

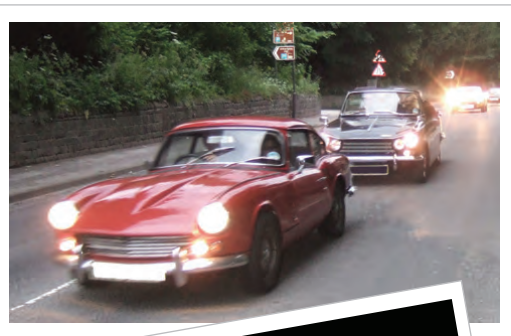
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The Courier 365

NOVEMBER 2010



November 2010



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THE TRIUMPH SPORTS SIX CLUB

No.365 Vol 32. NOVEMBER 2010

Price £3.50 Free to Club Members.

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"NOVEMBER NIGHTS"  
PIC FROM WORCS AREA  
CALENDAR  
PIC BY  
RICHARD DREDGE

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# T.S.S.C. Events Calendar

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## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### December 2010

**SUN 12 DECEMBER 2010**  
TSSC HEADQUARTERS  
CHRISTMAS OPEN DAY  
LUBENHAM LEICS LE16 9TF  
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# Comment

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

## A History of Triumph Cars

**W**e all enjoy our Triumph cars, but how often do we stop to think of the origins of our favourite car manufacturer. This month, let's take a look at the history of Triumph.

The development of Triumph cars was typical of the industrial development in the early 20th century, demand for private cars soared and literally dozens of manufacturers sprung up in Britain and around the world. Often these fledgling car companies had their roots in other established forms of light engineering, for example sewing machines or bicycles.

The origins of Triumph cars go back to the German entrepreneur Siegfried Betteman, who started a bicycle manufacturing business in Coventry in 1890. His company evolved into motorcycle production and made the first Triumph car in 1923. The aim of the company in the 1920's was to produce "quality light cars" and the 10/20 model was a typical example, with neat styling and a 1,393 cc side valve engine. Through the late twenties and early thirties Triumph expanded the range of cars moving up market with the 13/35 tourer, the Gloria and the Dolomite, famed for its elaborate "water fall" chrome radiator grille. The 13/35 was the first British car to feature hydraulic brakes and such technical innovation became a hallmark of Triumph.

During the war years Triumph fell on hard times and by 1945 was virtually bankrupt. Sir John Black of the Standard Motor Company purchased Triumph, and so began the long association of Standard Triumph. After the austerity of the war years, the 1950's were a period of economic growth. The British motor industry prospered, driven by a dramatic surge in exports to the United States. Standard Triumph responded to the huge demand for sports cars with the launch of the TR2 in 1952. Capable of a genuine 100 miles per hour, the TR2 sold well in America and at home. In the home market the Mayflower saloon was a popular model, although most of the saloon car range at the time sold under the Standard badge.

Most of us will be more familiar with the post-war history. The late 1950's and 1960's were a golden age for development of the Triumph model range and technical innovation. The TR sports cars were continuously developed with significant innovations. The TR3 was the first production car with disc brakes and the TR5 sported fuel injection. The Herald was launched in 1959, cementing a long-lasting relationship between Triumph and the Michelotti styling studio in Turin. The Herald's separate chassis of course enabled Triumph to build new ranges of cars from Herald-type components, including the



Spitfire in 1962, the Vitesse in 1963 and the GT6 in 1966. Through this period the factory was active in motorsport, including rallying with TR's and racing with the TRS and Spitfires in the Le Mans 24 hours. New luxury saloons were also very popular with the development of the 2000 and 2.5PI models in the 1960's.

Although the 1960's were good times for the range of models, financial success eluded Triumph, and this led to the familiar series of mergers and takeovers as the British car industry consolidated. In 1960 Triumph became a member of the Leyland Group, merging with BMC to become British Leyland in 1968.

The Spitfire range continued to sell well in the 1970's evolving to the 1500 model, and was joined by the Stag. Triumph developed a new small/medium saloon car range, including the innovative 16 valve Dolomite Sprint and the TR range saw a radical change with the introduction of the wedge-shaped TR7 in 1975. Unfortunately in the 1970's Triumph's commercial fortunes steadily declined. Lack of investment, poor industrial relations and quality control problems all contributed to the gradual demise of the British car industry. By the 1980's time was up; the last Spitfire was produced in 1981 and the Triumph badge carried on briefly on the Acclaim, produced in collaboration with Honda.

That completes our brief look at Triumph's history; since production finished, the TSSC and numerous other clubs have worked to keep the name of Triumph alive.

In closing this month's column, let me give a couple of reminders of dates. The NEC Classic Motor Show is on from 12th - 14th November, and the TSSC Christmas Open Sunday will be on 12th December. I look forward to seeing you there.



# NEWS REVIEW

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

### TSSC Area Registration and AO Meeting

It's nearly that time of the year again when you will need to register your Area and Area Organiser Ideally it would be good to get as many Areas registered By January 1st 2011.

I know it sounds like I'm nagging (and I am) but remember you are not insured if you are not registered and Triumph enthusiasts are missing out. If any A/Os would like any help or think they may benefit from a visit from their very friendly Area Liaison Officers please give us a bell or slip us an email our contact details are in the Courier.

**Xmas Open Day will be Sun 12th December** 10.30am to 3.30pm and we will be holding an informal Area Organisers meeting at 11.00am, please come along for a chat and share any questions, ideas or concerns you may have.

**Pip & Frank**

TSSC Area Liaison officers

### Stag Register Secretary

**Standing down for a while.**



Hi everyone. As most of you who know me are aware I set up my own business a few months back. This and other reasons have led me to ask the club if I can have a few months off

from writing in the magazine as I simply cannot keep the quality of the articles to the standards I have set myself. I will still help

members out with problems and issues relating to Stags, but will not be able to supply copy to the magazine or do any work with the new online IVR system the club is shortly going to unveil.

If anyone else out there would like to take on the role as a temporary stand in or even on a more permanent basis please let myself or Bernard at the club know. I have really enjoyed my time writing the Stag section and have met a lot of interesting people through the work I have done. Thanks to all the members who have written in or contacted me over the last few years. A big thank you to everyone at TSSC HQ who has helped me as well, with particular mention to Bernard for putting up with me forgetting deadline dates and at least 3 PC melt downs!

Keep running on eight!

**Richard Briscoe**

Stag Register Secretary

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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**  
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## Derek Giles

# Cooler Running

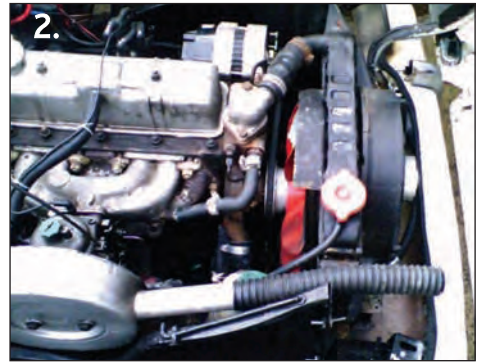
**I**n my last report I suggested that the 7 bladed plastic fan would work sufficiently well to keep the 13/60 engine cool and so it should. I am not therefore advocating you 'have' to try another method, but bear in mind that an engine driven fan does require some horsepower to drive it. The only place it gets this from is the engine and with only 61 bhp available to start with why waste any on cooling. Above a certain speed most of the cooling is done by the ram-air effect of the car travelling forward anyway.

A viscous type fan could be a way forward because at higher engine speeds it feathers and hence draws little or no air, they are though initially expensive and still waste power. Another alternative is of course an



electric fan. There are many aftermarket types and kits available that will do an excellent job at a reasonable price. You could even acquire one second-hand from your friendly breakers yard, probably for about £10.

For our cars something around 10" diameter will be fine. Go for one that mounts at the front of the radiator (*Photo 1*), as this drives air in a manner and direction very close to



normal driving. The thought of using both mechanical and electric fans (*Photo 2*) was raised in last month's *Vitesse* column and may seem to be worth a try, but I advocate "REMOVING" the existing fan to save the wasted horsepower.

Also when using 2 fans there is a "danger" of cavitation (stalling) of the air between the 2 sets of blades rotating at different speeds, this will reduce the cooling efficiency somewhat.

Once you have chosen your preferred fan we come to the question of controlling how it is activated. Some kits have a sensor that is inserted in the top hose and via a dial you can choose different temperature settings. This was acceptable years ago, but in my opinion it was a hit or miss solution. Basic physics shows that hot water rises so the temperature in the top hose is governed by the engine ther-





3. mostat. In order to maintain efficient cooling we need to know the temperature as it leaves the bottom of the radiator and use this reading to 'trigger' the fan. With this in mind most modern cars have their sensor lower down in the system, either in the radiator (*Photo 3*) or the return (bottom) hose. If we adopt this idea we can then use a modern sensor switch to



4. control the fan. These are available in a range of temperatures, one of which will suit our needs. Remember you are looking at the return temperature, so something around 88/79C (*Photo 4*) should be about right; this comes on at 88C and off at 79C.

They cost anything up to £10.

So how do we incorporate this into our cars?

The sensor switch is screwed into an M22 brass boss (*Photo 5*) that is soldered into the radiator. You will find most radiator repairers will be able to supply and fit a boss for around £15. If however, you are familiar with soldering techniques you could do it yourself. All you need to source is the brass boss, a

breakers is probably the best bet as they always have plenty of damaged modern radiators lying about, the boss will need to be cut from the old rad, so take a small hacksaw with you and haggle. Once you have a suitable boss cut a hole in your rad to accommodate the boss, clean the area and solder the boss in place! Alternatively a bottom hose adaptor (*Photo 6*) can be found among other



6. places, on e-bay. This is usually an aluminium tube that fits in the hose, with an M22 boss ready mounted. Prices vary, but budget £30+. With one of these, the bottom hose will have to be cut to accommodate it, so keep that in mind.

Next time I will go through the wiring procedure with you.

My thanks to Simon Holland for the twin fan photo (*Photo 2*)

Cheers for now.

*Derek*



# 2000/2500/2.5PI Register



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## Mark Blease

## Winter Mission begins

**O**ne big advantage of having a "tax-free" classic is that you can use it all year round without considering the cost of the must-have

disc in the corner of the windscreen. However this year I decided to take Horatio, our 2000, off the road early in September to get an early start on my winter missions.

Don't tell him, but Horatio's engine bay has always been a bit of an embarrassment. It was just, well, an engine bay - complete with an engine, some oil, flaky paint, surface rust and quite a bit of dirt.

To repaint inside the engine bay properly means removing everything, including the engine, so I decided to get on and do it - I'd been putting it off for long enough.

It would also be the ideal opportunity to carry out some other jobs while the engine was out, such as put in a new clutch, and give the bottom end bearings, oil pump, and the much-dreaded crankshaft thrust washers the once over.

First question was, up or down? I always prefer to take the engine and gearbox out as one unit as, unless you are working on ramps, wrestling a gearbox out from under the car while lying on your back is not a pleasant

experience - and it's even worse getting it back in. My days of lying under a car with a gearbox on my legs trying to get everything lined up whilst attempting to get some bell-housing bolts started is well and truly over! However, the problem with trying to remove a Triumph big six engine and gearbox out together is one of height, or rather in my garage, lack of it. Not only do



**Photo 1.**

you need an engine crane capable of lifting to a sufficient height, you also need plenty of headroom, as towards the end of the procedure the engine and gearbox are almost vertical.

Unlike its Stag cousin, the big saloon's straight six is narrow enough to drop down



between the chassis rails, the only drawback being that the suspension crossmember needs to be removed. Despite this, however, I decided to go this route, so at least I would have the engine and 'box' out together.

So on with the job. First on the checklist was disconnecting and removing everything from the engine, such as exhaust, fuel components, control cables and wiring. Some things could have been left on, but since I was stripping the engine down for a repaint I decided to take everything off, just leaving the bare engine (*Photo 1*). From underneath, I disconnected the propshaft and the speedo cable, and removed the front section of exhaust.

Next in line for removal was the front suspen-

**Photo 2.**



sion. I decided to remove the struts with hubs attached as an assembly, so disconnected the brake hoses, track rod ends, and the track arms and drag struts where they connect to the body. After removing the three nuts inside the engine bay that attach the strut top mount to the

body turret, the assemblies could then be manoeuvred out. At this stage I noticed that on one side the rubber inside the strut top mounting had parted company (*Photo 2*) - a job to attend to on another day.

With the struts and hubs out of the way, I disconnected the lower steering column shaft and then removed the suspension crossmember complete with steering rack. On cars with power steering, the hydraulic hoses would have to be disconnected too.

I was now ready to remove the engine. I placed a car creeper under the engine with some wooden planks on it to spread the load. I think a straight six with overdrive gearbox slightly exceeds the recommended weight limit for my car creeper, but since I had nothing else to hand, it would have to suffice. With the weight of the engine and gearbox supported by my engine crane (*Photo 3*),



**Photo 3.**



**Photo 4.**

free (*Photo 4*).

This was made a little more difficult by the gearstick still being in place - next time I'll definitely remember to remove it.

The engine was in a sorry looking state, as the previous owner had applied some blue paint in the past, but only to the parts he could easily reach without removing any ancillaries. With the gearbox removed, I mounted the block on the engine stand

I disconnected the front engine mountings, then removed the engine support crossmember. At the rear I disconnected the gearbox crossmember from the floor and began lowering the assembly down.

A quick check around satisfied me that everything was disconnected, so I lowered away. It's only then that I realised I had forgotten something - the gearstick! Why is there always one thing you forget? I quick glance inside the car showed the overdrive gear knob disappearing into the vinyl surround, so it was back up on the engine crane. With the gear knob and wiring disconnected, it was time to lower again. With hindsight, I should have disconnected the entire gearstick, but by then it was too late.

With the engine and gearbox sitting on the now straining creeper, it was time to lift the car up. I reckoned with everything removed, the front end of the car would easily be light enough for my engine crane to handle, so with a strap carefully placed around the front chassis outriggers, I lifted the body to a sufficient height to allow me to slide the engine

and removed the remaining items, and made sure that all holes into the engine were either



**Photo 5.**

masked off or filled with rubber grommets. A good clean and five coats of engine enamel later (*Photo 5*), things were looking much rosier.

Next month I'll look at checking the crankshaft bearings and thrust washers, the oil pump, changing the timing chain and tensioner, and a few other tasks it makes sense to do whilst the engine is out.

*Mark*



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## Colin Lindsay

# Differential Equations

**T**here are a number of creatures – dogs, cats, bears – that have at least one thing in common with Triumphs – they all mark their territory, although the Triumph is the only one that does it in oil. Having said that, some of the oils at the lower end of the market aren't far off automotive urine. The Triumph is also the only one that does it in three places: engine, gearbox and diff. In the course of replacing my GT6 diff last spring I was not only fortunate to have a replacement that hasn't – so far – leaked, I was also able to refurbish my original on the bench rather than lying under the car. Mine leaked – not heavily, but just annoyingly from the front pinion seal – and required frequent top-ups; it may be interesting to determine if yours doesn't leak because it's well sealed, or just has no oil left to leak...

It's possible to replace the pinion seal whilst the diff is still fitted by removing the exhaust and dropping the propshaft; I can think of one or two operations that would be difficult if not well-nigh impossible, so I'd prefer to have mine in a clean comfortable environment free from Waxoyl drips and cats standing on my chest.

The seal lies behind the front flange which requires removal and this is held by a castellated nut and splitpin;



Flange Puller

some models have a small cap over this which requires prising off. Undo the nut with a 1 and 1/8th socket. You'll need some sort of puller or prise-bar for the flange but it's not hard to remove. If you



Pinion Seal

feel the need, the four bolts holding the front mounting plate come off with a 1/2 inch socket and this gives free access to

the pinion seal, which has a metal collar allowing you to prise it out.

I use a set of Frost seal-pullers which are



Seal Puller at work

excellent for this. Once removed you'll see the front bearing; clean around the aperture with a degreaser and inspect for damage or debris – the new seal needs to be a flush fit. I was supplied with a plastic seal when I ordered the diff kit which was much thinner than the original, and fitted it for this article, however it was found to leak quite badly even when stationary and

order as dismantled. Keeping it straight and level as on the car, I filled it with oil to the required level, then tipped it forward slightly onto the nose and left it overnight.

**No leaks!**

Of course as luck would have it, I checked the main pinion bearing and found one of the shims under it to be a nightmare of twisted metal, so there's more work ahead. The bearing is only



New Seal in Place



New & Old Seals

around £12 to buy with shims under a couple of pounds, but it's the technical details of shimming the endfloat I'll have to look into before I'm happy the diff is fit for refitting. It's a new experience for me, but it'll be another feather in my garage cap if I do it successfully.

Not that I wear one, of course!

See you next month.

*Colin*

off the car so I ordered an original metal seal off eBay for £4 and fitted that. The new seal can be pressed gently into place using a 2 inch socket. The diff was refilled after a good clean (I'd completely dismantled mine to check the teeth inside but you can drain the oil and pour some petrol into the diff, swill it around and dispose of properly, not down the drain as I'm sure we all never do.....!) and then reassembled in the same



Shim to be replaced



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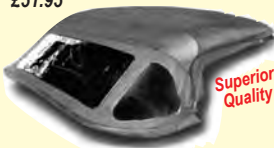


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## Trevor Collett

## Paul Sutton's Gentry Part 4

**I**t occurs to me that here we have a first for the 22 years I've been Specials Register Secretary – four months running featuring the same car. And I'm sure you all agree that so far it's been three months well spent; clear your mind and prepare yourself for Part 4:

*So far so good and I was ready to offer up the replacement gearbox and then see what happened.*

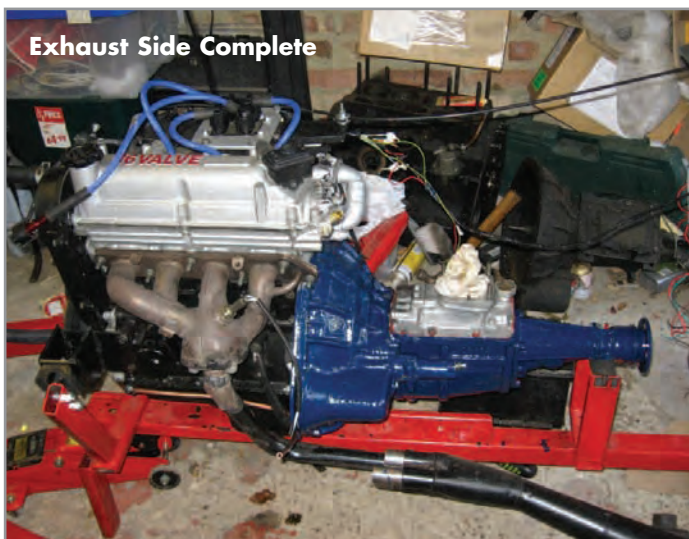
*This is when I discovered two problems, first there is no pilot bearing as the original gearbox ran on a ball bearing in the middle of the flywheel, and second, the pilot bearing spigot hole is too short by about 1/4 Inch. Down tools for a few days while I think this through. I did not want to pack the bell housing out as that would mean shortening the available clutch release throw, so eventually I opted for machining 1/4 inch off the shaft and making a Phosphor bronze bush to act as a pilot bearing.*

*Try again and yes it fits.*

*Now I started mounting the engine/gearbox on the jig, not too bad on the exhaust side, but*

*on the carb side where the alternator sits it is a completely different story. I had to move the engine mount back by about 1.25 inches to clear the alternator belt and even then it only just fits.*

*I used an idea I got from a Spitfire at Stafford to act as a belt tensioner, this consists of two go-kart steering eyes with a turn buckle between them. I finally moved in to the test phase, and for this I needed to create a loom and connect up oil pressure, fuel/air mix,*



*water temperature and alternator regulation indicator. As I do not have a spare radiator I connected the water pipes up to a bucket fitted with 1" diameter storage tank outlets.*

This gives about 45 minutes run time before the water starts to approach the boil due to lack of pressure. All the information I found on setting up the Megajolt ECU suggest getting the engine running in limp home mode, which is fixed 10 deg BTDC provided by the EDIS 4 pack so that is what I did.

