track and came whizzing down - on our bikes! Nowadays there's little that can compare with the joy of gunning a straight six off the line knowing there's not a Gatsco or killjoy around the first corner.

I'm pretty sure the rest of the North Wales contingent who came there last month share those feelings. To be there with good friends made it even more enjoyable. Adrenalin-stirring runs through Ettore's and Pardon, then ice-cold drinks under the canopy of Bugatti lodge to watch others testing their gleaming Triumphs. Life cannot get any better....

Even the Saturday Cotswold run was memorable. Roger and another Stag led our little group. With Derrick's Spitfire ahead and my GT6 bellowing at the rear, those Malvern Hills really were alive to the sound of music. Julie Andrews didn't know what she was singing about.

Derrick and I made a feast of the whole business, setting aside five days to indulge ourselves with our Triumphs. It was eventful, to say the least, starting with an alternator failure on my GT, just north of Shrewsbury. A pot of tea and one phone call later we were heading for Telford and T D Fitchett's where "they're on the shelf".

Having restored the power we had a quiet look around the workshop and stores that is T D Fitchett's. A guy in overalls, who'd been sorting seatbelts, became our guide around all the goodies, including his own super Healey 100-6. Only when we clocked the registration TDF100 did we rumble that we were in the company of T.D. himself - the founder of the empire. Time with such a wealth of Triumph knowledge was indeed rewarding.

A night at our watering hole near Bredon, the we moved south to Abingdon and Frontline Developments, where Derrick wanted to look at conversions involving 160-plus BHP K series engines and Type 9 five-speed gearboxes he has in his mind for his Blue Spit.

After much technical talk, they wheeled out this little MG Midget with 200 BHP. "Go enjoy yourselves, chaps"



said Frontline director Ed. We did as we were told. It was a bit like that scene from Butch Cassidy and the Sundance Kid, when they cut loose with a couple of bikes.

That car was almost frightening....

When we got back, Brian Preston's five-speed conversion kit was being dispatched, so another went straight into the boot of Derrick's Spitfire, destined for his Vitesse. Our return to Bredon involved what must be a motoring first. We were all aware of Derrick's predilection for roundabouts and this time he must have set something of a record. At Teddington Hand (it has five exits) I told him "take the third". A ruddy great foreign artic cut us off, so he went round again (to identify the third), then again just to be sure. I suppose in ballet parlance that would be a triple. It's just a good job I don't suffer from dizziness.

Back home, Prestatyn was a good event with super weather, but who dreamed up the idea of taking classic cars through Barmouth at the height of a Bank Holiday? I feigned ignorance (not difficult!) went straight down the A470 and rejoined the route at Dolgellau. All the way in overdrive.....

Tatton followed and at the time of writing our visit to Liverpool with the Wirral group lay ahead. We can only hope for a good turnout, but are cheered by the fact that our enthusiasm for the event is shared by the Wirral boys. They are our immediate neighbours, after all, and Dave Evennett, who founded the Wirral Triumph Appreciation body agrees that there should be an open invitation to join each others events.

Brian's gearbox conversion is attracting much interest. There are little problems all the way and as some of us want to watch him solve them, he's thinking of setting up a viewing gallery. Admission charges will be reasonable and he's offered me a franchise for a coffee shop. Come and join us!

*Rob*

**WESSEX**

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Word seems to be slowly getting around our efforts to re-establish the regular monthly meets where the Triumph addict within us can indulge our desire to "talk Triumph" with other similarly stricken soles. May's meeting saw the emergence of another old friend with whom it was good to meet up with again. Now that summer is with us (well let's be optimistic) we are looking forward to seeing some more Triumphs out on the road and hopefully attending the forthcoming meetings.

We are hoping to arrange a **Sunday Lunchtime** meeting on the **last Sunday of July** at a Pub within the New Forest – hopefully this will attract

those of you who for various reasons find it difficult to come along to our Thursday evening meetings. If this is of interest to anyone please give me a ring closer to the date (**Sunday 25th July**) for details of where we are meeting.

The Southern Area of the TR Drivers Club are arranging a visit to the Haynes Museum with a tour through Wiltshire towards the end of June. Hopefully this should be a good day out. Is anyone interested in attending the Wessex Classic Car Show at Bovington on **Sunday 5th September?** If you are please let me know – better still why not come along to either the normal meetings on the **last Thursday** of the month at The St Leonards Hotel or how about coming along on the **last Sunday of July?**

Look forward to seeing you.

*Trevor*

**WEST MIDLANDS**

Tel. 07969 024999

Another month come and gone, doesn't time fly when you are having fun, and that is certainly true of the West Midlands Area, who always have fun whenever they meet. That was the case in June with our monthly meeting at the Drakes Drum. A total of 38 people met bringing with them 10 Triumph Cars, that is if Luke has counted them correctly. Brilliant, now let's make next month, July, even better. We have a magnificent number of Classic Triumphs, all makes and models, so they really do deserve showing off. Pull your finger out, get the polishing rags out, top up the oil, charge the battery and let's have them lined up outside the Drakes Drum so that Steve can take a good picture for next years calendar. Now you don't want your car missing off that photograph do you? so come along make an effort. I will show the way my putting my imitation Triumph in the garage and bring along my Vitesse.

The raffle this month raised £49 which will go into the clubs fund to purchase items to be enjoyed by all members. As I mentioned in last months 'Courier' the raffle paid for the purchase of a first class folding barbecue which was used to good effect at the Sandwell Festival of Transport. Now we didn't purchase this item of equipment to stand in my garage all year round so if you have got a family party going and the use of this barbecue would be of assistance, then why not borrow it. There will be a small charge of £10, to help pay for the bottled gas and maintenance, but that is cheaper than lashing out and buying one yourself. Your contribution will help pay for the equipment and help towards buying something else of use to the group.

Our first 3rd Tuesday of the month meeting at the West Midlands Police

Social Club went down well, with quite a number of people turning up and there is no doubt that as the season progresses and the weather gets even better (he said with tongue in cheek, as while I am typing this report its pouring down outside ) more people will be tempted to come out and share a noggin or two with us, whilst joining in some chat about this and that.

There are a number of events happening nationally this month in Yorkshire, Nottingham and Derwent areas, and a similar number of smaller events locally. If you really want to enjoy your car and being a member of a Triumph Club, be it the TSSC or one of those other clubs whose name escapes me at the moment, then you have got to join in with these events. You will meet some very interesting people, view fantastic cars which may give you ideas for your own car, but more importantly have fun, and that's the name of the game. If you live in the West Midlands area, own a Triumph or even if you don't own a Triumph but would love to see some, then if you haven't visited the Drakes Drum on the **1st Tuesday** of the month, you haven't taken the first step to having fun. One thing I am really proud of with our dedicated group in the West Midlands is that as soon as a visitor shows up at one of our meetings, one of the members will make himself known to them and introduce them to others. Come along a meet us it will not cost you a penny. That is until Liz offers you the chance to win one of months raffle prizes.

There was a poor response to our caption competition, (*See Page 7 this Issue*) which was disappointing but the winner was Mark Hall from East York's with his caption of:-

*" MG's still outnumber Triumphs two -to-one but they will never be as good looking".*

Congratulations Mark a £10 TSSC shop voucher is on the way to you.

See you all at the Drakes Drum of the **6th July**

Keep your plugs clean

*Roger the Dodger*

**IMPORTANT NOTE**

E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)

News in By 8th of Month please



## WORCESTER WYEDEAN . . . NORTH YORKS

### WORCESTER

Tel. 01384 279686  
www.tssc.org.uk/worcester

Well, here we are creeping slowly towards Midsummer's Day and a well known TV personality would be able to say "It's cracking weather Grommitt!" It does appear that the summer has started to arrive and I must admit travelling to work at 5.30 each morning and seeing the thermometer in the Eurobox registering the mid 40C, makes me wonder why I'm not in the Spitfire (well, the thermometer is broken!) Even so, occasionally I do manage it, and see Malcolm from the West Midlands area in his Vitesse convertible most mornings, although he's not brave enough to have the hood down!