Next I started looking at the setting up the timing; on my system I am using TPS (Throttle Position Sensor) to determine engine load, so modelling a timing map from a distributor seemed the way to go and I started looking at how the vacuum advance system works. I

got so many different opinions on this that I eventually set up a test rig and measured it.

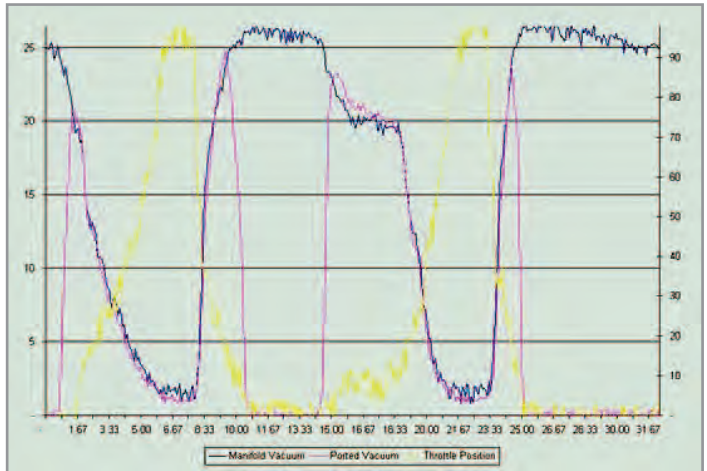
From this you can see that so long as you are not looking to use a ported vacuum (only applicable for emission control) a TPS will give an output that is a close inverse to the response from a vacuum advance system so what I needed to do was produce a map that had two linear responses, the first mimicking the bob wait response and the second mimicking the vacuum response.

For this I produced a spread sheet that calculated the advance setting from the following variables here.

- 1) Static Advance setting
- 2) Maximum advance required
- 3) Maximum advance correction required to mimic vacuum advance.

I found that the original engine used 8 degree static and maximum of 37 degree and guessed at 15 degree vacuum advance. This was later modified to 10 degree as the engine tended to

pink at mid range rpm and high load. The map I am now using is shown here.



There is one more thing worthy of note at this point. I have introduced an increase in advance as revs drop below 1000 rpm on a closed throttle, this gives a very steady tick over

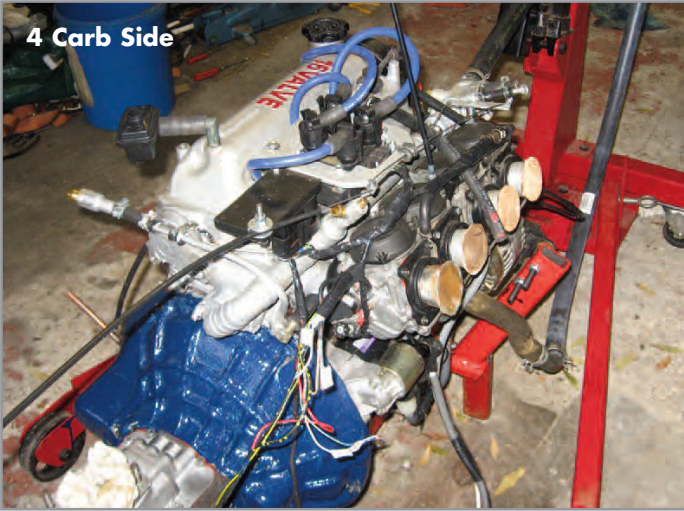
		RPM									
		500	1000	1500	2000	2500	3000	3500	4000	4500	5000
Lead	0	12	15	18	21	23	26	29	31	34	37
	15	12	14	17	20	22	25	28	30	33	36
	30	10	13	16	18	21	24	26	29	31	34
	40	9	12	15	17	20	23	25	28	31	33
	50	8	11	14	16	19	22	24	27	30	32
	60	7	10	12	15	18	20	23	26	28	31
	70	6	9	11	14	17	19	22	25	27	30
	80	5	8	10	13	16	18	21	24	26	29
	90	4	7	9	12	14	17	20	22	25	28
	95	3	6	8	11	13	16	19	21	24	27

at around 800 rpm, as if the revs start to drop the added advance picks them up again. I set the soft cut rev limit at 7,500 well below what this engine is capable of but this allows me to push it beyond the end of the tach range without worrying about damage to the engine. This done I then looked at getting the engine and new gearbox in to the car.

On the Triumph-based RMB Gentry there is a panel in the middle of the bulkhead that allows the removal of the gearbox through the interior of the car, as intended by Triumph, but unfortunately over the years my example has been



#### 4 Carb Side



modified to the extent that removing that panel would have been extremely difficult so the decision was made to put the engine and gearbox in as one unit.

I rounded up Bob Chequer and we proceeded to shoe horn it in. We had to remove the prop shaft and gearbox mount and frame before it finally went in.

Once in place there is so little room on the carb side that getting to the fuel pump, alternator etc. would make the alternative of splitting the engine from the gearbox and fitting separately extremely difficult so, with hindsight, the correct decision I think.

Before I could do any more I had the problem of connecting up the exhaust, the old Triumph 1200 engine was a non cross flow so the exhaust was on the driver's side. The F10D is a cross flow from a front wheel drive so has exhaust on the passenger's side. When I last changed the exhaust system I had anticipated this change and had incorporated an S-shaped section that swung over to change sides but I could not get the down pipe to line up. As I intended

replacing the complete system with a custom built stainless one I boded it up with a length of flexible exhaust to allow me to test things before having the new system made.

I then notified the insurance and DVLA of the engine change, both necessary but both produced surprises.

The insurance company were only interested in capacity of the engine not what make or power output it was so reduced the cost of my insurance as I went from a 1200cc to a 1100cc and

did not take in to account that I went from 40 BHP to approximately 71 BHP and my 0 to 60 went from "eventually" to approximately 8 seconds.

Now if you are looking at changing the engine in your car be aware that as from some point last year DVLA now require that you produce a receipt from the garage that fitted it.



**Neatly installed**

Alternatively, if like most of us you do it yourself, you need an inspection done by a garage stating the make, capacity and engine number and stating that the work has been carried out to a standard that meets vehicle

safety standards.

I only discovered this after having my V5 returned to me by DVLA stating, amongst other things, that very few manufacturers produce an engine of exactly 1061cc.

If you get one of these do not worry it is a standard form, I have seen three others since, all worded the same way.

In my case this produced another problem in that the engine number is now under the fuel pump and so close to the chassis that you cannot read it without taking the engine out. On the scale of things, a minor problem to overcome.

Having done initial tests on the car and with the MOT looming I booked it in to my local Longlife dealer to have the exhaust re-built. With the usual disclaimer of not having any connection with this firm, other than as a very satisfied customer, I would strongly recommend their service. They could not have been more helpful even calling me in to listen to the exhaust note so I could select the silencer that best fitted the car (Diane had commented that she did not like the sound of the new engine as it was a nasty square stroke engine and she wanted the old Triumph burble back).

Their prices are very reasonable as a full system cost me a few pounds more than the components and they fabricated the system to exactly match my car and yes we got the burble back by virtue of increasing the pipe size from 1.25" to 2" and putting a slightly larger rear box on.

I have to say that with the original Triumph exhaust the only description of the noise it made was a howl as it opened up to 7500 rpm.

With the MOT passed final tuning got underway and several short runs were completed without any real problems. So on Feb 14th, knowing how to show a girl a good time, I took Diane out to The Dering Arms

Classic car meet (she did get flowers first). The car was running very sweetly but the temperature gauge had stopped working, the needle just sat on the 0 stop, nothing new, must have lost a wire thinks I, twenty minutes later as we turned into Pluckley the engine starts pinking. I pulled over and as soon as I stopped there was smoke coming from under the bonnet.



Next thing I know is a group of classic car drivers pulling over to help.

In short order they diagnosed an air lock in the lower radiator hose, caused by a kink in the heater hose. This had stopped the heater filling properly when I fitted the engine and now the air from the radiator was stuck in the bottom hose.

The engine had got so hot that the oil was smoking, so they offered to tow me to the pub while it cooled down.

Once there I shortened the top hose re-filled the heater and cycled the cooling system through three or four thermostat operations to be sure it was now OK. The moral of this story is if a gauge starts reading something unexpected stop and find out why; don't just assume it is something trivial. As far as I can tell no permanent damage was done but it could easily have been a blown head gasket or seized engine.

This was only the start of cooling problems, which eventually proved to be caused by inadequate bypass circulation combined with the



*extension of the thermostat housing meaning that the cylinder was getting 4 or 5 degrees hotter than the already high thermostat level (nominally 82 degree, but actually nearer 95 on first opening). In order to address this I have added a bypass circuit and I am going to fit a solenoid valve in place of the thermostat that is driven from the electric fan sensor, which is adjustable.*

*Testing so far has shown that this engine provides about 70 BHP at 6000 rpm and maximum torque around 3500 rpm.*

*Gear shifts come in at 25mph 45mph and 65mph if you want to get best performance and 0 to 60 on the flat is around 7 seconds, and up a moderate hill around 8 seconds. Not bad for a one litre engine.*

*The increase in power has shown up a couple of problems in that shortly after fitting this engine the car developed a cracked outrigger on the rear where the torque bar attaches and the clutch which is a Spitfire special tends to smoke if you dump the clutch too quickly. I will reserve judgement on how successful this has been until I see what reliability is like this coming season.*

Well, what do think of all that? I know I have certainly enjoyed Paul's story of his bringing back to life his almost fatally wounded Gentry and how he then went on to develop its motive power in an exciting and innovative way.

Has it inspired anyone to go down a similar route? Wouldn't you love to see a similar engine in a Herald? It would be a 21st century twist on the Brabham Herald that was available back in the Sixties. This was a Herald fitted with a Coventry Climax engine, with a capacity of 1220 cc and it gave the Herald a whole higher league of performance.

We must finish by thanking **Paul Sutton** for writing up his experiences in such a comprehensive and compelling way.

Paul has made his words and pictures available to a much wider audience than the readers of The Courier, they're on t'internet at [www.canttri.flyer.co.uk](http://www.canttri.flyer.co.uk).

As the nights draw in how about all you other kit and special people getting on your PC and sending me some pictures, and words if you can, of the adventures you and your car had in the summer of 2010?



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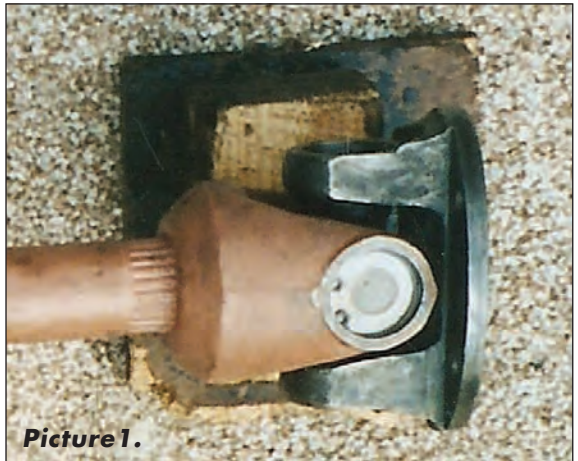
**Dave Rumens**

## Antifreeze & Spares

**H**ello everybody, autumn is now well and truly with us and as the temperatures are dropping it's time to change that antifreeze. Even if you are not planning to use your Vitesse until next spring frost damage can still occur in your garage. A cracked block is the last thing you want to find at any time least of all when the next seasons starts. The information given in the "Vitesse Owners Handbook" or the workshop manual gives a range of concentration of between 25% and 35%, not the modern trend of 50%. Therefore I can only suggest that the cooling system in the Vitesse was not designed to use a higher concentration than 35%. I was taught back in the 1960's that too much antifreeze was a bad thing. I guess that is still true today.

Now on to spares. Its good spares are available for our cars, however many in recent years have been either made to the wrong spec or used an inferior material. I for one cannot understand anybody going to all the expense of setting up production then producing an item that is unusable because it is made of an inferior material. Having had my gripe for this month now let's have a look at some of the areas where we all having been having problems-

**UJs** - Over the last 20 years or so many of

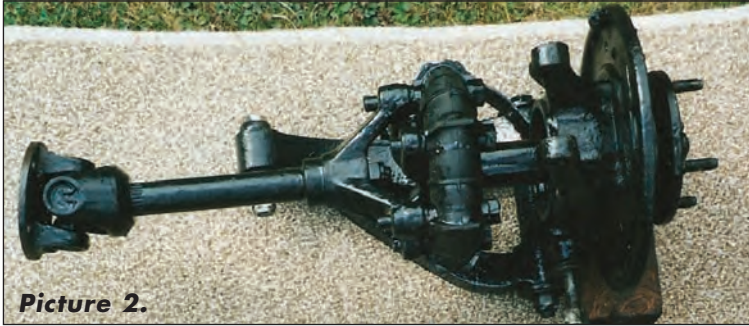


**Picture 1.**

us have had problems with the 1600 and Mk1 rear drive shafts, *Picture 1*, making either clicking or thumping noises which increase with road speed. To overcome the problem we took out the shafts and changed the bearings plus the UJ's. Trouble was that when we put the drive shafts back in the noises were still there. After much time and expense the cause turned out to be the UJ's. These either appeared to be moving in the yokes or in some cases had rough working surfaces. As far as the moving in the yoke is concerned this was still present on new replacement shafts, so I can only deduce that the UJ cup size has reduced and could be the result of the change to metric from imperial measurements. The original imperial size has been converted to the nearest metric size. In other words approximation has taken place. A number of the Triumph Herald based spares suppliers are aware of the problem and

supply the correct size UJ's, but ask first before placing an order. *(You can also get good quality GKN UJ's from the Club Shop now, Bernard, ED.)*

You may well ask why this problem has not been present on the Rotoflex drive shafts,



**Picture 2.**

*Picture 2.* Fair comment, the answer is that any play in the UJ is largely absorbed by the rubber couplers. In fact unlike the swing axles drive shafts any play or wear present in the UJ's does not make the normal knocking noises found in the earlier set-up. If you have a Mk2 then you need to keep an eye on the wear in this area as a worn UJ can go bang and disintegrate with disastrous results.

**Throttle Cables** - Sticking throttle cables, *Picture 3*, were a problem back in the 1960's. So much so that a number of the after market



**Picture 3.**

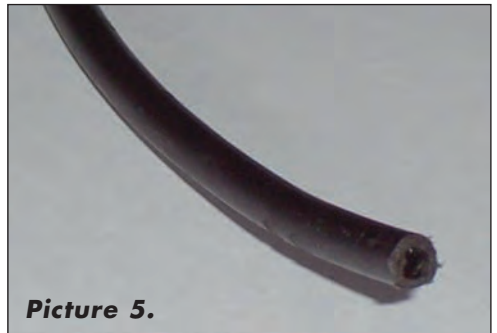


**Picture 4.**

accessory outfits produced a non stick type. (I fitted one to my 948 Herald in 1966 and what a difference it made) This was achieved by fitting a nylon liner between the outer and inner cable, *Picture 4*. By the 1970's these non stick

throttle cables were being fitted by Triumph as standard and were available from the manufacturer as an up-grade to pre 1970's models. Later on the outer part of the cable was made completely of nylon, the liner and the flexible metal part of

the outer being dispensed with completely, *Picture 5*. Not unlike modern bicycle brake



**Picture 5.**

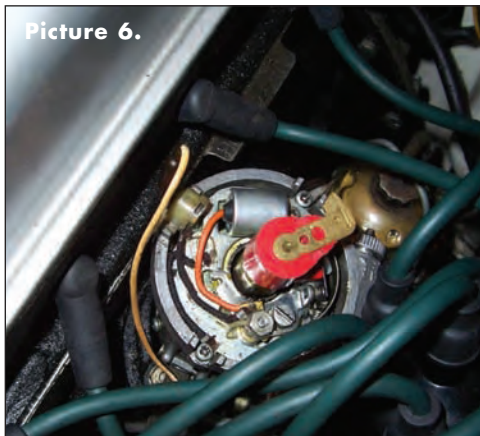
cables. Unfortunately the reproduction cables now available for the Vitesse are the older sticking type. It would be good to see at least one of the present suppliers produce the later non-stick type. Though, maybe making your own up using a present day bicycle brake cable and parts from the repro Vitesse type could be the easiest route to take. Not sure about this but I guess it's worth investigation.

On the positive side it is very good to see that two areas that were problems have improved in the last twelve months.

**Rotor arms** - Quite a few of us have had a rotor arm fail causing the engine to stop, either by reproduction or old stock items. This problem has now been solved by a Red type arm produced by the Distributor Doctor which



Picture 6.



**Hoses** – The original hoses lasted many years in contrast to the reproduction types start to crack after only one year. This was recognised by the club and as a result they are having multi-ply silicon hoses manufactured for most of the Triumph models, *Last Picture*.

I will end on some good news - Garth the club shop manager is looking into the possibly of getting the Vitesse Aluminium Bumper Pieces remanufactured. Estimated price is around £300 per set. If you are interested then please contact Garth.

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

*Safe Driving & Keep Running On All Six*

*David.*

is available from the Club Shop. *Picture 6.*



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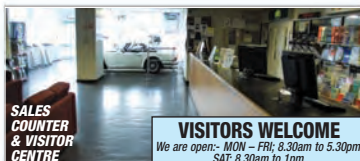
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## Nigel Clark



## TR6 Meets TR6

**I**n the words of Monty Python *"And now for something completely different"*, as this month we are going to look more closely at a two-wheeled Triumph. Or perhaps the words of Sir Michael Caine apply: *"Not a lot of people know this"*.

During the late 1960's and 70's there were two completely different vehicles, both named **"Triumph TR6"**. From 1969 in the UK you could order the latest TR6 sports car, but since 1956, there had



**On the Road**



**The Car engine ...**

been a Triumph motorcycle designated the TR6. It's just too tempting to resist comparing these two very different Triumphs which just happen to share the same model name.



**... and the Bike engine**

As TSSC members, most of us are quite familiar with the TR6 car, featuring a six cylinder, Lucas petrol-injected engine of 2,500cc producing a claimed 150bhp.



The TR6 bike by comparison had a twin cylinder, single carburettor engine of 650cc capacity. Both were seen by their manufacturers, and no doubt their owners, as sports machines. Both were made in Coventry (or more accurately, Triumph motorcycles were made at Meriden, just outside Coventry). So the two TR6's have more than the maker's name in common.

Time for a little history. The TR6 car was in effect a face-lift for the TR5, which in turn was a product of the amazingly fruitful working relationship established between Triumph Technical Director Harry Webster's development team in Coventry and the

ment of the iconic 1938 Speed Twin design by Edward Turner (who was also responsible for the Daimler 2.5 litre V8 which powered the SP250 Dart, borrowing key design features from the Speed Twin). By 1955, the TR5 needed more power to remain competitive and this was achieved by increasing the capacity to 650cc: the TR6 was born. The TR6 was continually developed and produced from 1956 until 1974, when it was replaced by guess what?...

...A two-wheeled TR7!

The table below shows a few of the vital statistics for 1970 TR6's of the two- and four-wheeled variety.

	TR6 PI	TR6R Tiger
No. of wheels	4	2
Engine Capacity, cc	2,498	649
No. of Cylinders	6	2
Power Output	150 bhp at 5,500 rpm	45 bhp at 6,500 rpm
Kerb Weight, lbs	2,473	369
Standing ¼ Mile Acceleration, seconds	16.3	14 (estimate)
Top Speed, mph	119	105
Typical Fuel Consumption, mpg	22	55

Michelotti studio in Turin, responsible for so many striking styling exercises for Triumph from the late 1950's through to the 70's. With the introduction of the 2.5 litre fuel-injected straight six, the performance of the TR5 was brisk and refined, so there was no need for any significant mechanical development. However the body style was seen as outdated for the 1970's and Triumph decided that a face-lift was in order. Pressure of work at Michelotti resulted in the restyle project being handed to Karmann of Osnabruck, who produced the highly recognisable squared-off shape of the TR6. Remarkably, the restyle was achieved with almost no change to heart of the body shell. The TR6 motorcycle also evolved from a predecessor called TR5, which was a 500cc trials machine. The TR5 competed very successfully, winning the prestigious International Six Days Trial on no fewer than four consecutive occasions from 1948 to 1951. The 500cc engine was a develop-

We are familiar with the 150 bhp that was claimed for the early CP-series TR cars, which in its day was considered a substantial power output. With a mere 650cc, the bike produced a very creditable 45 bhp. In terms of specific power output, the car achieves 60 bhp per litre but the bike leads the way with 69 bhp per litre.

When considering performance, power to weight ratio is critical. The car has 136 bhp per ton which was impressive in 1970. However the bike again comes out on top with 273 bhp per ton. This clearly explains the much more rapid acceleration of the bike, as shown in the standing quarter mile figures. Just over 2 seconds difference may not sound like much, but if the two TR6's left the start line at Santa Pod simultaneously, the 2.3 second difference results in the bike crossing the finishing line about 80 yards in front of the car. However the aerodynamic superiority of the TR6 car means that it wins on top speed, at almost 120 mph, and would



### **TR6's Head to Head**

be gaining on the bike by the end of the quarter mile drag strip. Did you ever expect to hear the square front of the TR6 described as aerodynamic?

What about on the road impressions? Well first the car offers comfort allied with the smoothness of the six cylinder engine. As a 360° parallel twin engine (i.e. two cylinders going up and down together), the pistons vibrate... a lot. On the move, both impress with their acceleration; both also brake and handle well. The car has large disc brakes at the front; the bike does not have a disc but the twin-leading shoe front drum is



**Comfortable interior**



**Powerful Drum**



**Large Disc Brake**

probably the best drum brake ever fitted to a production bike. Both vehicles are capable of covering distances at decent average speeds and neither has any difficulty keeping up with modern traffic. In fact both TR6's are quite capable of surprising many so-called modern hot hatchbacks. However

as a means to cover long distances in comfort and with minimum fatigue, the car wins hands down. Where both the car and the bike excel is in acceleration; both motors have the torque to pull strongly at low revs in any gear. It's easy to make rapid progress with such performance on tap.

Now for some TR6 trivia. White Police TR6 bikes were a common sight on the roads in



**The "SAINT"  
TR6P**

the 1960's. The Police specification TR6P was known as the Saint, which stood for **"Stop Anything In No Time"!**



**Steve McQueen flying on  
his TR6 Engined Special**

Steve McQueen rode a Triumph in the movie "The Great Escape" and the TR6 was reput-

ed to be his favourite motorcycle.

He owned several and rode successfully in trials competitions, including the occasional Triumph works ride.

The most recent celebrity endorsements for the TR6 car came from James May on BBC's Top Gear show, where he raved about the



**Top Gear's James May with TR6**

TR6 as *"the last true bloke's car"*. In his Daily Telegraph motoring column he wrote *"The TR6 is really hairy. The engine is hairy and the gear change is hairy. The handling is hairy, the road holding is hairy and the overall sensation is very hairy. And I feel much more hairy driving it"*.

A more restrained remark came from Harry Webster, who is reported to have said that the TR6 was his favourite Triumph.

I really enjoy both TR6's. For vehicles that are so different, there's a great deal in common. But the most remarkable characteristic they share is what happens when you open the throttle. With bike or car, winding open the throttle at any speed just produces an immediate, push-you-back-in-the-seat (saddle) surge of acceleration. There's only one word for it – GRUNT. The two TR6's represent both the Triumph organisations (cars and motorcycles) at the top of their game.

That's all for this month. Please send in any stories and pictures of your chassis TR; I would especially like to have more in this column about the 4 cylinder TR's. And if feel you might like a spell as a Register Secretary, please get in touch and I will be happy to answer your questions about what is involved.

*Nigel*



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**Guy Singleton**

## Bond Racing Heritage

**F**or a change this month we will detour away from Equipes and concentrate on another of Lawrie Bonds creations :-

I was sent the following article by David Turner from Gloucester who contacted me after seeing the photo of the Bond included in August 2010 Courier. His connection with the car is through Chris Dowell, one of the mechanics working with the car.

### **1960 Bond Formula Junior The First Monocoque**

Designed some 3 years before the famous Lotus 25 GP car, generally documented as the earliest monocoque racing car, the Bond Formula Junior must be recognised as the first



monocoque. The tub (body) relies on strength from both the fibre glass outer skin and the large alloy panels, creating stress pontoons which are bonded and riveted in place, making a composite and extremely stiff structure. This unique car is even more extraordinary by being front wheel drive!

A typical 1100cc 105E Ford engine, modified to Cosworth specifications, satisfied the Formula Junior regulations. The engine is fitted in the car backwards with its 4 speed transaxle forward most. The transaxle is based on a standard three rail Ford gearbox with a purpose built alloy housing that carries the standard Ford differential and the unique drive shafts manufactured by Hardy Spicer. These shafts are similar to the production Mini shaft, with the acceptance of a Hook's joint/universal joint at the inner end and a CV joint at the outer end. The original selector rods are operated by a simple transverse link that protrudes through the alloy housing, this link is then connected to a series of rods that extend







ment, the car failed to achieve any success. Jon Goddard-Watts raced the Bond at Goodwood on 11th March 1961 and again at Goodwood on Easter Monday, 3rd April without success. The Bond FJ development program was crippled and it's far reaching financial impact led to the company's subsequent demise.

The car was then acquired in 1963 by enthusiast

Chris Featherstone who raced it until a crash in 1964? He consigned the remains to his garage with the intention of repairing it. At some time

into the driving compartment. Gear selection is slightly unusual with 1st and 2nd on the right side of the gate. Cast alloy uprights were manufactured and unequal length wishbones create the front suspension. The brake drums form the centre of the wheels reducing un-sprung weight. The rear suspension is a basic swing axle design with pivots on the centre line of the tub.

The Bond FJ was the brainchild of Lawrence Bond, renowned for the design of the Bond Mini-car and the Berkeley Sports Car of the same period. Laurie Bond and his partner, Jon Goddard-Watts, driver of the Bond in period and now the owner, built the car together in 1960 at Lawrence Bond Cars in Loxwood, Sussex.

Laurie Bond was unwilling to compromise his unique design and conform to accepted practises. The car failed to capture the imagination of the motoring fraternity at the 1961 London Racing Car Show where it was exhibited and advertised at £1,385. The Bond FJ project floundered; without a single sale and any consequent financial input for develop-



in the mid '60s, Chris saw an advert for the second incomplete FJ Bond, never completed because of a lack of funds. This was purchased along with a complete set of drawings, wooden patterns for all the unique suspension and gearbox components and body moulds. Unfortunately the moulds were left behind as Chris simply had now where to put them. Chris had moved on to bigger and better projects and the Bonds were left in safe storage. When interest in Formula Junior racing was revived

Duncan Rabagliati pestered Chris to repair the car. This was done by using the rear half of the second car. Chris then raced the car without any great success; basic steering geometry problems were not recognised making it very hard to drive.

Jon Goddard-Watts (who started and later sold the company ScrewFix) re-acquired the project in late 2008. A comprehensive restoration by Andrew Tart Motor Engineers of Clows Top, Kidderminster, provided the opportunity to carry out much needed development. Time was short so all efforts were spent making a mould for the second car and improving the strength of the tub on the first car, the earlier repairs were very basic. Testing at Mallory showed that the car was extremely difficult to drive, being reluctant to go in a straight line. Only 5 laps were completed before Andrew felt that it was more than his driving technique at fault. New longer steering arms and shorter drag links were quickly made giving Andrew more control; this transformed the drivability.

Laurie Bond's unconventional ideas, which failed to be recognised and developed at the time, now appear to be coming to fruition. The design has created a delightfully well balanced car which handles superbly. Andrew and his staff have continued to develop the car throughout the 2009 season solving problems with drive shaft breakages, brake drums splitting in half and gear linkage issues.

Their best achievements to date are 2nd in class at Mallory with a lap time of 56.22 and 1st in class at Silverstone with a lap time of 1:11.9 however, it is felt that it will always suffer from poor race starts, being front wheel drive.

It is hoped that both FJ Bonds will be racing at the end of 2010, 50 years after it was originally conceived.

Coincidentally I also heard from Graham Bostock on this subject:

*"I have just read page 53 of this months Courier. I too noticed the Bond Formula Junior, this time at the Croft Nostalgia weekend.*

*Fortunately it was being worked on with the engine cover off. I asked "Is this the same Bond engine cover off. I asked "Is this the same Bond company that produced..." Before I had finished the owner answered in the affirmative as if he was used to the question. What makes the Bond unique is that it is front wheel drive! Immediately in front of the driver is a Ford Kent engine coupled to a standard Ford gearbox which faces to the front. Bolted directly onto the output shaft gearbox is a differential in an alloy casing which I was told was of Bond's own design. From the differential, drive shafts lead directly to the front wheels.*

*The owner said that it was never very successful in its day, but now with a few minor tweaks, it was reasonably competitive.*

*I hope that this very unusual Bond is of interest to you."*

I'm pleased to see that some of my articles do resonate with people and it's great to get feedback on them.

**Now reverting to Equipes** - One more car to finish, this one spotted by Neil Fletcher from Southern Area at the Cranleigh show in August. He noted that it was an unusual colour. This car is on the Bond Register and the last information I had on it was that it was one of Cliff Wood's cars. I believe that he has now



sold most of them so it would be nice to hear from the new owner. By the way, the colour I have recorded on the Register is Prairie Beige.

And, still partially on Equipes, I just want to pass on my congratulations in print to two Bond Equipe owners who took part in the Club Triumph Round Britain Reliability Run in



October. Luckily, being in Stirling to visit my brother and his family that weekend allowed up to go along to catch up with the people who had made it that far. I've not heard from either of them since but I hope both Frank Bosmans from Belgium, Dave Abbitt from Kent completed the trip, the first time each of them had tackled it, and, more importantly, enjoyed it. Perhaps we should be looking at a Bond team for the 2012 RBRR? And finally, I got a post script to last month's story about Mike's Bond which needed to be recovered by breakdown truck to Stafford for the want of a rotor arm. We hear that in order to recoup funds to pay for the new red rotor arm, he broke down on his way home and was recovered home in style, thus saving the cost of the fuel – seriously though, we hope it wasn't anything too expensive or too difficult to fix.

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# SPITFIRE I - II - III Register



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## Suzie Singleton

### A Bit of This and That!

**A** bit of this and that this month as I share some bits and pieces sent to me or found on our travels. We had another week on the canals in

October in our boat Still Waters and although we did see one Spitfire - whilst we were on land heading to a nearby watering hole - we also spotted a rather sad looking MGB canalside and two semi-abandoned Moggy Minors in a field. Also, although too briefly to give me time to grab the camera to get a photo, we saw a blue narrowboat towing a smaller boat in matching livery. It would have been a great addition to my trailer collection but was not to be. However, if any of you who live near canals should happen to spot the pair I'd love a photo of them.

Although I was disappointed to miss that photo luckily other Club members still keep me well supplied with new trailers.

Eric Denzler who is the Herald secretary of the Dutch Club Triumph and also a longstanding TSSC member [Suzie note: Eric has been a member of the TSSC since 1979] wrote to me recently to tell me that he enjoyed seeing the various "trailers" I feature every now and then. He says "*Last week [in September] I saw this*



*one at an oldtimer meeting in the north of Holland. Take special notice of this trailer: as well the front and the rear of a Fiat 500 were used. I think it's exceptional and very beautiful."*



Eric's right, I do like this one, both the car and the trailer 'smile' with that headlight and bumper placement. In fact, we saw a similar combination at the show at Newbury racecourse in July this year, although this trailer has been given a slightly different treatment, in fact you could probably say that it has a large 'nose' rather than the 'eyes' and 'mouth' that Eric's find has. And, to complete this triumvirate, John

## SPITFIRE I - II - III Register



Eastwood sent me this Mini combination, saying *"this one belongs to Jim Williams of Ardersier. It was at the Fortrose classic show last year."*



At the end of our week on the canals in Cheshire we went a bit further north to spend



a couple of days with Guy's brother and sister-in-law near Stirling. It was perfect timing for us to call in at Morrison's Garage at teatime on Saturday 2nd October to see the Club Triumph Round Britain Run cars call in for their meat

pies and checkpoint stop. Nice to see three roundtail Spits doing the run this year. Hope they all managed to complete the run and that their drivers enjoyed themselves - despite the rather inclement weather.



On a different tack Diane Lovegrove also recently wrote to me as follows:

*"I thought you might be interested to see the attached. The (replica) Spitfire was on display during the Battle of Britain festivities on Lytham Green. During WW II*



*Lytham St Annes, along with many other towns, funded a Spitfire. Now the people of Lytham St Annes are being asked to contribute again, but this time to finance a replica Spitfire as centre-piece of a Memorial to The Few.*

*I was pleased to be allowed to take some photos of my 1967 Spitfire with one of the replicas. Design is design and here are two outstanding examples. If anyone would like to contribute to the Fylde Spitfire Memorial Fund contact [info@fyldespitfire.co.uk](mailto:info@fyldespitfire.co.uk) or visit [www.w3644.com](http://www.w3644.com) "*



Also this month, a couple of early Spitfires spotted at the Malvern Show on 10th October, one on the Worcester/Gloucester area stand and another among the individual entries.



And one further snippet being this French advert for a polyester capot - or fibreglass hardtop to you and me. (I can't for the life of me remember where I found this one so apologies if you sent it to me and have missed out on getting your name in print.)



I have no idea where the year has gone but in just a few short weeks I'll be writing my article for the

To finish with a bit of e-bay spotting, and to return to a topic I've omitted for a while, a couple of early Spitfire hardtops recently seen on e-bay.

The red one, I believe, being a Williams & Pritchard Sebring top and the white one being a fibreglass Bermuda hardtop advertised as for a MkII, although I'm slightly suspicious of that

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as it appears to be designed for the later windows with square corners rather than the rounded corners of the earlier cars.

December/Christmas issue of the Courier so if you have any titbits or oddities for me to include in that please do send them to me. Likewise if anyone has an article for one of next year's issues, or an idea you would like me to include, then again, please do let me know.





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by **Garth Jupp**



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<b>Vinyl no headrest</b>	<b>£393 ea</b>

All prices inc VAT

The leather and vinyl with no headrests are available in black only, all the others are available in the following colours (black, light tan, matador red, shadow blue, biscuit, & chestnut)



## New GT6 Engine Bay Valances

In the September Courier, new GT6 engine bay and radiator valances were announced, however we did not have any to photograph in time to go to press. So just as a reminder, these valances fit all GT6's, they are made of satin black powder coated aluminium and are priced as follows.

<b>Side valances</b>	<b>£64.75 per pair</b>
inc VAT, P&P 2kg	
<b>Radiator cowling</b>	<b>£35</b>
inc VAT, P&P 1.75kg.	



## Triumph Trans-America Canada Charity drive

This DVD has been produced by John Macartney showing the highlights of his

15,400 mile charity drive across the USA & Canada in a 1973 Stag. This will play in PC's & Mac's. These cost **£10 inc P&P**. Other than postage and the cost of the discs is taken out, the rest goes to charity.

And finally Just a reminder, we still need your old brake shoes so we can get them re-lined. We need front for the Herald and rear for the Herald and Spitfire.

## Moulded Carpets Colour range

Don't forget that the Moulded carpet sets are available in a wide range of colours other than Black. We can order them in the following colours, Green, Blue, Pale Blue, Red, Biscuit & of course Grey.



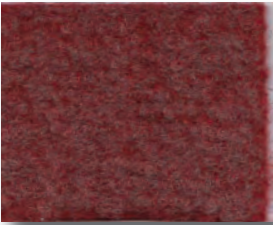
**Green**



**Blue**



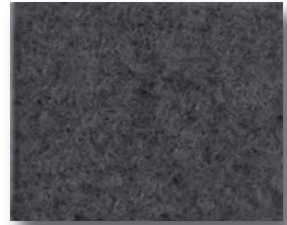
**Pale Blue**



**Red**



**Biscuit**



**Grey**

## GT6 SILICONE HOSE SETS

We are now able to offer our top quality silicone coolant hoses to fit the GT6 range.

This seven piece set costs **£115 inc VAT P&P** is **0.75kg** These hoses are in black as the previous Spitfire and Vitesse sets. We are also able to offer a matching set of top quality stainless steel hose clips. These are available for **£22 inc VAT and 0.3kg P&P**

While talking of silicone hose sets, there is a error in the current catalogue, the Herald and Spitfire sets are missing the models that they fit. Currently the Spitfire hoses only fit 1500 and late MKIV and the Herald hoses only fit 948/1200 models. The hose sets for earlier Spitfires and 13/60 Heralds will be the next sets to be developed.