Our May meeting was relatively short with only a few items which needed mentioning; primarily that WAC has been scheduled for Sunday 26th September at Evesham Country Park. In order for this event to be a success, I would ask members to be supportive and help on the day with some of the tasks that need to be undertaken.

I mentioned the Triumph Marque Day at Prescott on May 22nd & 23rd, although few needed reminding. However, at the time, I had not been able to commit to going as a result of work, but was able to drive down on the Sunday for a most enjoyable day: even if only as a spectator. Unfortunately I didn't manage to get footage of the 2500 saloon going off at the top of the hill, although I did manage to get the Land Rover pulling it back onto the track. He drove away unscathed to a round of applause from the spectators - strength of a Triumph - hey! Sylv also enjoyed it and was on YouTube the next day watching footage at 9 am.

We had a good turnout for our June meeting, despite the rain, and we even managed some club cars in the car park.

Apologies were received from Barry, Richard & Di, and John C.

Welcome to Phil and his wife (sorry I didn't catch your name) who have a Spitfire 1500 and also to Roger who has a Sprite and a Vitesse in progress. We hope you enjoyed the evening and will join us again.

Welcome back to Martin and Richard S. who we haven't seen for a while.....doesn't time fly! It was good to see you both again.

The meeting was generally lively with much chat and banter. Dates were given for upcoming events. However,

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John B's Black Mountain run has unfortunately had to be postponed due to clashes with other events. We hope to arrange it for sometime next year.

I reminded members that we'll need photographs for next year's calendar. If you have a good photo of your club car, either with or without you in the picture and you'd like to be included in the calendar, it's never too early to let me have them.

Dates for your Diary:

Events attended by Worcester Area \*

**4th July** - Bromyard Gala  
Hartlebury Museum event  
Six Ashes Show

**5th July** - Monthly meeting \*  
**23rd - 25th July** -  
TR International at Malvern

*Stef*

### WYEDEAN

Tel. 0757 829 3283 or 01531 650035

Hi all and welcome from WyeDean. The meetings seem to be picking up again after the winter and our joint format with the TR register really is helping all of us. Hopefully, attendances will continue to improve and we can look at putting on more events over the summer. If you hear of any shows that you wish to attend and would like some TSSC regalia, flags, bunting etc then please let me know in plenty of time and I'm sure we will be able to help.

Talking of events, we are now going ahead with the Welsh Mountains and Lakes Run on **September the 11th** and will be starting from the Three Horseshoes Pub at Allensmore, Hereford HR2 9AS at 9.30am.

We already look like having an interesting collection of vehicles from a hot TR7 V8, through Spitfires and probably 2 or 3 MGs of various types. This run is a slow one due to the nature of the roads encountered and is suitable for all club cars although a 948 Herald might struggle on some hills. Having said that, we did this route years ago in a Morris Minor traveller 4 up and that managed OK on its 948 cc engine so you never know.

It is a full day's driving over wonderful mountain roads and the beautiful Welsh Marches starting and finishing at the Three Horse Shoes nr. Allensmore [www.threehorseshoesallensmore.co.uk](http://www.threehorseshoesallensmore.co.uk) with parking and a BBQ or picnic on the beach if weather permits. As I say it is a full day covering approx 190 miles over the course of the day with most of it well off the A road network.

In the past, some have made a weekend of it by stopping on or near the Welsh coast and driving back independently on the Sunday. If you are coming from a distance, then I may be able to point you towards some decent campsites, so don't be afraid to ask.

We will be leaving the Three

Horseshoes Pub at Allensmore at 9.30am. Additional pick up points can be arranged eg: 11am approx at the Crossgates greasy spoon just East of the roundabout. Crossgates Service Station Crossgates Llandrindod Wells LD1 6RE This cafe is at the junction of the A44 and A483 Nr Crossgates

If all interested parties can e-mail me ([clive.speaks@iname.com](mailto:clive.speaks@iname.com)) to confirm that would be great and we can then firm up any additional pick up points etc as well as getting numbers sorted out.

Owing to the sort of roads that we'll be driving, I'll have to limit numbers. Too many cars and we can be a pain in the proverbial to other road users.

OK then, I look forward to hearing from you all and seeing you on the day and don't forget a picnic lunch or an instant BBQ and some dead animals to burn on it.