**GT6  
SILICONE  
HOSE  
SET**



# WINTER WARMERS

## SPITFIRE MKIV/1500 HEATERS

by John Thomason



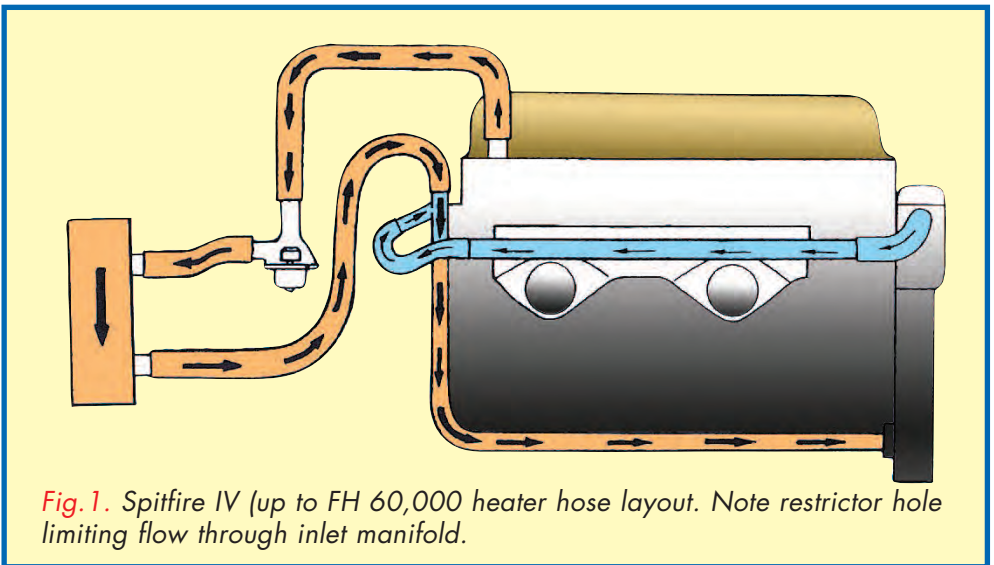
**D**espite all its foibles and rudimentary creature comforts, I have always found the Spitfire to have an excellent heater. Fellow Member Chris Poore was having problems getting any heat at all out of his Spitfire 1500's heater. A long standing Spitfire owner, Chris had been most

no air locks in the heater matrix (never ever usually a problem).

However all this work was to no avail.

As soon as Chris mentioned the stainless steel return pipe, I had a sneaky suspicion of what the problem was, especially when it was confirmed that the problems started after this pipe was fitted.

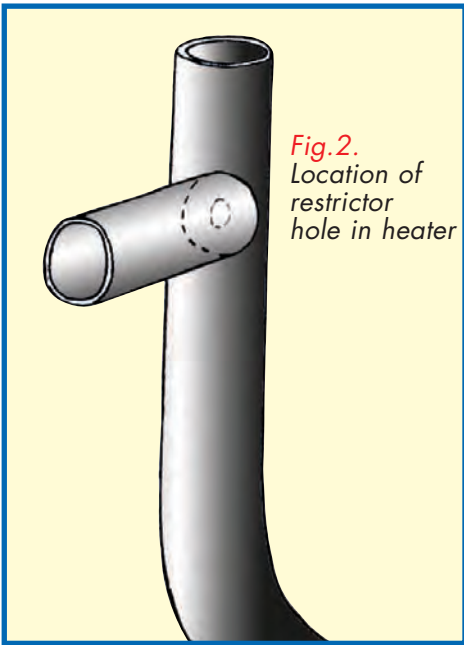
As explained in detail in the article below, the original mild steel heater return pipe (the one



*Fig. 1. Spitfire IV (up to FH 60,000 heater hose layout. Note restrictor hole limiting flow through inlet manifold.*

methodical in going through the entire system, changing hoses, thermostats, reversing flushing several times, and fitting a stainless steel return pipe to replace the normally corroded / silted mild steel pipe. He had even gone to great lengths to ensure that there were

that sits behind the exhaust manifold) has a small "restrictor hole" at the T-piece. The function of this restrictor hole is to ensure that the majority of hot coolant flowing through the inlet manifold passes through the heater matrix before returning back to the water pump via the



*Fig.2.  
Location of  
restrictor  
hole in heater*

steel heater return pipe. **Fig3.** As can be seen, without the restrictor hole, the hot water would take the easier path back to the water pump, with only a marginal flow through the more restrictive heater matrix - resulting in

no heat !

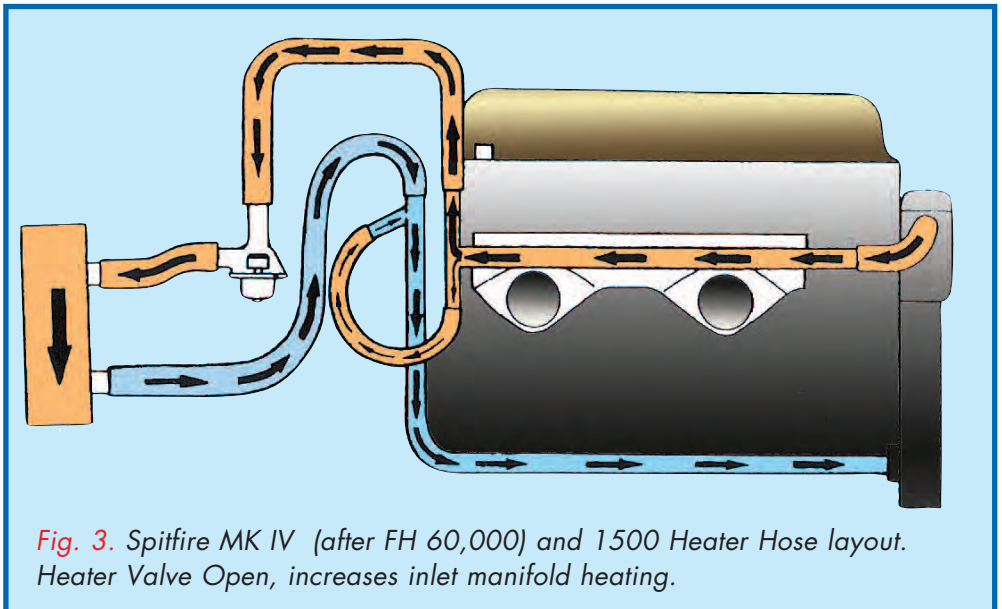
Unfortunately a number of the stainless steel (and mild steel/copper etc) replacement heater return pipes do not incorporate the restrictor hole, overlooking its importance.

This was the case on Chris's car. As soon as a restriction was placed in the pipe - which Chris cleverly achieved by placing a stainless steel M5 nut and bolt down the pipe - normal heating service was resumed !

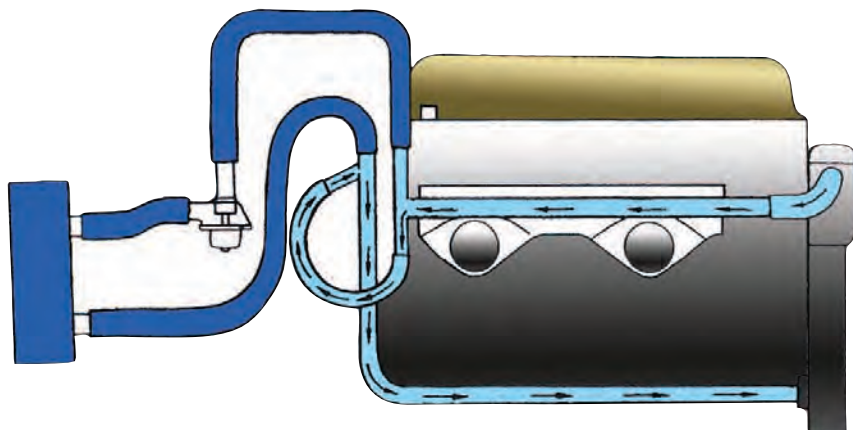
Something to watch out for then. I suspect that there are quite a few of these stainless steel pipes out there, but the problem has not come to light with more and more cars only being used on hot Summer's days !

Following is the original article I printed in April 1996 that may also provide a few pointers towards providing some Winter warmth to those intrepid driver's that drive their Spitfire all year round.

The cooling system of the Spitfire receives a lot of publicity, particularly in the summer, but the heating system in comparison receives little mention. This may be because the heater system on the Spitfire is fairly effective or is it because few Spitfires are used in the Winter and the heater is only used in the summer as a secondary



*Fig. 3. Spitfire MK IV (after FH 60,000) and 1500 Heater Hose layout. Heater Valve Open, increases inlet manifold heating.*



*Fig. 4. Spitfire MKIV/1500 Heater hose layout. Heater Valve Closed, limits inlet manifold heating due to restrictor hole.*

radiator to help cool an overheating engine!!

One of the few problems with the heater system occurs when the heater hoses are connected incorrectly. There are 2 layouts, those used on the Spitfire Mk111 and Spitfire IV up to FH 60,000 (1974) and then changing on late Spitfire MkIVs and 1500s.

Fig. 1 shows the arrangement on the earlier cars. As can be seen hot water for the heater is tapped off a connection at the rear of the cylinder head and returned via steel return pipe to the inlet side of the water pump housing. This way, until the thermostat opens, hot water re-circulates around the cylinder head and heater, allowing faster warm up of engine and occupants!

Notice that the steel return pipe incorporates a small 'restrictor' hole [fig. 2](#), which limits the flow of hot water through the inlet manifold, providing a constant, pre-determined amount of manifold heating.

If your heater is not performing satisfactorily, check that the hose connections to the steel return pipe, shown above, have not been reversed. If they have, then the flow through the radiator is going to be seriously limited by the restrictor hole.

Another problem can occur when owners drill out the small restrictor hole, believing it will increase flow. It will increase flow, but only through the manifold, OK in winter, but

providing for too much manifold heating in the summer months.

[Fig 3](#). shows the arrangement on the later Spitfire MIVs and the Spitfire 1500. The essential differences between this and the earlier arrangement is:

a) hot water is no longer taken from the cylinder head, the tapping being plugged on MkIV heads and on the 1500 head there is no tapping at all.

b) A steel T piece is added to the inlet manifold, which now provides the hot water to the heater. Obviously the late MkIV and 1500 inlet manifolds are different, but both incorporate this T piece.

The adoption of this T piece allows a degree of variable inlet manifold heating to be introduced. In the summer (hot days!) when minimal manifold heating is required, And the heater unlikely to be switched on, manifold heating is minimised by the restrictor hole limiting flow through the manifold. [Fig. 4](#). However, in the winter when manifold heating is increased and the occupants are cold and turn the heater on, water flow through the manifold (and hence its heating) is increased as water is also now allowed to flow around the 'unrestricted' path of the Heater, [fig. 3](#).

It could be argued that the later arrangement provides hotter water to the heater, tapping it off at its hottest point, ie, it having just flowed



past all the hot exhaust ports, as opposed to at the back of the head where it has not yet picked up heat from the exhaust side of the head. On the other hand it can be argued that the earlier tapping at the back of the head encourages water flow in this area, preventing silting up and overheating, more common on the longer, 6 cylinder heads.

### HEATER IMPROVEMENTS

**1.** Obviously blockages aren't going to improve the situation and reverse flushing the heater core will help. It is also possible to run the car for a while with the heater hose connections reversed (hoses should be long enough) and hence reverse the flow through the heater matrix to prevent loosen any sludge.

**2.** Check for any 'free play' in the heater valve Bowden cable and that it opens the valve fully. Flush through the valve when flushing the heater out.

**3.** Other blockages can occur in the steel pipes, in particular:

a) the short pipe exiting the thermostat water pump housing.

b) the heater return pipe, which is very susceptible to blockage rusting due to it laying horizontally. The stainless steel replacements now available are a worthwhile investment.

**4.** Unlike the Herald / Vitesse heater box unit, the Spitfire unit is pretty good. An improvement in demisting can be achieved by masking off with tape, the large gap that exists between the 'fish tail' duct outlets under the dash and the actual outlets on the dash. By the way, just to remind you that the heater fan is 2 speed. Check it's not stuck in the 'low speed'!

**5.** A 'winter' thermostat is specified for the Spitfire, allowing faster engine warm up, not to mention the occupants! Fitting a Kenlowe fan will have a similar effect.

**KEEP WARM!**



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## DIY Seat Bebuild

by **Nigel Clark**

### Part 1: Squab Covers and Foams

**Are the seats in your Triumph hard and lumpy? Are the carpets covered in crumbs of old foam? Or perhaps the covers are torn and split. Read on, as we find out how to make tired seats as good as new.**

**S**ince their introduction to the TSSC Club Shop about 2 years ago, the range of trim and moulded carpet sets from Newton Commercial has proved very popular. However, many of us look on the rebuilding of seats with replacement foams and covers as being a bit too daunting to take on at home. In fact, with the right know-how and a fair degree of care, it is possible to get a top-class result with a DIY seat rebuild.

Last month I visited Newton Commercial, where Jonny Newton, Operations Director of this family-run business, kindly arranged for Tom Balls to show me how to rebuild a pair of seats. Tom is one of Newton's team of expert trimmers; the seats we used are from my GT6 Mk3 but the same principles apply to most seat types. The foam in these seats had crumbled badly, and the covers had started to split through contact with the metal frame. All quite typical of the problems many of us find with seats that are now 40+ years old. Needless to say, the seats were not comfortable and gave the impression of sitting on the floor while driving the car!

This month we will look at the first half of the rebuild, which is to strip the seats and then build up the squabs, or seat backs. Next month, the second part of this article will take us through to completion.

Tom started the job by stripping back the seats to the bare frame, which was inspected for cracks or bending. Fortunately these frames were in good condition and only needed a coat of black paint. Now we're ready to start the process of reassembly, which is most clearly described in numbered steps.



**Starting with the bare frame**



**Replacing the webbing**

**1.** Replace the webbing straps, inserting the wire hooks into the holes in the seat frame.

**2.** Place the stiffening boards in the sides of the squab cover. Re use your old stiffening boards if in good condition or use them as patterns to cut new (these are not supplied in the Kit).



**Glue the squab foam to the frame**

**3.** Fix the squab foam to the backrest frame with adhesive. Tom uses Evostick Spray Adhesive for most trimming applications, as it allows for some adjustment before forming a strong bond.



**Fix polythene over the foam**

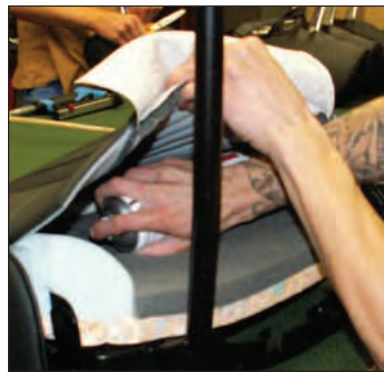
**4.** Cut a section of polythene sheet that will fit over the sides and shoulders of the squab

foam (the bag in which the foam is supplied is ideal). Using spray adhesive, fix the polythene to the squab foam, where it will help the new cover to slide over the foam into the final correct position.



**Slide the cover over the foam**

**5.** When the adhesive has dried, slide the new squab cover over the foam. Pull it down and stretch tight. On GT6 seats, there is a fixing flap attached to the inside of the centre fluted panel, and this must be pulled through the slit in the foam carefully from behind. Later it will be attached to the lower seat frame.



**Glue the inside of the cover**

**6.** Spray adhesive inside the cover and on the foam then allow a few minutes for it to become tacky. Stretch the seat cover down over the foam



and press down to form a strong bond. Take care to make sure the centre fluted panel is firmly bonded to the central area of the foam, and lines up with the contours of the foam.



**Fixing the lower front Flap**

**7.** Glue the flap from the lower front of the squab cover to the underside of the foam.



**Fixing the lower front Flap**

**8.** Neatly turn the corner pieces of the cover under and glue in place.



**Fixing the lower front Flap**

**9.** Using steel D-clips, fix the back flap of the cover to the seat frame at the rear. The fixing

flap that came through the foam from the front of the cover is attached to the frame at the same time.



**Cut hole for recliner handle**

**10.** Clear the hole for the recliner handle. This can be done with nail scissors but it is better to use a hole cutter if available. The important point is to achieve a clean-edged circular hole (a jagged hole can be a point of weakness, from which the cover could start to tear).

At this stage, you should find that your seat is taking shape, with a well-fitted brand new squab. Next month, we will complete the job by fitting the base foams and cover, then refitting the seats to the car.

In closing for this month, I couldn't resist jumping ahead, with a picture of the finished seats looking truly magnificent.



**Finished!**



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# ROUND BRITAIN RELIABILITY RUN

## A SUCCESS STORY

by Steve Pratt - TSSC West Kent AO



**A**fter 2 failed endurance events in the Spitfire I can now hold my head high and say 'YES - We've done it!' My friend Graham and I reached the finish in Crews Hill, Enfield after 2015 miles in my 1976 Spitfire 1500 on this year's **Round Britain Reliability Run** organised by **Club Triumph**.

109 cars started out on Friday evening from 6.30pm. The beginning of the run was very wet and we were stuffing rags around the leakiest parts of the hood for the first couple of hours until it eased off the further north we went. By the first control stop at Blyth Services we were actually beginning to dry out. The car was running well, although I was a little concerned that it had started to show some slight rattling under hard acceleration from the bottom end but decided to ignore it - I was determined to get to

the end!

We had a good run through the night rolling in to Edinburgh Airport in the latter part of the pack, having been passed by the faster cars on the way up. The airport is very deserted in the early hours! We motored on over the Forth Road Bridge, M9 / A9, dawn was breaking as we reached the next control at Skiach



**John O Groats**

We were exhausted, the car was exhausted (but running) and elated as we went to get that final signature in the roadbook, certainly a new experience for me

Services and fuel stop. We then had a lovely run up the coast to John O Groats and a very welcome breakfast at the Seaview Hotel. We had a surreal experience, filling up the car at a



Tesco's petrol station in sight of John O' Groats! A quick check on the cars vital fluids revealed that it only needed about a half litre of oil, I had decided to run Valvoline VR1 for this run and carried a spare litre bottle in the boot. If we needed more then there a litre of Halfords Classic also in there.

The VR1 seemed a good choice as there were no issues concerning oil pressure. Before continuing we drove down to the coast to take the obligatory photo as proof of our adventure so far. We then departed to drive what turned out to be some great driving roads, in particular the B871/B873 by Strath Naver down to Altnaharra. This was the first time we took the hood down as it was warm and sunny. We had a great time on this road, following a 2000 at a decent speed. In fact this was a deliberate ploy, we let him overtake us so that he cleared the road for us! We motored on from Altnaharra, stopping in Dingwall for more

Loch Ness and up through Glencoe stopping for a comfort break and driver change at the Glencoe Visitor Centre. By this time, the rain had started again so the hood went back up. We arrived at the next control stop in Stirling; Morrisons Garage a former Standard Triumph dealer had made provision for us and provided coffee and very nice Scotch Pies. As a thanks, we refuelled at their petrol forecourt.

The next part of the journey was the run down to Lancaster Services past Glasgow, this was another damp and somewhat boring run on the M80/M73/A74/M6 during which we had to stop to change drivers - sleep deprivation was beginning to show its effect.

After the Lancaster control stop we headed towards Wales stopping at Gledrig Services for more fuel, and refreshments. After this was a nice drive down to the Sugar Loaf Picnic Area which was a passage control in the early hours of Sunday morning. As there was limited space

here we travelled on after getting the roadbook signed and stopped by the side of the road to change drivers. At this point we were approached by a friendly policeman who pulled alongside as asked if we were OK - after explaining we were changing drivers he asked if there was a special rally on as there seemed to a lot of cars around, so the next 5 minutes were spent explaining what we doing - they were suitably impressed!

We then travelled

down to Monmouth via Brecon and Abergavenny where admittedly we took a deviation from the route and took a quicker route down to the M4 to gain some time. We travelled over the Severn Bridge to Gordano Services on the M5 As I got out of the car I noticed that the



**Conon Bridge Control Stop**

fuel (Tesco's again!) before arriving at our next control stop was at the Conon Bridge Hotel at Lunchtime - more food and coffee!