*Clive*

### NORTH YORKS

Tel. 07766 35449

Hi everyone, Well we had another great meeting at the White Swan in May so I hope Junes goes as well. I'm trying to see into the future here due to magazine deadlines but we will probably all be discussing the Dalesrun!

Sherburn airshow was absolutely brilliant this year with a larger number of aircraft on show and in the air over the bank holiday Monday. As usual I ended up looking like a Lobster by the time I got home!

There is a new charity fundraiser day on **September 4th** this year at RAF Church Fenton and it falls on a weekend that looks quiet! More details at the meeting / next months magazine but it looks to be a cracking day! (I will explain why I haven't used the event / charity name next meeting)

Sorry it's a short one this month but I've run out of time with the Dalesrun being this weekend!

**Saturday 10th - Sunday 11th July** - Vintage and Classic Weekend on the North Yorkshire Moors Railway.

I have booking forms.

**Monday 12th July** monthly meeting at the White Swan, Deighton, south of York

**Sunday 25th July** - Huby and Sutton show - another great day - I have booking forms

**Saturday 28th August** - Cawood Craft Festival - A relaxing day out - Let me know if you are interested-free entry!

**Fri 17th September** onwards - West Yorks end of year camping weekend Major Bridge Park, HOSM

*Richard*

**IMPORTANT NOTE**  
E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please





**SOUTH YORKS**

Tel. 07980 010741

[www.southyorkshire-tssc.org.uk](http://www.southyorkshire-tssc.org.uk)

Hi Guys. For those of you I am yet to meet, Hello! Many thanks go to Tony as I tentatively step into his shoes. I'm sure I will be calling upon him for advice over the coming months, as well as former AO's Mike, Richard, Sue and Vivien.

Although I see my role more as a coordinator rather than organiser, I have lots of ideas to run by you over the forthcoming months so watch this space! Thanks for all your messages of support and encouragement. It was the particularly tempting offer of being waffed with a pink furry thing as I was carried aloft into the pub, wearing a tiara which clinched it!

On the events side we enjoyed a fabulous weekend at the North Yorkshire Triumph weekend at the picturesque Runswick Bay on the east coast just north of Whitby. Congratulations go to our very own Richard and Julie for winning Best Small Triumph. Rumour has it there was child slave labour involved to get it looking super shiny! By the time you read this we will also have enjoyed a Cheese & Wine evening and classic car rallies at Hickleton and Brodsworth Halls in Doncaster.

In the near future, Neil has organised a run out to the Emergency Services Rescue Day (**Sat 10th July**) at Crowle in N Lincs. We will be supporting this in aid of Help for Heroes and it promises to be a very interesting day. We will finish the day with a Fish n Chip run. We are also making plans to join in with the fun down at the Stafford International Family Weekend (**20,21,22nd August**). Please get in touch if you would like to come along to either event.

On the meeting front, they continue to be lively affairs. It is nice to welcome some faces from the past and we hope you enjoy them enough to keep coming along. Mike kindly agreed to set May's quiz and supply the prizes and boy did he make it a challenge! Congratulations go to Alice and Ian who won the car cleaning goodies and to Victor who won the football card. June's Chocolate Cryptic quiz proved a bit of a (malt)teezer (sorry- couldn't resist!) Congratulations to Maggy and John for winning the (Guess what?) - CHOCOLATE!

If you're bored with your usual routines, and haven't managed to make it to the meetings, why not come along? You won't be disappointed (we hope) and will be very welcome. Triumph car not compulsory, but always nice, in the car park!

The e-Tribune and updated website ([www.southyorks-tssc.org.uk](http://www.southyorks-tssc.org.uk)) continue to be well received. We are presently considering a new interactive web-

site (SY members, please see Tribune and join in the debate).

I now have an up to date members list, which I will use to distribute the e-stuff. Please do get in touch if you belong to SY TSSC and would like to be added to the distribution list.

([ppklbjohnson@yahoo.com](mailto:ppklbjohnson@yahoo.com))

Now for some South Yorkshire member appeals -

- The Club BBQ is usually held late summer. It does however, depend on funds and venue permitting - any volunteers or suggestions out there?

- Does anyone know the whereabouts of the TSSC Banner - the one which has the South Yorkshire emblem also printed on it?

- If you are thinking about attending any of the national events, if you let me know, I could put you in touch with other members also interested.

- If your Triumph wins any award even if it's not with SY TSSC, or you've undertaken some work that you are particularly pleased about, please let me have your news or a piccie of you and your car. I know you are all a tad modest about your cars but if you've got it please flaunt it!

Until next time

*Paula*  
x

**WEST YORKS**

Tel. 01274 781814

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi all, the show season is well under way by now. The first show for some of us was the White Rose shopping centre, Leeds. This show is very well attended by a very good selection of classic cars and the public get a great view as it is run at the rear of the shopping centre. This is one for the ladies to have some retail therapy, so just give them your bank card and the rest of the day is yours to have a good look at the classic cars on display.

The best show so far has been the Sherburn Aero club Vintage and Veteran Day, a first class venue with a field full of classic cars and motorbikes with a full display of vintage air craft both on the ground and in the air doing their displays.

At only £5 it was a very good day out. Our members attending on the day were Richard and David / George and Brenda / Bob and Brenda / Jeff and Janet / Myself and Jenny, not forgetting Len Fox and family, some of us were looking like red lobsters by the time we arrived home.

The May club night was attended by 22 members, I cannot remember who was the winner of the quiz on the night. I think I need some of my memory pills but I cannot remember where I put them!

A date for your diary - **4th September 2010** - A charity fundraiser at RAF

Church Fenton, displays include - the Red Arrows / the battle of Britain memorial flight Spitfire / RAF Falcons Parachute display team / The RAF search and rescue team / army lynx, Merlin, Chinook and other aircraft /fair-ground / hot air balloons, pleasure flights and much more. We will have more details later for you as this looks like a show not to miss out on.

**31st July and 1st August** - Hebden Bridge Classic car weekend I have entry forms if you require one I have had to keep this short as I am running out of time and ink!

**IMPORTANT -No club meeting at the Black Bull** as the World Cup has taken over the room! Alan could not persuade FIFA to move the event so we are having a Fish and Chip Run to the Mermaid Chippy, Meet at the old JJB sports store / Gym just after the Showcase Cinema and Ikea turnoffs at Junction 27 on the M62 or contact Alan for details

Keep your triumph wheels turning

*Alan*

**NOTE to ALL:**

**If I don't reply to your email I Haven't received It!!**

**Bernard Ed.**

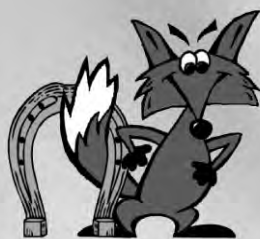
**E-mail news to:**

**[courier@tssc.org.uk](mailto:courier@tssc.org.uk)**

**News in By 8th of Month please**

# **Leicestershire & Rutland Triumph Sports Six Club**

*Proudly Present*



# **27<sup>th</sup>**



# **Sunshine Rally**

**Sunday 1st August 2010**

# **Brooksby Hall Leicestershire**

**Admission £4.00 per person**

Children under 16 Free if accompanied by an adult





# International Family Weekend

August 20<sup>th</sup> to 22<sup>nd</sup> 2010

Sat Night  
PYJAMA PARTY!!

**STAFFORD County Showground**

**TSSC Members Discount**

**Pre Booked Tickets Order Form**

**WEEKEND £17.50 PER PERSON OR 1 DAY TICKET £9.00 PP** PRE BOOKED

**UNDER 16's FREE!!** GATE PRICES £20 PP W/END OR £10 DAY PP

DATE ..... Membership No ...../.....

Number of Tickets required ..... Weekend  1 Day

NAME (MR. MRS. MISS. MS.) .....

ADDRESS.....

POST CODE ..... Daytime Tel No .....

E-Mail .....

I wish to be part of the Stag 40th Display

I wish to be part of the Toledo/1500 40th Display

CARD No ...../...../...../...../...../...../...../...../...../...../...../...../...../...../...../...../.....