We had no issues with the car (other than that persistent bottom end rattle) and left with the hood down in the sun to drive down past



ignition light was glowing and the Battery Condition Gauge was only registering 11.5 volts - I hadn't noticed this earlier as the steering wheel boss hides the light and throughout the run I tended to monitor the Oil Pressure and Temp Gauges. A quick diagnosis confirmed the alternator was not charging.

Fortunately, before the run, my neighbour Andy in Car 98 (Toledo 1300) and I had discussed spares and he agreed to carry his old alternator as a spare, so once he arrived at the services I put it on my car and we were back in action. The rain started halfway through this process and continued with high winds until well into Cornwall making the drive along the A30 very arduous at this point.

We were well behind schedule when we got to Lands End and saw many fellow Triumphers going in the opposite direction up the A30 to the breakfast stop at the Crossroads Travel Inn at Scorrier.

The breakfast was excellent and plentiful, after adding another half-litre of VR1 to the car we

headed off for the next stop at Bude, an easy run and more coffee and cakes! The sun was out so again the hood came down as we left for the run across Dartmoor to the Badgers Holt Control Point at Dartmeet. I have to confess that this time I plugged the destination into the Sat Nav to let Graham get some sleep and as a consequence we used a longer but quicker route to get there.

After Badgers Holt was a quick run to Pimperne Village Hall, Graham knew most of this road well so we swapped driving and I catnapped until we got near. I still can't work out how Graham manages to sleep so soundly in a Spitfire! At Pimperne we were greeted with lots more Tea/Coffee and excellent homemade cakes. From here was the trip to the final control stop at the TR Register Offices at Didcot, again we decided beforehand to let the Sat Nav do the directions and take the quickest route there - we wanted to get back to end at Enfield as quickly as we could as we were now well behind our schedule. Having successfully

### Dartmeet



got our roadbook signed and used the TR Registers loos we followed the roadbook instructions back, at first this seemed a very circuitous route to Enfield.

This was entertaining and at a few points we questioned the wisdom of following the instructions until we saw the queues on the M40 when we passed over it. Eventually we joined a traffic free A41 and a reasonably quiet M25 for the final few miles.

After being greeted on our return, getting the roadbook signed at the finish we settled down to a pint of Shandy and food.

We actually saved some money by eating, the Dartford crossing was free by the time we crossed back into Kent

We had a great time, and the car performed almost faultlessly, I even started ignoring the rumbling bottom end bearings during Sunday afternoon as the realisation that we were going to make the end finally dawned on me.

There are many people to thank for making

this a successful event, My great friend Graham for agreeing to do the event with me, Andy for donating the alternator, the organisers, Tim, Jason, Nigel and the many others who helped them and marshalled at the control points

I would heartily recommend this event to anyone that wants to really test their Triumph, it is not as daunting as it at first seems provided you plan your fuel and driver change stops in advance. There is no need to take lots of food with you, just some snacks and water as nearly all the control stops have food available.

Overall the car consumed 49 gallons of fuel and achieved just over 40mpg. According to my sat nav which was mostly used for speed monitoring we were moving for 43 hours, averaged 47mph, and were stopped for 9 hours, the whole event taking 52.4 hours. Not bad for a 36 year old Triumph!

We ran this event alongside my neighbour Andy in his Toledo 1300, he also finished, but I'll let him tell his story.....



# WAC 2010

## WORCESTER AREA CLASSICS

by Stefan Graham



**Best in Show**

a selection of products from the club shop. The Courier van was an added bonus to our display of vehicles.

A 45 minute road run around the local area was organised by Mel, which some participants took advantage of during the day.

The raffle prizes included items donated by members and those supplied by the Area. A total of £100 will be donated to Air Ambulance which includes a generous donation from a participant.

We were pleased that John Macartney agreed to help with the judging and were grateful for his input.

Awards were presented as follows:-

**W**orcester Area Classics 2010 was once again held at Evesham Country Park. Thankfully

September 26th was a dry day and even the Evesham winds didn't cause us any problems.

The cars displayed had travelled from the local area, Birmingham, Northants and even Bristol and South Wales. We were also joined by Angie from HQ, who kindly brought along

**Best in Show - Grahame & Liz Fleming,  
Dolomite Sprint, LHL 803W**

**People's Choice & Triumph Spares  
Award for Most Original Vehicle  
Andrew Ford, Vitesse MK II, XPB 839G**

**Bill Dixon Trophy for Best Working Car  
Mel Burley, Spitfire 1500, ROI 6957**

**Best Home Restoration - Jeff Evans,  
Vitesse Mk II, GWM 370E**

**Peoples Choice & Most Original**



**Bill Dixon trophy**



**Best Non-Triumph**



**Best Home Restoration**



**Startin Honda Award for Best Non-Triumph - Ian Harding, Alfa Romeo GTV6, FVL 502X**

Many thanks to Worcester Area members for their help during the day and for all who came along.

# UP ON THE CLOUDS

## COTSWOLD CLOUDS TRIAL

by Mike Crewes



**R**egular readers will have seen my occasional articles on trialling and here's another. Many of my articles mention other trialling Triumphs, including Ian Lee in his Triumph Sixpence a reasonably successful combination in Class 8.

The Sixpence is a purpose built trials car, loosely based on a Herald chassis and originally fitted with a Spitfire 1500 engine and gearbox. Ian's car is one of only three ever built and now sports a Fiat 1600 twin cam engine that really screams when it's up 'on cam'.

Ian invited me to join him as his navigator on Sunday 7th February as he had entered the Stroud and District Motor Club's Cotswold Clouds Trial. It has been a while since I did any navigation, so I jumped at the chance, later hoping that it would be fine weather, because the Sixpence is an open car. The weather forecast looked bad all week, but gradually improved for the day, which remained dry; cold, but dry.

After breakfasting at a nearby Little Chef we arrived at the start just outside Stroud at about 8:15 am. Within 3/4 hour we had unloaded

the car, signed on, scrutineered and put on every bit of clothing we had brought. We were ready and just waited for our start slot. In no time at all we were off and heading through the 6 1/2 foggy miles to our first section, Crawley. This was a gentle start to what was to come. The section was a muddy lane, quite slippery with washed out drains across it. The Marshal said go and Ian coaxed the car away, spinning



**Waiting at Crooked Mustard**

the wheels up most of the hill with me rocking the car when the going got more slippery. It was a good start and a section cleaned.

Out the top into thicker fog and on for 4 miles to Crooked Mustard and a huge queue. Sat in the queue we could see an awful lot of cars coming back down, indicating that hardly anyone was making the climb to the top. This



was when Ian admitted that he had never made it up Mustard and his 'third time lucky' wasn't likely to be so! Mustard is divided – the higher you get the less penalty points you score from 12 to 0. Eventually we made it to the start line and were off up the steep, deeply rutted, twisty, muddy lane with rock slabs. The car was going well, only to be defeated by the rear wheels failing to grip on a rock step, stopping us dead with major wheel spin and tyre smoke. We'd made it to the 6 mark and the spectators were very encouraging. Coming down again, backwards was almost as exciting.

Ian was disappointed, but we had made good progress, more than many others, so it was out onto the road again and the 6 mile drive to Axe, our next section. Interestingly Axe climbs the same hill as Crooked Mustard, but on the other side. This was to be a feature of the day, going around in circles climbing hills from either side. Axe is a long section with long, deep slippery ruts; very rough and getting steeper the more you climb. Towards the end there is a sharp left hand bend for good measure. This called for real team effort. Ian got us some momentum up the hill and I rocked the car for all I was worth, helping with traction. We seemed to take forever to climb, but a few seconds later we popped out of the top with another clean section behind us.

Our smiles were back again!

In no time at all we had travelled the 11 miles to Section 4, Nailsworth Ladder. This was to be our first restart of the day. A restart is where you climb the section, but have to stop at a designated point part of the way up. Kinder restarts are marked by four markers indicating a box, less kinder ones are just a line – this one was a box. Away up the section with its steep slippery and rough start to the restart box. Ian stopped us dead on cue and the Marshal dropped the

flag for us to restart. Surprisingly we got clean away and headed for the obstacle, a steep concrete step, which Ian didn't like the look of, so he headed for the right hand side and the bank. This seemed like a good idea until the clay mud filled the rear tyre treads and we slowed to a stop with spinning wheels and our second failure. Back down, around the escape route and on to the hold control for Ham Mill 4 miles away.

By now cars were bunching up, so there was a long queue at the hold control, but it gave us a chance to chat to our fellow competitors and tell tall stories of our escapades so far. The ground so far had been very slippery, a product of a lot



of recent rain and a couple of dry days. These made for foul conditions, but we were still enjoying things and for me there was still lots of scenery that I had never seen before. Eventually the marshal sent us forward to the section and before long we were ready at the start. Ham Mill is another very slippery, deeply rutted, twisty section with a restart. Ian got us up to the restart, with me rocking when needed. The marshal dropped the flag and Ian gunned the engine, the car moved forward slightly, then slid broadside across the track before getting enough grip to pull us up and out of the section.

Another cleaned hill and our spirits rose again, particularly since we both thought our luck was doomed when the car went sideways, but it was the rocking that made the difference, or so I claim!

Six and a half miles later, still smiling and now a little hungry we were in the field that served as the car park for Wicked Juniper. As soon as the



car stopped we were both out and running for the portaloo, the cold had finally got to us both; other competitors laughed and recognised the symptoms. We took the opportunity to have our lunch here and then, refreshed, we tackled the section. Off we went from the start, which many competitors had trouble getting too, because of the slippery mud, but we made it and we even got away again. We slipped and slid up hill through the woods with lots of rocking. Ian stopped the car high in the restart box, but it was no good, with all four wheels locked we slid uncontrollably backwards the way we had just come, with the restart marshal trying to encourage us to have a go forwards – needless to say we didn't, even the car gave up on this section stalling the engine, it was hopeless, so we rolled and slid back down to find that we had actually made the 3 marker. Not so bad after all!

Retracing our steps we were soon at Section 7, Pheasants run, another divided section. The queues of competitors seemed to have gone now, so we moved forward and were soon away up the hill through some very pretty woods. We rocked and slid our way all the way up the section watching the 0 post slip by to pop out of the top of the section, clean. This one was really tough and just about on the

limit of grip for the car. It had been hard work, but we had made it.

Back on the road, between the gallops and past the racing stables and Ian pointing out houses he had worked on. Just around the corner we found Merve's Swerve. Getting into this section was really tough and the section was nigh on impossible; a very steep boggy bank with a restart – you're kidding aren't you? Well, away we went to the restart line, stopping abreast of it and never getting away again. Not all classes restarted here, but I'm not sure that anyone got up it any way.

Quietly we retreated and found our way into Highwood. Here we had two special tests and two sections. The Special Tests are timed and used as a tie breaker if needed; no pressure on us then! The tests were empty so we had a look at Test 1. Stop on line A, drive forward to the left of a bollard and stop astride line B; simple! Except the bollard was miles off the track and on slippery ground, still, we were away, sliding around the bollard and to the finish line 9.2 seconds later. It seemed much longer!

Down the track, further into the valley we found Test 2. Again, start from line A, go between the two bollards and stop astride line B. Another simple test, except that this time the bollards were at a strange angle making it into a slalom. Somebody had had some real fun devising these two tests, I can tell you. Ian gunned the car away and slid to a stop across line B. 9.2 seconds again, unbelievable. Thanking the marshal we made off down the track to Section 11, Highwood 1. This was up a very soft boggy slope where we were gradually bogging down to eventually stop at post 3. Not bad considering, but not giving us much of a clue for Highwood 2. This was just polished clay mud and we only managed to get up to the 7 post here; a bit disappointing.

Back out of the woods and soon we had covered the 4 miles to Climperwell.

This one we knew well, the TSSC Gloucester Area and I had marshalled this section many years ago. Along the bottom of a wooded valley and up a steep slope, with a restart, to exit back on the road.

A quick chat with the start marshals didn't tell us anything about the section, but full of



confidence we flew off down the section, suddenly to be faced with a restart that we had expected much later on. Ian skidded the car to a halt, the flag dropped and I said the immortal words, "Gun it to the end, mate!" so he did! In horror we realised why the restart was at the bottom of the section as we came to a chicane amongst the trees. Ian turned in miles too soon and the car carried on broadside towards the chicane, still rotating. Somehow we missed the chicane pole and the scattering marshals when Ian deftly flicked the car the right way around and headed directly for a large tree. The front gripped again, the tree obligingly side stepped to our left and we got through with millimetres to spare. Ian never took his foot off the whole time and so we still had the speed to climb out to the cheers of the spectators. We must have been quite a spectacle around that chicane. Popping out onto the road past the 0 post we had a good laugh, relieved that we had made it after all the excitement.

We had now travelled over 50 miles and were getting into the swing of it. Driving through a very pretty village with the threat of exclusion if we created any noise, we ended up near the Mitsubishi Off Road Test Track and Bull Banks 1 and 2. These came one after the other of quite firm tracks and both having restarts. We got away easily up Bull Banks 1 despite slippery mud on top of the packed stones.

Confidently we stopped at the restart line, but the front wheels were up against a rock step and that mud on the rocks under the back wheels stopped us moving forward, so, choking on tyre smoke, the marshals called a halt. Escaping to Bull Banks 2 the section was very similar and the result was identical, even with the restart marshal transfixed on our car rocking from side to side lifting its wheels.

And so, 10 miles later we found ourselves at the last section, Station Lane. We could see up through the woods that lots of cars were having lots of problems and more were coming back down than were getting up. A subdivided section without a restart. Eventually we had manoeuvred into place at the start, across the entry track with our backs to a pretty lake. This section was a real pig; deep ruts in slippery clay mud up a long hill. We had taken the precaution off dropping our rear tyre pressure to 10 psi here. Ian attacked the section well, feathering the throttle with me rocking as we lost traction, then we came to a right angled right turn and the front of the car went straight on. Ian kept his foot down, knowing that the front wheels would grip eventually and in the nick of time they did, pointing us up the steep and even slipperier finish. Our work together paid off as we passed the 0 post and out of the top of the section, we were delighted, a good section to clean.

Finishing on a high all we had to do was drive the few miles to the finish, load up and get home. Cold, hungry, with burning faces we arrived at the finish with big smiles. We might not have scored very highly, probably about mid field, but we had had great fun and that's what's important. Cleaned up and loaded up, we finished our picnic and made the long journey home, tired but elated, we had a great day. Thanks Ian, anytime you need a navigator, you can rely on me.



# I KNOW A FRENCH ROAD

## WHERE THERE ARE GHOSTS

by John Davies



**T**hey are mostly cheerful, grinning through masks of dirt with white panda-eyes where their goggles have been, though some may be

sad in defeat. If you stand by the side of this road and listen to the modern traffic, you can hear in the background the sound of Jaguars, Ferraris and even a racing Spitfire. This is the Circuit de Gueux, where the French Grand Prix and the 12 Heures de Reims, a race once second only to Le Mans were held. You can't name a driver of the Golden Age of motor racing who didn't drive here: Farina, Fangio, Nuvolari, Ascari, Hawthorne, Brabham, Hill (Phil and Graham), Clark, Surtees, Hulme, Stewart, Rindt; it is their ghosts (or spirits, for some still live) that haunt this place.

And it is easily haunted. Preserved, by initial neglect and now by the untiring efforts of Les Amis du Circuit de Gueux, the original pits, grandstand and offices, control tower and the wonderful steel pylon of the scoreboard are still there, forty

years after the last race was run. Turn off the N31 eastbound for Reims at a roundabout where a sign points down the D27 to Gueux. The road leads you down a gentle slope through open fields, towards the village in the distance.



## Circuit de Gueux

You are on the start/finish straight of the Circuit, and ahead of you are white buildings either side of the road, the grandstand to the left and the pits to the right.

The pits are in the old style, like boxes at the opera, with a counter and no pit wall to separate them from the circuit. Draw to a stop at them, just as the racers would have

Although the pits are now restored, the grandstand is a different problem. It is fenced off, and no wonder. The steel reinforcements have rusted and are spalling off great chunks of concrete, so safety has to be in question. The hard concrete seats are broken and awry, so comfortable seating wouldn't be a choice, even



done; imagine the flurry of activity as your car is refuelled from milk churns or repairs are carried out, not just at a roadside but six feet from cars continuing to race at up to 180mph. Your illusion is complete, as the brilliantly white pits have had the original signs repainted, advertising in bright colours petrol and oil companies, some long gone, some still active.

Get out, and wander. The pits have been restored and the signs asking us "*Memoire des pilotes. Respect du site*" are respected, for there is no more litter or graffiti than might have been there in the day.

From the opposite side of the road, the control tower and the scoreboard behind might be ready for next week's racing. The spectators in the grandstand may not have had giant screen TVs, but they were kept informed about the race.

if the roof were safe. The open, unshaded seats along the way would be preferable, if they were not choked with brambles. But we should not be ungrateful. Les Amis have done a wonderful job, just to restore the pits and pylon!

In the UK, motor sport was oppressively regulated from an early stage, and the Road Traffic Act 1930 made it a criminal offence to race on a public road. We have no road racing circuits on the main island, only purpose-built venues, starting with Brooklands and after WW2 on airfield perimeter roads like Silverstone, or country house estates like Oulton Park. Europe has for long had a more permissive attitude to closing roads for motor sport, and has many road racing circuits. Some are still well known and active, such as Le Mans, but others have fallen, literally by the wayside.

In most cases, any sign of the original circuit is hard to find. Gueux is remarkable in retaining its

buildings, but the track has suffered. From the grandstands, the original circuit went through Gueux, turning sharp right at the village duck pond, then across a shallow valley and over a ridge above the N31, where it turned right again towards Thillois and Reims, and back to the Gueux turning. Just under eight kilometres, and only three corners, Gueux was renowned for high-speed racing. After WW2, the organisers wanted to retain that reputation and remade the circuit, designing it to allow even greater speeds. The redesign included the buildings we see today, but the new course is now incomplete. It turned right at the present day roundabout between the grandstands and the village and skirting that, crossed the old course to continue along a double

curve to join the N31 at Muizon, the next village, at a fearsome hairpin bend.

The site of the old Muizon hairpin can still be seen as a shallow layby on the south side of the N31, eastbound. If you follow the 'new' course from the start line, across the old circuit just



outside Gueux, it takes you down a dip, over a hump into another, deeper dip and then rises and turns to the left. The camber is wrong, and the end of the turn is out of sight as it disappears over the crest. This must have been an awesome corner, when approaching at more than 100mph in cars with skinny wheels and no protection for the driver, no roll cage and no seat belts. There is a road side cross on this bend, no name, no inscription, that marks the point where Luigi Musso, one of the great lost drivers of F1, died here in 1959. And just like Musso, you can go no further than this bend. Just beyond the crest, the road narrows, as one side has been removed, and then stops.

It has been bulldozed away and the link from here to the Muizon hairpin has now gone forever.

But visit Gueux, and you can





relive the great days. Start in the pits, facing towards the village as the drivers would have then and wait for a gap in the traffic. The first turn, Brettelle Sud, is now a roundabout so take the first exit onto the 'new' circuit, and at the cross roads take a gentle right onto the old one. Over the wooded ridge to the N31, where in the day you joined the main road at the Virage de la Garenne, now replaced by a tunnel and slip roads. Now you are on the longest, fastest straight of the circuit, downhill and then dead flat, where 180mph was the rule. Even today, at only 120mph, the old Virage de Thillois approaches all too rapidly. There is another relic of the old course here, some tarmac on the inner side of the turn, and a concrete marshals' hut whose BP sign has so far escaped restoration by Les Amis. Now you are on the home straight, so don't forget to 'box', to take a pit stop and stand again in the shadow of past glories.

For Gueux marks one of the greatest careers in motor sport. In 1948 Fangio was sent to Europe to reconnoitre for a national Argentinian team in Grand Prix. In the Gueux paddock for the French Grand

Prix, he was asked casually if he would take the place of an injured driver.

So his first European race was here at Gueux, and although his car failed him, he set the second fastest lap of the race. Then, after ten years that still mark him as one of the greatest drivers ever, Fangio was driving for Maserati in the 1959 French Grand Prix. In the middle of the race, his clutch pedal broke off, but he continued driving. He finished fourth, with Mike Hawthorne about to lap him but holding off in respect for the great man. He had seen Musso die, he was forty eight years old and he had nothing left to prove. As he came to a halt at his pits, he said to his mechanic, *"It's finished."*

Fangio never drove competitively again, but we can see and relive his and many other's exploits at Gueux. You can visit at any time, to drive the circuit and see the stands. The annual Weekend de l'Excellence de Reims is held in September, when cars and motorbikes of that Golden Age race again on the same circuit. See you there?

### Websites to visit:

Les Amis du Circuit de Gueux:

<http://www.amis-du-circuit-de-gueux.fr/-Accueil->

Weekend de l'Excellence de Rheims:

<http://www.weea-organisation.com/>

This YouTube URL, video of visit to Circuit de Gueux.

[http://www.youtube.com/watch?v=Kc3lu4yHb\\_w](http://www.youtube.com/watch?v=Kc3lu4yHb_w)



**Paul Richardson**©



## The Technical Office at Standard Triumph

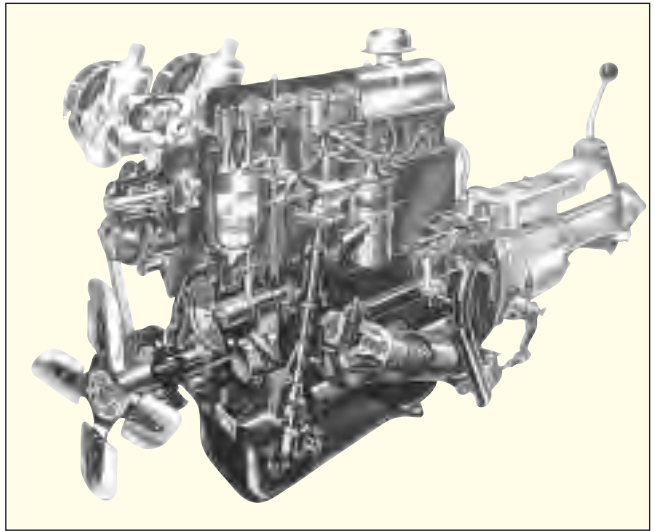
**D**uring an interview with Jim Parkinson, who worked in the Technical Office as assistant to Lewis Dawtrey department Manager when the prototype TR2 was built

*that, but petrol stations still sold low grade which was all right for the low compression engines still about at the time because there were still plenty of pre war cars on the road then with side valve engines including our Standards."*

he said. *"Building the first TR2 prototypes was a bit of a shock to everyone because the engineering department had never had to work so hard to put a new model into production in such a short time."* Jim also provided some interesting insights into the workings of the Technical Office.

He related. *"When the first TR2 prototypes were built in engineering we were also building the Standard Eight. In fact the factory as a whole was very busy including the Fergy plant and, reminding myself of a few problems then, they'd had a problem with the new diesel engine we'd just introduced for it and we had to alter some of the injector pump specifications which involved our metallurgy and materials lab."*

*"Bringing this up reminds me that our lab became involved with petrol octane ratings at the time, because pump petrol varied quite a bit really depending on which brand of petrol you used because we'd moved on to the overhead valve engines then with higher compression ratios. Petrol only had one grade then called pool petrol, until they introduced premium grade with a higher octane rating. We set up all our test engines on premium after*



### Wet Liner TR Engine

*"We did a lot of compression tests with the Vanguard and TR engine, and some of this was taken on because the French petrol remained low octane for several years compared to ours, and Ken had to bear this in mind on his rally car engines to compensate for pre ignition. Our lab was involved with oil specification as well for that matter, because we used two grades of engine oil then, one for winter and one for summer, to offset hard starting caused by the cold ambient temperatures in winter. In fact tests were done on the*

## The Technical Office

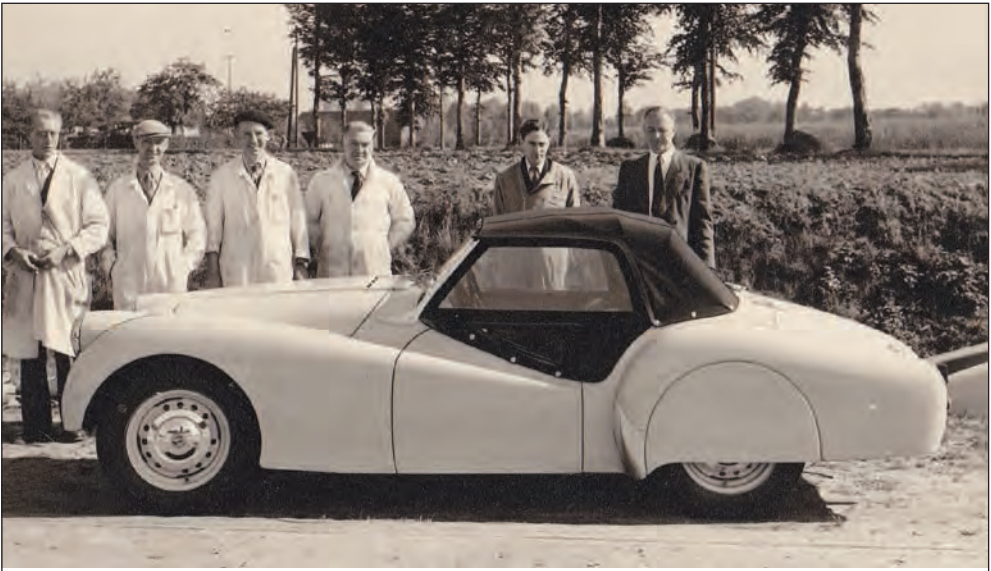
first *Vanguards* we exported to the cold regions of Northern Canada which went down to well below freezing for months on end in winter. I think they had to be fitted with a heavy duty battery for Canadian export and low viscosity winter engine oil was used in engines throughout the motor industry until multigrade came out."

I asked Jim to enlighten me on the workings of the Technical department.

"Well we were responsible for everything involved with the design of new models to back up our design team and this included feasibility studies which were inevitably linked

section where components were tested."

"Lew Dawtrey was head of our office and Lew, as your dad will tell you, was head of our engine design team on all engine design technicalities from cylinder configuration to cam shaft specification before the rest of us became involved with some of the detail. Lew was actually Assistant Chief Engineer to Ted Grinham and remained head of our tech office until he retired well after Leyland took us over. Lew was our leading design engineer, that's the title he's due, and as any of the others in our department will verify he was an outstanding mathematician. We all had to



**Jim Parkinson, on right, was a member of the team at Jabekke in Belgium when TR2 MVC 575, driven by my father, broke the 2 litre production speed record at 124.095MPH ( with soft top removed)**

with our cost control department if a new idea looked promising. As far as engines are concerned we organised power curve and endurance tests through our engine test section and fuel consumption tests had to be done, which were verified on the road and prototypes were also tested at MIRA to get fuel consumption figures over particular speed ranges. We also worked hand in hand with our rig test

have a good knowledge of maths because we had none of these pocket calculators everyone's got today, or computers, so we had to be conversant with the various formulae for stress calculations and things like that and the slide rule was our pocket calculator in those days. Kit (Heathcote) was in our office before Ken grabbed him for his competition department and George Jones, who'd previously





### **Jim Parkinson Driving the oldest Standard**

worked at Austin joined us after the war as our transmission designer. George's job involved maths all the time with sorting out gear ratios etc. But getting back to Lew Dawtrey he was the most knowledgeable design engineer in the company especially on combustion chamber and manifold design and such like."

"We all progressed under Lew Dawtrey including Ray Bates and Graham Sykes who were both extremely good technical people. I think Ray joined us just after the war and Graham started in the early fifties as an apprentice. Graham was an exceptional mathematician like Lew Dawtrey and he and I had a common interest in swimming because I'd won the Coventry school boys swimming championship as a youngster and Graham went on to win several national swimming medals when he was working with us before

he went to Rootes and won the gold medal at the Commonwealth Games just after Leyland took us over in 1962 when we'd just started producing the Spitfire."

I asked Jim when he joined the company and what cars he was involved with on the technical side.

"Oh no, I wasn't in the technical office then, I started work at Standard in 1930 as an apprentice over at Cashes Lane where I learnt how to make jigs and tools for production on centre and milling lathes, surface grinders, press formers and things like that. I got interested in metal and alloy specifications as well after I found a book at Standard which gave all the specifications of metals and alloys we used in the

industry at the time, and funnily enough this book, which was the metallurgy bible then, was produced by Daimler. That book really opened my eyes because every single metal and alloy of the time was in there with all the alloy compositions and casting methods and studying it brought home to me how important it was to use the right metal for the right job, and I really got stuck into the technical side of things from then on I suppose and towards the end of my apprenticeship I moved into the tooling design office before everything was moved to Canley."

"You know talking about my early days at Standard has brought back things that I'd forgotten about because I know you'll soon ask me about our involvements with your dad's competition department. In 1935 when I'd finished my apprenticeship, the experimental shop, which was at Canley where I'd just moved to, built one or two Standard cars with

*superchargers under the bonnet. Purely experimental this was, and Ken was involved with superchargers on the first Herald with the Shorrock people over at Wednesbury to increase performance on the 948cc engine. In the end we were getting such bad publicity over the Herald's sluggish performance that the only thing open for us to up the engine power was to introduce the 1147cc engine."*

N. B. the performance on the first 948cc Herald (which was heavier than the Standard Ten/Pennant range) was well below par, so much so that Jack Brabham marketed a Brabham conversion by installing a Coventry Climax engine!

*"When Ken started his competition department his wins with his TR's, and Standard Tens for that matter, just rolled in to Ken's great credit and as you know Kit Heathcote was Ken's co driver in the team. Some of the stories Kit told me about those rallies was frightening to say the least. They must have been bonkers those rally drivers of the fifties, it was all white knuckle driving then on the Alpine mountain roads and you had to be gifted just to get through it all. Ray Henderson looked after Ken's first TR's and that was when Ken's team was based in engineering at Banner Lane after Ken took the speed record at Jabekke with the first TR2. Our department was involved with that first do at Jabekke you know because Kit and I organised the speed test runs for Ken before Jabekke on the Bicester straight near Oxford. Kit and I had to measure out a mile on that road and time Ken's runs with stopwatches. These test runs were all kept secret because the test straight was a fast section on a normal main road and we did the tests just after dawn when there was no traffic about."*

*"One or two enthusiasts from engineering came over to watch some of those early morning speed tests with Bert Brown, from the drawing office, and they'd all got to get back*



**Bert Brown, design draughtsman, drove to the Bicester straight, near Oxford, to see MVC 575 being tested by my father just after dawn. Bert then drove back to the factory to start work.**

*to work to clock on as it were after seeing Ken blasting down those mile runs. There was no question of being late for work in those days but this just shows you how everyone supported Ken with that record attempt and I went over to Jabekke with our team from experimental when Ken took the records. Ken was masterful behind the wheel of a car and he was a very experienced engineer as well especially on setting up suspension and matters to do with road holding and all that came from his racing experience, and Kit can tell you more about that than I can."*

*"It was a wonderful era in the fifties we all formed a close nit happy team in the engineering department and we had a very good range of cars along side the TR's that were all selling well. This all changed after the Leyland takeovers because designing and producing new cars eventually turned into a juggling match just to get a budget for any design project because of all the political situations that developed within the group."*

# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Spitfire



**1969 MKIII** with Overdrive in Signal Red. MOT until May 2011. Tax exempt. Great condition. £3,700 Kieran (Bucks) eMail: kieranharper@mac.com



**1500**. Pageant Blue 1978. Bought 1980, garaged since 1990. Rebuild. 58,135 miles. FSH. Overdrive. Oil cooler. Kenlowe fan. Years MOT/Tax. Sound condition. £2,000. Bill (Shepperton) 01932 226167.



**MKIII 1969**. Royal Blue. Tax exempt. Body off rebuild. 12 months MOT. Unleaded head. S/S Sports exhaust/manifold. Full interior retrim. Spax shocks/ Polybushes. Electric fan. Electronic ignition. Alternator. Heritage Certificate. TSSC agreed value £5,000. Too much work to list. £3,000. Ian (Burnley) 01282 777962.

**1500 1977**. Inca, 64000 miles, MOT Sept 2011, new panels and bonnet respray, new battery plus many new parts, carb clean and set up. Currently sorn'd. £2,250. Mark (Chester) 07971 689792

**1500 1978** Pageant Blue. To be sold or SORNed. Great looking car, great fun. MOT April 2011. Club valuation £3,500. Come and look - make me a sensible offer. Neil (Bordon) 07928 593507.



**MKIV. 1973**. Family owned. Full History of work done. Original Invoice. Valuation Certificate A-A1. Superb condition. £5,250. Taxed/MOT Feb 2011/ Graham (Leicester) 0116 3678751.



**1500** with Overdrive needs good home. Reluctant sale. I would like her to remain on the road. Non runner due to engine problems. please e-mail for more details £1,500. Martin (March) 07730 655245 eMail: martinacooper@tiscali.co.uk

## Herald



**1200 CONVERTIBLE 1967**, green, unleaded, stainless steel exhaust, good condition, original upholstery, new carpets and hood, MOT 10/11, valued at £2,200, offers around £1950. Jeffrey (North Yorkshire) 01944 738841.

**RED CONVERTIBLE** need new home. Very good 13/60 engine available. New wiring loom being installed. Loads of spares, carbs, wheels, starter motors etc. Engine turns on key. £250 William (Reading) 07825 365984

**13/60 SALOON. 1970**. Tan Interior. Laurel green. 71,360 miles. MOT 08/11. garaged. owned 31 yrs. TSSC Value £2,600. Body off 2001. Interior as new. £1,900. Billy ( West. Yorks) 01274 780490.

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## Vitesse

**1600 MK 1**. Has stood for 40 years. for sale as a whole car, rebuild or parts. Buyer collects. Offers. Jackson (Castle Donnington) 01332 810960.

**1500**



**Triumph 1500 1972** Red. 28,000 miles. Black original interior. Excellent condition inside and out. Garaged 20 years. minimal work needed. must be seen to appreciate. G Nelson (Sheffield) 01246 433003.

**Triumph 1500 TC. 1975**. MOT. Automatic. Fairly good condition. Runs well. Unleaded. Dolly wheels fitted. £300. Bargain price. Mrs Thorn. (London) 0208 656 2140.

## DOLOMITE

**Dolomite 1500HL For Sale**. Brilliant Triumph Dolomite 1500HL. Only 39,000 miles. Really well looked after, no rust. Has some good history too it. All service history and MOT details. New clutch fitted about 1000 miles ago. Has a period radio. 9 months MOT and 10 months Tax. £3000 ono. Jack (Wellingborough) 07825 213882.



# GT6



**MkIII 1972** - Tax Exempt. Needs some renovation. Includes over £3,000 new parts. Best offer over £2,000. Neil (Cardiff) 07752 754527.

# TR7

**TR7 Coupe**. MOT Expired and off road since June 2010. Retirement and ill health precipitate sale. Easy project. Cosmetic TLC needed. Offers. Jackson (Castle Donington). 01332 810960.

**TR7 FHC** Webasto Sunroof, SS Exhaust. no TAX or MOT, Early FHC, New wheel cylinders, waterpump, electronic ignition. 2/hand fibreglass f/wings. Good spare doors supplied. Lights pop up! runs well. MOT could be close £400. Clive (Ledbury) 07578 293283.



**MkII (1970)** Brooklands Green, Tax Exempt GT6 MkII for sale. 10+ years history, only 60,000 miles. £4000 ono. Call/email for more information and pictures. £4,000. Andrew 07746 220114. e-mail. the\_green\_skoda@hotmail.com

## CARS WANTED

**GT6 MkII wanted.** Looking for a good condition Mk2 GT6. Please let me know if you have one. thanks Martin (Warwick) 07815 110157. eMail: martin.verity@callstream.com

**GT6 Wanted.** Project needed for winter, Mk3 preferred happy for complete rebuild but prefer solid original solid start if possible, budget £1000 ish. Phil (Bourne) 07525 142182.

**Looking for a GT6 MkII.** Anything considered and in any condition including incomplete cars. Cash waiting. e-mail stephen paulmorris@btinternet.com

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# PARTS 4 SALE

**MORE OVERPAGE**

**SPITFIRE MKIV** Lucas PI kit for Triumph six cylinder engine (TR5/6 & 2500) PRV and some of the smaller fasteners and fittings missing. Contact me for more information, delivery at cost, collection from South Wales welcomed £250. Stephen (South. Wales) eMail: s.atteborough@yahoo.co.uk

Triumph sports car, believed to be for a GT6, Vitesse or similar. Ian. eMail: ian@bowker lodge.co.uk

bumper, Hood Frame, Fuel Tank, Set of Wire Wheels painted. Offers to clear. Geoff (North wales) 01492 516259.

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**VITESSE** Interior Door Handle Screws Wanted. I want to fit wooden door cappings to my Herald so need 4\* Vitesse door handle screws (501652) for fitting through woden cappings Simon. eMail: simonhol land1@hotmail.com

**WANTED** a pair of tan 1500 Spitfire houndstooth seats with headrests in good condition. Leather seats also considered. Mervyn (ST Neots) 07860 644684.

**GT6 MK1** rear brake backplates. Can anyone help me find a good pair of brake backplates for a GT6 Mk1 (or Vitesse non rotoflex) Dennis (Bromsgrove 07775 787875.

**I'm looking for a Herald or Vitesse** roof with a Webasto sunroof. Preferably in Southern England. Please email if you can help. David. eMail: katandave@hotmail.com

**GREY** interior for early Vitesse 6. I'm looking for part/complete grey interior for an early Vitesse 6 (1963), preferably in Southern England. Please email if you can help. David. eMail: katandave@hotmail.com

**HERALD 13/60** Bulkhead. Wanted bulkhead for a 13/60 mine is shot around the bottom of the apost so if it is a decent donor I would be happy... Matt. 07930 566813

**Wanted for Dolomite 1850.** Differential 3.63:1, ref UKC8939 in good working order, or swap for 1500 rear axle. Also parcel shelf & edge trim in good condition. Mike (Nottingham) 07989 279660.

**MKIII SPITFIRE** Lower front valance Panel (811676). Metal preferred. (Will consider others) Good condition required, ideally with brackets but not essential. Clive. 07791 833193.