EXPIRY DATE ...../...../...../..... ISSUE No  MAESTRO ONLY

VALID FROM ...../...../...../..... (MAESTRO ONLY if NO ISSUE. No.)

SVN NO. ...../...../...../ (Last 3 digits above Signature)

NAME ON CREDIT CARD .....

Payment by Cash  or Cheque  Total £ .....

Please Make Cheques payable to TSSC Ltd and Return Form to:

Triumph Sports Six Club, Sunderland Court

Main Steet, Lubenham, Market Harborough. LE16 9TF

OR BOOK ONLINE AT **[www.tssc.org.uk](http://www.tssc.org.uk)**

# INTERNATIONAL CONCOURS ENTRY FORM 2010

## ABOUT YOU

Name .....

Address .....

.....

County .....

Postcode .....

Country .....

Telephone No .....

e-mail .....

## YOUR CAR

Model & Series

Colour

Registration

Annual Mileage  
(Cruised & Used  
entrants only)

Advance Entries by  
post or email by  
16th August 2010 to:

**Victor & Vivien Thompson  
Ivy Cottage  
5 Rectory Mews  
Sprotborough  
Doncaster  
South Yorkshire  
DN5 7LG**

**Tel: 01302 850740**

## CONCOURS CATEGORIES

Please circle **ONLY ONE** appropriate class

MASTER CLASS	SMALL SALOON (DOLOMITE, TOLEDO, 1300, 1500, ACCLAIM)
HERALD	
VITESSE	BOND EQUIPE
SPITFIRE	SPECIAL
GT6	MODIFIED/ MODERNISED
TR	
STAG	CRUISED & USED
2000/2.5	UNRESTORED

**NOTE: Once at Stafford  
you will need to attend  
the Concours desk (even  
if you have entered in  
advance) to obtain a token  
to be able to get your car  
into Bingley Hall**



Photocopies of  
this form are acceptable

e-mail: [vandv@fsmail.net](mailto:vandv@fsmail.net)



# JUBILEE PARK WOODHALL SPA September 3rd ~ 5th 2010

Join us for a relaxing weekend away, and take part in as much or as little as you want.

Multi section convoy planned to an interesting attraction

Phil's Fiendish Quiz

Raffle

BBQ

Prices

\*A "unit" is a tent, caravan, yurt , or what ever you sleep in ( any number of people per unit)

	Price	No Reqd	Total
Weekend Ticket per unit*	£24		
BBQ per person	£3		
Electric Hookup	Free		
Grand Total			

Please make cheques payable to "LINCOLNSHIRE AREA TSSC"  
and send them with an SAE to

Garth Jupp

16 Hermes Way

Sleaford

Lincs

NG34 7WH

Tel:01529 307302 or email [garth@lincstssc.co.uk](mailto:garth@lincstssc.co.uk)



## THE FOURTH - TSSC WYEDEAN AREA



# Welsh Mountains & Lakes Run September 11<sup>th</sup> 2010

### Start/Finish

The Three Horseshoes Pub  
at Allensmore, Hereford HR2 9AS  
at 9.30am.

[www.threehorseshoesallensmore.co.uk](http://www.threehorseshoesallensmore.co.uk)

All marques of car welcome

Slow run due to the nature of the  
roads encountered,  
suitable for all club cars.

It is a full day's driving (190 miles approx)  
over wonderful Mountain Roads and the  
beautiful Welsh Marches with parking  
and a BBQ or picnic on the beach  
if weather permits.



In the past, some have made a weekend of it by stopping on or near the Welsh coast and driving back independently on the Sunday. If you are coming from a distance, then I may be able to point you towards some decent campsites, so don't be afraid to ask.

Additional pick up points can be arranged eg:

11am approx at the Crossgates greasy spoon just East of the roundabout.