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## TR7/TR8

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## TRIUMPH ACCLAIM

TBA

## AMPHICAR

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

## INTERNATIONAL WEEKEND EVENT MANAGERS

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TBA

## TSSC PUBLIC RELATIONS OFFICER

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## CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740  
Julie Hazell Tel: 07813 589799

November 2010



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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**  
**PIP FLEGEL, FRANK SPENCER**  
**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	Last Thurs. Eves.
		Pub Run See Area News for details	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	BARTON Aerodrome ECCLES.	1st Tues. 8pm.
	Pip Flegel: 01524 791607	M30 75A. Just off A57	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- Witton Gilbert	1st Sun. 8.30pm
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm
LIVERPOOL	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: 0772 999 7289	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRK GATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

COVENTRY	Kevin Murray: 02476 410180	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Ian Stevens: 01773 787268	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Richard Malin: 07813 397731		
LEICESTER & RUTLAND	David Smith: 07774 276564	The Brant Inn - THE BRANTINGS GROBY	1st Tuesday 8.30 .
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
	Simon Oliver: 07841 450715		
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	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
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	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
	Bob Whiting: 01492 516479		
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 - WHERWELL 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 332552	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**

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

## TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



#### Shropshire! Shropshire! Shropshire!

It's always good news when a new Area comes along and gives Triumph Enthusiasts a new venue to meet up and join in with all the activities, events and friendship that these meetings can bring. David Embrey is the new Area Organiser and the meetings will be held 3rd

Tuesday of every month 7-30 onwards. Please go along and support David and the Team and remember you get out of your club exactly what you put in.

It's nearly that time of the year again when you will need to register your Area and Area Organiser Ideally it would be good to get as many Areas registered By January 1st 2011.

I know it sounds like I'm nagging (and I am) but remember you are not insured if you are not registered and Triumph enthusiasts are missing out. If any A/Os would like any help or think they may benefit from a visit from their very friendly Area Liaison Officers please give us a bell or slip us an email our contact details are in the Courier.

Xmas Open Day will be Sun 12th December 10.30am to 3.30pm and we will be holding an informal Area Organisers meeting at 11.00am, please come along for a chat and share any questions, ideas or concerns you may have.

In response to requests from a number of A/Os on behalf of Club members the new TSSC windscreen sticker for 2011 will be reduced from 100mm square to 75mm.

If there is any thing we can add to the 'Annual Tool Kit Pack' this year that is not already included? Please can you give me and Frank a call.

Finally a massive Thank You from Manchester Area to all the Areas that contributed to the Louise Mellor Auction, another example of the friendship and support that we share, just by being a member of such a great Club.

Congratulations to East Berks you have won the £50 Club Shop Voucher and Essex you have won the £25 Club Shop Voucher please get in touch with Angie Hill to claim your prize. Cheers

*Pip & Frank*

### ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Just as last month the way the calendar fell gave me two months to update you on, this month, as we've yet to have the Andover meet, we don't have a lot to tell you.

As the year is, all too quickly, drawing to a close we will be discussing our Christmas meal at our next meeting and, all being well at the pub, we hope to be able to book the meal for 9th December at the White Lion, Wherwell. We'll get copies of the menus out to everyone by email or post as soon as we can

and look forward to getting your confirmations and meal choices as soon as possible so that we can confirm the booking and pay for the meals at the November meet.

Don't forget that we will also be having our 'bring and buy raff'le' as usual during our Christmas meal so, while you're out and about buying Christmas prezzies for your nearest and dearest, keep an eye out for something inexpensive, 'interesting', weird or wonderful for that purpose.

Next events:

**11th November:** Regular meeting at the White Lion, Wherwell

**9th December:** Christmas Dinner at the White Lion, Wherwell

*Guy*

### AVON

Tel. 01454 327059

Last but not one report for the year which means that Christmas must be round the corner. We had a good turnout for the October meeting. Goodwood revival was as good as ever and went by far too quickly.

The Herald made it, but the Vitesse is still with Uncle Paul and should be back in the next couple of weeks.

By the time you read this we will have attended the Castle Combe charity event and hopefully met up with Mark and the Spitfire. Looking ahead, Angie has volunteered (honest) to look for a venue for a Christmas meal. The Cross hands is a bit expensive and it is linked with a party which we didn't think was a good idea when we all have work the next day! Details will be at the November meeting. Also at that meeting I will start taking names for the panto. This is planned for **January 15th**, Sleeping Beauty, Chipping Sodbury players. Some debate has already started about curry v italian for a meal afterwards and at the moment curry is in the lead! Tickets go on sale some time in November so we will get in early. After last year's mini trial it was voted a hit and depending on the number of tickets I can get we hope to have more people there this year.

See you all on **1st November**.

*June*

### BUCKS SOUTH 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.It was good to see a few club cars (along with my S3 Land Rover!) in the car park for the monthly meeting, including new member Ben who has bought a late Spitfire, not just as his first classic but as his first car! Ben has already made a new dashboard for the car, which looks very nice. I'm sure he'll have lots of fun fixing the other minor things he needs to do, although hopefully he'll have even more fun driving it.

The Footman James classic motor show is on **12/13/14th November**, and is usually well worth going to. I don't do as many of these large indoor shows as I used to, but this one is well worth going to. Most tickets also let you into the MPH show which runs next door. This is for modern performance cars and is worth looking round for a couple of hours. For extra cost you can experience 'Top Gear Live'.

I am starting to arrange the Christmas dinner. We have decided that the Squirrel will be the location again but we need to decide on a date. We usually choose a **Saturday** near the beginning of **December** for this, as it is less likely to clash with work parties etc. **Saturday 11th December** would seem to be the best bet, although this may change.

## CANTERBURY CHESHIRE . . . CORNWALL



### TSSC AREA NEWS

Please let me know if you cannot make this date.

Bye for now, hopefully the weather isn't too cold by the time you read this! Regards

*Daniel.*

**CANTERBURY** Tel. 07810 438074  
e-mail: [Progers01@onetel.net](mailto:Progers01@onetel.net)  
[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

Not much to report now that the show season has ended. A very convivial time in the Duke, however, with lots of chat and car related anecdotes. Mine concerned the Vitesse which dropped on to 5 cylinders on the way back from the Hempstead valley show. I now have a compression tester borrowed from Reg and the offer of a Mk I engine (running and with good oil pressure), a slightly more expensive (?) 2.5s engine, and a Mk II engine of unknown provenance currently under a tarpaulin in a garage! More options arrived this morning by way of a text from Tim who has directed me to a Mk II engine currently up for grabs on a well known auction website. Or I could repair the original. Decisions, decisions! So that's my winter project sorted. I'm always amazed by what members have lurking in their lofts and garages, and how many people are keen to dismantle my car when it goes wrong!

Of more general interest to club members, Diane Sutton brought along draft images for a "Canterbury Triumphs" banner for use at shows. This was circulated among those present and views sought. Cost will be about £90 inc VAT and postage. Opinion was generally favourable and Eddie and Derek agreed to open the club wallet. Final design and price at next meet. Worthy of note is Graham's comment on the subject: "It doesn't matter what you put on it: it's a flag!" Quite so, and a big thank you to Diane for the ongoing work.

Charles "the main man" Harrison is currently organising our post Christmas Christmas dinner, if you follow. Cost TBA but date is likely to be the **15th. January** and the venue will be the Clifton Hotel in Folkestone.

After a particularly tasty supper of prawns in Garlic, sweet & sour pork strips and chips (really!) provided by our hosts at the Duke, the meeting disbanded at ( or just past!) bedtime and we all went home. The end.

*Phil R*

**CHESHIRE** Tel. 01625 425845  
[www.tssc.org.uk/cheshire](http://www.tssc.org.uk/cheshire)  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

I took a quick look at last year's October report and on meeting date I was in northern Spain on company business. This year things are much quieter – I haven't been away since the middle of March, a sign of decreased levels of business.

It's also the end of summer (officially), and the start of the cold mornings and more rain expected season. The odd Triumph pops up now and then – there was a blue Dolomite going through Wilmslow a couple of mornings back with only one brake light, and a 2000 saloon (a rare sight indeed) a week or two back. Heap the Vitesse spends most of his time under a nice new damson coloured cover, which keeps most of the dust off.

Andy and Jackie have reported that one of the Spitfire chassis has an engine now, and also gave me details of a place in Northallerton that does unleaded conversion for a reasonable

sum. This brought us on to the subject of what flavour jungle juice we put in the cars, and additives, and so on. Many moons ago Mr McLoughlin reported that he had run his un-modified Herald for 20,000 miles with only the occasional valve clearance adjustment, and our Paul admitted to a greater mileage in an un-modified Bond with no issues. And then there was Mr Kipping's advice – the conversion involved filling up at the unleaded pump, and only do something to the car if it is actually needed. Heap the Vitesse runs on 98 octane because of the risk of pinking on 95, but it's a while since 95 was last tried. Maybe it's time for a trial when the tank needs filling up again.

We also discussed Adrian's cars (in his absence, of course!) and I mentioned that every time I visit Chateau Adrian there is a collection of Peugeotts in various states of repair in the vicinity, and I have mostly given up trying to figure out which ones are permanent residents, which are visitors, and which are shortly destined for new homes. I think the dark green one with the big scrape down the sill is destined for the squasher, but I may be wrong. Then I remembered that another small Peugeot had recently joined the fold (and it's young enough not to require attention yet) but had disappeared with a daughter for a while.

We also welcomed John and Jenny at the meeting. John had parked the Spitfire 'behind a big Jag' so I couldn't see it when I arrived. John reported that the only problem with the Spitfire seemed to be the fuel gauge which works intermittently. That reminded us of Max at Totally Triumph. I haven't been there for a fair number of years, but the list of missing odds and ends for the current project is growing and a visit may therefore be on the cards, when there isn't a pressing need to have a short visit. I understand that the project should be for me to drive and not for sale – but the fate of the project is undecided yet so improvisation will be called for.

We have the Restoration Show coming up at Stoneleigh soon, and the Classic Car Show at the NEC in early **November** (cue Roger for an interesting way to use trains and car parks in obscure parts of the midlands to avoid the swingeing car park charges at the NEC).

And the heater stopped working on the way home from the meeting. Grr. The theory that flushing the system out properly and refilling with fresh antifreeze would do the trick is now proved false.

Our next meeting is on **Thursday 4th November** at the Cock and Pheasant. Once again, your organiser aims to arrive between 8:30 and 9.

*Henry*

## CORNWALL Tel. 01726 851687

Sorry there was no news last month, but things got pretty busy here at home, my apologies for not finding the time. Back in August a small group of us braved the roads to leave the county on a Saturday to go to Hay-on-Wye Show. Leaving at the crack of dawn we managed to get to Weston-Super-Mare before Anthony had to stop and recharge his stomach. This was, actually, a good idea; we stopped at Sainsbury's for breakfast and cheap fuel. Our route took us over the Brecon Beacons, right into Hay and to a great B & B that Claudia had found on the internet. After visiting the showground in the evening for the promised bar, steam engines, food and entertainment, we left disappointed and found a lovely Indian





## Cornwall Continues

Restaurant instead. Sunday was show day, so bright and early we drove up the hill to find a Club Stand in the main field, which we joined. The show is really nice, quite big with lots to see. It's also on the top of a hill and has a 360 degree view. Usually I get bored after a while at shows, but this one kept us going all day and included a TEE shirt trader just for Graham! On the Monday we took a drive up the Elan Valley, where the reservoirs that serve Birmingham are. After a rainy start the skies cleared so that we had perfect top down views of the scenery. We spent most of the day there only having to put the roofs back up on the way back. It was great scenery, marvellous Victorian engineering and we got wing waved by an RAF jet. Tuesday we headed for home in appalling weather through the Wye Valley. Pity the weather was so lousy, it's really pretty. The Gloucester Area barbecue was a great success as always and the new venue was very popular, apparently. I'm not sure that anyone went this year, which is most unusual. Similarly, I'm not sure that anyone went to the International Weekend, but reports suggest that it was as fantastic as ever. One meeting that some members did manage was the Route 38 Meet. Triumph owners from all over Cornwall and Devon converged on Route 38 (American Diner), Trerulefoot for their twice annual gathering. Due to a holiday, I didn't actually make it, but I know that it was well attended with some lovely cars again.

The Christmas Meal is steadily growing; we already have around 25 people going which suggests that the change of venue has been welcomed. If you still haven't booked a place, please get in touch with me asap [mikecrewes@standard-triumph.com](mailto:mikecrewes@standard-triumph.com). Suggestions for trips next year have started coming in, amongst them; Dorset Steam Fair, Circuit de Laon, France and even plans for Le Mans Classique 2012 have been mooted. What started as a small group of friends doing a long range event once a year is now growing to include anyone who wants to come. Doing a long range event as a group is great fun, we travel together in out Triumphs, stay in a hotel, B & B, or camp together, do some stuff together, but some stuff individually and travel home together. If you want to find out more, come along and chat about it.

Next month I will catch you up on the Round Britain Reliability Run that Brian, Graham and Karen went on, with Sally-Ann and Anthony marshalling and the Edinburgh Trial that I, Simon, John & Jane did. Rest assured we will be telling the tales of our exploits at the meetings.

Although things start to get quieter, there are still some events to attend so come along and find out what we're doing. Here are some dates for you:

### November

Thursday 11th meeting at The Hawkins Arms, Zelah

### December

Thursday 9th meeting at The Hawkins Arms, Zelah

Saturday 11th Christmas Dinner, Crantock Bay Hotel, Pentire Head

Keep up the fun

*Mike*

### IMPORTANT NOTE

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

## COVENTRY

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We have had a bit of an Indian Summer just recently, with perhaps even better weather than most of August!

However, the evenings are becoming colder and darker as we approach November.

Consequently, many of our cherished Triumphs are being placed in 'hibernation' and well-away from the nasty road salts that winter brings. It's not been a great summer, but we have enjoyed a number of classic car events - notably the Coventry Festival of Motoring in September. When I travelled home from this event, I called into my local pub, The Burnt Post on Kenpas Highway, with a friend of mine for a beverage. I noticed there was a navy blue Herald 12/50 parked along side my Dolomite, which looked very familiar...It was my 'old' Herald! I had sold this car about 4 years ago, and here it was, at my local!

Please see the photograph, showing both cars. It's a small World! It just shows how Triumph Cars was evolving between the 60's and 70's

We had over a dozen folks at our recent October meeting at The Bull & Butcher. Paul and Clive were in their classics, Spitfire and MGB respectively, and I was in my XJ-S, as it was a pleasant autumn evening, and my Dolomite has been taken off the road for winter.

We have booked our Christmas meal at The Bull and Butcher for **Tuesday 7th. December**. Cost is £12:50 for a 3-course meal, which we believe is good value for the time of year. Please let me know if you would like to be included. There is approx. 18 places so far, but you are welcome to join us.

We are hoping to get along to The Jaguar Heritage Centre & Museum at Browns Lane at the end of October, we need to confirm this very soon. I just hope the weather will be kind to us for a drive through Warwickshire's leafy lanes afterwards.

Hope to see you all at our next meeting at The Bull and Butcher, Corley Moor for 7:30 on **Tuesday 2nd. November**.

Regards,

*Kevin*

## CUMBRIA

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Apologies for no news last month. It was all written and ready to send to Bernie when I was hit with a virus.

Welcome to the Club to Mike and Ester who have purchased a TR7. They have been to shows before with us but in Barbara's borrowed TR7.

I saw 13 Cumbrian members at Stafford. Some just down for the day and the others camping. It proved a very fruitful trip for



TSSC AREA NEWS

me; we actually found a repair panel for the GT6 roof. These are no longer available.

For once it did not rain at the Cumbria Classic car show, held at Dalemain, 22 August. Our Le Mans regalia that was acquired on our trip to France was put to good use around our club stand. There were 14 Cars on display on the club stand. For those that were there the best club stand was awarded to the Morris Minor club, which was just behind us. They had a very novel idea of using a May Pole to arrange their cars and was very effective.

Unfortunately my Spitfire decided that it did not want to go all the way to the Selkirk Show, 19th Sept. coming up to the M6 it boiled over so I turned around and limped back home. Later I found out that the Thermostat had stuck shut. Nigel, Trevor, Barbara, Roger and Helen all camped for the weekend at Selkirk and although it was a little damp at times they all enjoyed it.

26th Sept. The Autumn Lakes Tour. A great day out for the twelve cars that took part. Near perfect weather and most of the roads were clear of the tourist traffic. Unfortunately no one told us that the road on the east side of Coniston was closed so we had to miss that part out.

Octobers meeting, Sunday 31st Oct. 12 noon at the new Motor Museum, Backbarrow A590.

**November meeting 28th** 12 noon Santon Bridge Inn Safe Motoring,

*Roy*

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Hi All. Where do I start? at the beginning I suppose!! Even though the nights are now starting to draw in we still had a very respectable turn out to the monthly meeting, particularly considering our new start time of **7:30PM** so thank you all for reading my little note in the last write up, its always good to know that people are listening to what you say.

Also a big hello to Tony & Michelle, (minus the kids and the Spartan) and also Brian and Ian, its really great to see faces who keep coming back to the meetings.

The entertainment of the night was a variation on the Pictionary theme thanks very much to Roger and Julie, which was won by Team Wright with 39 points, closely followed by team Spanky Pants!! With 38 so we obviously have a few budding Michael Angelo's in our midst.

At this point I would like to give a special mention in dispatched to both Colin and Ang for their spectacular artistic talents with a stunning array of pics created.

Congratulations also to both Stuart Charles and Mike Mayfield who were prize winners down at the recent MOT which was a very good event (if not a touch on the soggy side) so well done to all both attendees and organisers reaching 1/3 of a mile, which is no mean feat.

By the time you read this article the Derwent Bowl will have been decided so hopefully there will be a bit of a write up with who was triumph-ant in the coming months.

As for the rest of business it's now the time of year with very few events but I would like to mention that the November meeting will be our AGM (if you are lucky enough to get your Courier early!) So please come along and take a chance to meet your club and see if there is something that we can do for you. We are always friendly and always welcome new suggestions if

there is something you would like us to be doing in your area please let us know and who knows what can happen. And don't forget the first drink is on us.

One last teeny little thing!! (Promise) for the **December** meeting we are planning on following a similar pattern to previous with a buffet and a few Christmas carols, can you please let me know ASAP if you are planning on coming along so that we know how many to cater for.

Thanks very much and happy motoring

*Rich*

**DEVON** Tel. 01548 821348  
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Autumn came with September Club night – although the pub was packed with members as usual, there were only a few brave souls in Triumphs, though notable were Richard & family from Axminster and Colin & Chris from St Austell. It was good to catch up with Ted again, whom we had missed for a few months, and Andy, now recovering from his accident, and continuing the work on his GT6. Julie's TR7 was suffering from exhaust problems. The day before, 3 Stags, ours, Dave A's and Steve's, were on wedding duty for Jasmine & Chris – tops off and ribboned up, they looked really good and received a good reception in Newton Abbot as we drove to the hotel. The following day was Bridford show,a nice country show and almost the last of the season. Bride Jasmine brought her Vitesse and drove around the ring behind our still ribboned Stag before heading off on honeymoon. Also there were our 13/60, Allan's Vitesse, Brian's GT6, Mark B's new Dolomite, Steve's Stag, Dan's Herald Estate and Marc's 13/60 now back on the road again. Not for long however, as he suffered a breakdown leaving Route 38 after the Triumph Meet & Greet on 25 September. His electronic ignition chose to pack up en route, and he was AA'd home so the whole family missed the BBQ! 32 Triumphs on show at Route 38, with a good proportion being our Devon cars. 6 met at Ashburton to drive down; 2 Stags (ours and Steve's), Dan's Herald Estate, Allan's Vitesse, Richard's Dolomite, and Mark's 2.5pi, picking up Graham and Andy en route. There we met Marc, Ann, Colin and a number of Cornwall cars, before driving on to St Austell where Colin & Karen entertained us with a BBQ in their garden. A big thank you to them, especially as Karen celebrated her birthday the previous day. Another really good outing, in brilliant autumn sunshine, and next year's dates for the Meet & Greet at Trerulefoot have already been set.