Crossgates Service Station Crossgates Llandrindod Wells LD1 6RE

Junction of the A44 and A483 Nr Crossgates

**Confirmation by e-mail/telephone please to Clive Speaks**

**Tel. 0757 829 3283 or 01531 650035**

**e-mail : [clive.speaks@iname.com](mailto:clive.speaks@iname.com)**

So we can firm up any additional pick up points etc as well as getting numbers sorted out. OK then, I look forward to hearing from you all and seeing you on the day and don't forget a picnic lunch or an instant BBQ

# TSSC West Yorks Camping Weekend



## END OF YEAR BASH

**10th to 12th  
September 2010**

**Major Bridge Park  
Selby Road, Holme  
On Spalding Moor  
East Yorkshire  
YO43 4HB**

**To wind down the camping season  
West Yorks TSSC area organising another**

**There will be a run to the coast on the Saturday and either  
a local trip on the Sunday or events on the site.**

**Alan is keeping this as a surprise!**

**Saturday night will be held inside a heated building and  
breakfast sandwiches will be prepared if there is sufficient  
demand the night before.**

**Price is £10 per night regardless of the size of unit to cover  
camping and club house costs.**

**NB all tents are charged separately inc children's tents.**

**To book please send the form below and a cheque with the  
correct payment to**

**Martin Appleby, 10 Rowan Garth, Sutton in Craven,  
Keighley, West Yorks, BD20 8DA**

Name(s) : ..... Address.....

..... Tel: .....

e-mail: ..... Club Area .....

Car: ..... Reg No.: .....

Nights camping - Friday/Saturday .....

Number of Tents .....

Total Enclosed £ .....

---

# TSSC Herts & Beds

*Present the 17th*



# ALL TRIUMPH DAY

*at*

# DUXFORD

Imperial  
War  
Museum

## SUNDAY September 19th 2010

**Discounted Admission**

**£10.95 per person**

£9.95 Duxford IWM + £1.00 Herts & Beds

Normally £16.50 per person

**Under 16's go Free**

Discount entry kiosks Close at 2pm.

**Museum Closes 6pm.**

**Gates open 10 am**



**Location - Jct10. M11**  
Sat Navs use **CB22 4QR**

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

**Traders must Pre Book Space**

**Any Enquiries 01582 750943**

To qualify for Discounted Admission, arrive before 2pm and be in your classic,  
OR have a copy of the advert, or your valid TSSC Club Membership card.

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# **WORCESTER AREA CLASSICS at EVESHAM COUNTRY PARK**

**ADVANCE NOTICE OF  
SHOW SCHEDULED FOR  
SUNDAY 26TH SEPTEMBER**

**CARS TO BE DISPLAYED 11am TO 3.30pm**

**Evesham Country park (WR11 4TP)  
is at the Northern end of the Evesham bypass (A46)**

**At Evesham Country Park, there is something for all the family, including an extensive Garden Centre, with large restaurant facilities. there is also a number of retail outlets in the Courtyard shops including Cotton Traders, Julian Graves, Leading Labels and Millets Farm Shop.**

**Steam Train Rides also available on the Evesham Vale Light Railway, visit the Ark Animal Sanctuary or take a walk around the 130 acre estate in the picturesque Vale of Evesham**

**(Entrance fee for Railway, Animal Sanctuary, Fishing lake etc.)**

**DOG OWNERS PLEASE NOTE, DOGS ARE ALLOWED ON SITE BUT NOT ON WAC DISPLAY AREA WHICH IS ALSO THE PICNIC AREA**

**FOR FURTHER INFORMATION TEL. STEFAN ON 01384 279686**

Cars for Sale Live Stage Restoration Autojumble Over 1000 Cars & 100's of Bikes Parts & Services Dream Rides Automobilia Accessories

# Club Exclusive Ticket Deal!

"Advance Offer" Book today- Save £'s & beat the queues!



**Club Single £15.00**

Quote code CLUBS10

**Club Family £34.50**

Quote code CLUBF10

**Book by phone or web now...**

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*The place to share your passion for cars*

**12 13 14 NOV**

**www.necclassicmotorshow.com**

Book online or call the ticket hotline **0871 230 1088**

In association with



Organised by



Classic Motor Show tickets also allow FREE entry into The Classic Bike Show AND the MPH Show (excludes Top Gear Live Theatre). Offer applies to Sat 13th/Sun 14th November 2010 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. Club Single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.00 off the Sat/ Sun door price compared to buying individually! Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.