Congratulations to our young members, Dan, Mark A and Mat B, featuring in this month's Triumph World, another boost to the Club locally.

Steve Wilkinson reports a quiet month in North Devon with no shows attended, but is looking forward to meeting more local members during the winter months. If you live in the North Devon area and have not been to a meeting before, you will be made very welcome – just contact Steve (see below) for details of the venue.

The Borders Run on 3 October was nearly called off due to severe weather. We persevered, although we chickened out and took the Escort. It was a 'blue' day for the brave Triumphs who came out. We had Ann's Wedgewood Blue Herald, and two Valencia cars, Dan's Vitesse and Marc's 13/60, the latter's



TSSC AREA NEWS

Devon Continues

Ignition problems of the previous week solved by replacing the electronics with points – progress! We were joined at the Burrator Inn at Dousland by Helen & Rob's Royal Blue Herald Estate. An interesting drive of nearly 40 miles, leaving the safety of Devon for Cornwall, where Malc's Mini decided Cornwall was not for her, and was subsequently AA'd home. The rest of us took a meandering route to Cotehele, and then via the long long hills at Luckett to Brentor and over the Moor to the pub for lunch. Despite the forecast, most of the drive was in sunshine! More troubles on the way home as Dan's Vitesse chewed up her fan belt, but with a new one fitted on the Moor, all was well. Whilst out, we saw a number of other Triumphs – a red Herald or Vitesse convertible on the B3357 just before Moortown, a mustard Stag at Yelverton shops, and a red Spitfire drove past us while Dan worked on his fan belt near Shaugh Prior – who were you?

THINGS TO COME TO

Another of Rob Northcott's great Treasure Hunts, meeting at 10.30am Sunday 7 November, Police Station Car Park, Bedford Square, Tavistock. Finishing for lunch at Betty Cottles, Okehampton. Essential that we have numbers on receipt of the Courier if you have not already let us know. The winner will receive the new '2 Jags Chris' trophy, awarded in memory of keen member Chris Glover, and the collection this year will be for the British Heart Foundation. Thursday 11th is the North Devon get together (contact Steve on 07968 702611 to check the venue as they may decide to move back to the pub for the winter!), and Wednesday 17th is Club Night at the Star. Our Christmas evening meal is booked for Saturday 4 December at The Highwayman's Haunt, Chudleigh. Cost per head is £20 and we need names asap please, together with £5 per head deposit. Sunday 5 December, those of us still functioning will meet at Exeter Services at 11am for a drive in the East Devon area with lunch at a venue to be confirmed.

The 2011 Devon Calendars are now available, £5.95 each, with P&P £1. Lots of pics of Club cars, your's may be there, if you would like one (or more) please contact us asap.

DIARY

Sunday 7 November Rob's Treasure Hunt starts Tavistock Square 10.30am

Thursday 11 North Devon meet

Wednesday 17 Club Night at the Star Inn Liverton

Saturday 4 December Christmas evening meal – booking essential

Sunday 5 December Post Christmas meal - drive with lunch

Sue & John

DORSET SOUTH Tel. 07920 549474

Another busy month in Dorset South. September provided the Indian Summer we had been promised and our Triumphs took advantage.

The Bank Holiday run this year was to Haynes Motor Museum, where an Italian Job Stunt display was the added attraction. A varied collection of Triumphs on display, but no GT6's unfortunately, well apart from ours.

The club attended the Wessex Classic Car Show at Bovington on its return from Bournemouth. A joint Area Club Stand was

organised with the Wessex Area (the marquee was very popular during the various rain squalls!!!), this event drew a large and varied selection of cars, from pre war to a huge Scooby contingent. A Falconry display was organised which was particularly impressive. (With one of the Scooby owners shoes being used a smelly bait!!!). A small auto jumble area added to the attraction along with reduced cost access to the newly Big Lottery updated Tank Museum.

Next was an amazing trip to the Goodwood Revival, leaving in convoy early from Dorchester we were greeted by the most fabulous sunrise and a smooth drive to Chichester. For those that have never been, this is THE most engrossing event and is as good as all the hype. The Classic Car Parking is the biggest classic gathering I have ever seen and thats before you go into the main event. The whole day is period themed and its possible to get up close and personal with dream cars, famous racing driver (John Surtees) and stars (Nick Mason from Pink Floyd). Just go next year and see for yourself.



On the same weekend three Dorset South members attended the first ever classic car show at the Margret Green animal sanctuary in Church Knowle on Saturday 18th of September, just down the road from Corfe Castle. Richard Hall



(spitfire), Clive Coomes (spitfire) and Rob Nichols (GT6). Around fifty cars were in attendance from an AC Cobra to an Austin Maxi. There was also a visit from the local Corvette club. A good range of Triumphs, 4 spitfires, 1 TR7, and a lovely TR6



(see pics) The weather stayed fine and a good day was had by all with all money going to the sanctuary.

Our Club evening at the end of September was well attended, welcome all and hope to see you again.

Thankyou to the TSSC for drawing me out for the £50.00 shop gift voucher, this will be used for the area and we shall talk





through how to use that at the October meeting (last Monday in the month).

*Steve*

**ESSEX**

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www.freewebs.com/essextscc

By the time you read this if I can't find any one else am still the AO for Essex and you are stuck with my reports for another year. I am going to organise a winter program of social events, some of the info is in here but the full inventory will be in the Essex news letter and on our web site www.freewebs.com/essextscc/ if any one knows of any events or activities that are happening between Nov and March that the rest of the club might like to do in the winter please let me know or if there is anything you would like to do let me know and I will see what can be done.

IN MY OFFICE - Tallulah with her new distributor was running better but still not right, I checked the carbs and the needles they were not what was recommended to use with K&N so I spoke to the nice man at the spares place and got some different ones and she is running great. Theodore was running rough as well, he came out with man flu, I checked his carbs and found two different needles, back on to the nice man and he got some to suit him too but no improvement, so back to basics check fuel, OK, check distributor with all the new bits, points burnt and closed up, rotor arm connector wobbling about, clean up and re set the points, put the old condenser and rotor arm back on. As I was thinking of doing an engine rebuild I checked the compression, 140-160, not bad so no rebuild necessary, fire him up and he is running like a dream it must be the end of the show season as both cars are running well. The quality of new parts purporting to be Lucas aren't always up to what you expect!!!!!!!

I have now acquired another garage, sadly in a local block but just refurbished, so Tallulah will spend the winter in there as Theodore gets some cosmetic surgery (the tin worm has taken its toll) I better get on as space is limited.

OUT AND ABOUT - St Mary's School Car show. 12th September. 6 Triumphs and an MG, the TR7 disgraced him self and would not play, we had 3 Heralds, two spits and Grahams new Vitesse. if you check out our web site John has been clever with the photos of the cars and I appear in it three times eating the same ice cream yes the day was good enough for ice creams, we had one mishap when Mamma Herald stopped on the slip road as we left the pub but a bit of coxing and wire wiggling and it was working again. It appears there is a problem with the low tension side of the wiring to the coil but it ran ok for the rest of the day. And we got split up and lost in Bishop Stortford but all arrived safe to find the show over two fields, one upper with club stands and the lower with modern cars and individual entries, I managed to give out some club flyers to cars I hadn't seen before, hope we see them again.

19th September Duxford - 6 cars, all Triumphs this time, 3 Heralds, 2 Vitesse and Dave's 1500TC, the club arrived even before the gate opened, we are keen in Essex. One of the Heralds was Angela who we met at Billericay (nice to see you out with the club) some of the older club members (in membership years, not age) were at the show as well Dave and Sylvia, Don and Paul, I assume they didn't want to get up early and join the convoy. Even Russell showed his face and admitted to having a VW camper under restoration (sad man) there were a few problems on the way home but every one made it

**TSSC AREA NEWS**

eventually. Except for Chris from Kent who broke down on the way home. Never mind, will you ever come back to Essex again?

19th September club meeting - Today saw me in the Spitfire, with Joe and Janet in the TR7. On arrival there was Pam and Dave waiting with granddaughter and boyfriend, but no blue Spitfire. It is in the garage having some work done and won't be ready for a few weeks. We also had a visit from Steve Hall in the Coupé. We ordered our usual grub and settled to eat. After that there was general chit chat about the up and coming events, the AGM next month and the weather etc. The TR7 had behaved itself up to the club meeting so I think I have cured the problem, time will tell. Len popped down in his Spitfire but no Jackie, he did go back to see if she wanted to come down but came back empty handed. Hope we get a better turn out next month



26th September Battlesbridge club stand - 9 cars all Triumphs on the stand, this was going to be a good one, we met up at the Halfway House early and immediately had a rush of Triumphs. Me in Tallulah Spit, Joe and Janet in Theodore TR7, John, Donna and Lucy in the Herald, Cheryl and Ian in Rose Spit, Dave in the TC, Graeme and Pauline in the Vitesse, Len and Jackie in their Spit. On arrival we were met by Jeff and Donna in their Vitesse, and Don in his GT6. Later on Steve joined us but left the Coupé in the car park as he had been on his way to work and needed to get away early. The day was quite busy and I managed to get a display of club info out and it seemed to attract a lot of interest, let's hope this turns in to members. There was a lot of toot shopping and a quiz in the afternoon, I lost out as I was taken away to talk to prospective new members, that's my excuse and I am sticking with it. Later in the afternoon it started to rain and we had to pack away the gazebo and the rest of the gear wet, it took me a week to dry it all off in the garage.

- UP AND COMING
- 6th November** trip so Southend to see the firework fish and chip supper
- 13th 14th November** Weekend away at NEC Birmingham 2 day event with overnight stop at a premier inn, we already have some members booked.
- 21st November** Monthly Meeting at the Halfway House We will be at club
- 19th December** Monthly Meeting at the Halfway House and Christmas dinner
- 2nd January** White Webs auto jumble and meal in local pub Date to be confirmed : afternoon tea runs out,
- Birthdays - 7th November Mark Stag from Kent.12th Nancy Wing from Kent. Also on the 12th Steve Cox. 15th Charlie (Spitfire, Paul's son)

*Allan*



## HANTS & BERKS . . . HERTS & BEDS

### TSSC AREA NEWS

#### **HANTS & BERKS**

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The talk at the October meeting was mainly around the Round Britain Reliability Run which had taken place the weekend before. The Run requires teams to complete 2,000 miles around Britain in 48 hours starting from North London on a Friday evening, up to John O'Groats for breakfast on the Saturday, down to Lands end via Wales on Sunday morning and then back to North London. We had a few RBRR entrants at the meeting, myself, Paul, Carl, James, Richard and Alex. Jason wasn't at the meeting but he had also entered the run.

Well, how did everyone fare on the run?

I'll leave my tale till last!

Paul finished the run but nearly didn't make it to the start having a wheel bearing failure on the M25 within a few miles of the start. He limped it to the start and one of the other teams had a spare bearing, lucky as his Spitfire has a non-standard Caterham suspension conversion which has different wheel bearings. With the help of a local member of the public allowing him to use their workshop to remove the bearing inner from the stub axle he managed to fix it but was about an hour late leaving the start. Well done Paul for persevering and getting your car running again for the start.

Carl & Beckie finished the run in Beckie's Spitfire, no real issues, so well done to Carl and Beckie, a well prepared car.

James failed to make the start in his Mk1 2.5Pi which pulled up in the awful traffic jams on the Friday evening and kept cutting out. Unlucky James....

Richard was completing the run in his wife Hilary's 2500S Estate along with Hilary and Daughters Alison and Natasha (although Natasha was just along for the drive as she's only 10!), unfortunately they blew a head gasket in Scotland on the Saturday. They were given a hire car to travel back in by the RAC and the car was recovered on Monday.

Bad Luck Richard....

Alex was co-Driver in regular RBRR car, Andy Pearce's well sorted 2,000 saloon known affectionately as the "Cairo taxi". Their team has a successful finish so well done.

Jason was driving in Dave Pearson (of Canley Classics) Courier Van along with a famous name from the Triumph past, John Kipping who came over from New Zealand for the run. Their team also successfully finished so more congratulations.

I had entered the run with Mark Bland, the intention was to do it in Mark's 2500S Saloon but the car wasn't quite ready so we swapped over to my GT6. We had an eventful run to say the least albeit unsuccessful. Our run came to an abrupt end at John O'Groats on Saturday morning following an incident that had happened a few hours previously in the early hours. A Stag ran out in front of us on the A9 in the Highlands (Just South of Aviemore) at about 4am. Mark was driving, he swerved and avoided the beast but the car spun off the road doing a couple of 360s and came to a halt against a grass bank. A couple of other crews stopped to help. I managed to get the car out of the boggy mud and back to the road and drove it along about 1/4 mile to a layby, the car was very unstable at the back end and the rear nearside wheel was at a very funny angle. I jacked it up and found that a rear tie bar was badly bent down-

wards, I managed to straighten it out a bit with the trolley Jack. Then I tried the car and it didn't feel too bad so drove on to the next control point at Skiach Services (North of Inverness), refused and then carried on to John O'Groats. On the way the car started making a knocking sound on left hand bends so after Breakfast in John O'Groats we jacked the car up and investigated more in the daylight. We noticed that the tie rod was still a bit bent but couldn't see much else wrong (except the hand-brake cable had come un attached). I tried to straighten the tie rod properly but it snapped. That meant it was game over for us so we had to be recovered by the AA. It took over 24 hours and 4 relay trucks to get us home to Hampshire but that did include a night in a hotel near Warrington paid for by the AA. The car also has some dents, a dented and split rear valance, 2 dented front quarter valences and a dent in the return flange of the front wheelarch. We realise we were lucky though, the Stag was darn big and would have written the car off if we'd hit it. Also we saw that stretch of the A9 in the daylight from the breakdown truck on the way back and there are loads of nasty drops and sheer rock faces along the road side so we were lucky it happened exactly where it did.

With all the excitement of the RBRR aftermath at the meeting we never really got around to discussing the Christmas meal so we'll need to discuss this month, as per my pleas last month, if anyone has any suggestions for a good place then lets discuss it and start to make some enquiries....

*Andy*

#### **HERTS & BEDS** Tel. 01582 750943

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Hi Gang. It's been a busy month, many thanks to those who braved the rather grey day at Duxford, we had 178 cars and approx 307 paying adults and a good number of children, my thanks to Me! Jill, Rob, Ray, Jim, Chris C, Chris H, Chris L, Val, Christine, Stuart, Pete S, Mick, Alan, Judy, Paul. Special effort goes to Chris and Jill who manned the field kitchen for the volunteers and collected some good funding by parting with cakes and rolls for donations which was an unexpected turn of events (probably highly illegal ) which makes it even better. For the first time we will get some funding back from Duxford to replenish the area funds. Best car was awarded to John Jay with his well turned out Vitesse II convertible, first time he had won a trophy.

I apologise for pulling the raffle 1/2 hour early but the lack of sunshine made for some early leavers, John Hill won the SIP rescue jump start pack. Hope he never needs to use it himself, the electric kettle and the saucepan set raised a laugh but all prizes seemed accepted Ok. Phew, never easy to pick new ideas is it?

The Christmas Dinner is set for December the 3rd and pleased /sorry that all 30 places have been Sold Out at the pub meets very quickly.

Only 7 guys at the Chalkdrawers Arms Colney Heath, but it was a wet evening, we have to see if this venue carries on, nice to see new attendees Charlie and Gordon which shows if you have satellite meeting you can attract new visitors to area meeting.

The 3 Moorhens proved a lively evening with 14 guys and 6 girls, a load of raffle prizes donated by Jim & Chris. Thanks for that and welcome newcomers Gemma and Andrew - GT6 and Tony - TR3A. Hope you enjoyed it.

We did hope to do a run to the Secret Nuclear Bunker but cancelled this due to lack of interest, will try again next year.



TSSC AREA NEWS

The quick adhoc run to Tigglywinkle Animal Hospital managed Pete, Jill, Audrey, Valerie in the Vit 6 Malcolm & wife in the Focus as the Vit Battery had failed, Jim and Chris - Rover, well what a laugh, Tiggy's was cool but the pub lunch was brilliant.

We have a number of Hitchin pubbers on the Round Britain Reliability Run, Tim Hunt - TR4A, Keith Bennett & Sam Shattock - TR4A, Ashley Mills, Pete Fern - Dolly 1850, Malcolm Philpott - Vit II. If you wish to sponsor them for M.I.N.D see them at the pub next month we wish them well. Pete Fern wrote.

The idea is simple. Drive 2000 miles in 48 hours and get as much money for charity as possible. It's MIND this year, Safe to say it's one all of us will be able to relate to in some way so please sponsor me.

The Club Triumph organised event happens every two years and has raised over £330,000 for charities since 1990. Not bad when there are only spaces for 100 cars normally.

This year it will be just over that number with at least two people in each car.

It's been happening since 1966 and we start in London, nip up to Scotland and John O'Groats, buzz around Wales for a bit, visit Lands End and then go back to London. Hence the 2000 miles... We leave Friday night and hopefully finish at the same time on the Sunday 3rd.

It's slightly different for me this year as I'll be doing it with two other people in someone else's car. Bill Goodwin is flying here from America and its his 1972 Triumph Dolomite we're using. Ashley Mills is the other guy - Mars bars and Red Bull shall only be used in emergencies.

Last year we all raised £65,000 for the Royal National Lifeboat Institution. Not bad when it's a couple of hundred people doing it in 48 hours! Every little helps so if you can spare a fiver (or more) then please help out.

Note for anyone who may have concerns that this event is not green with 100 cars polluting the atmosphere, note that the organisers have made the event Carbon Neutral. It has been calculated that each car will produce carbon that costs £10.00 to neutralise and to fund this £10.00 will be donated to an organisation called 'Climate Care' who will use this money wisely for a variety of environmental measures. Note that this donation will be taken from the entry fee and Club Triumph and will not impact the sponsorship funds.

The AGM... now don't run off!

We have to hold our AGM at the November meet in Hitchin, this is an informal affair (with some luck) so don't let it put you off coming along for a laugh. We need to have a show of hands for Area Organiser and Treasurer, and pin the balance sheet to the loo door. Any comments good or bad will be discussed if we really have too!! Anyone who wants to have a go as Area Organiser let me know, need the names or proposals by 10th November.

Next area meetings

Chalkdrawers Arms Colney Heath November 10th  
3Moorhens Hitchin October 25th November 22nd

That's it folks, I make no excuses for leaving something important out.

*Peter*

**WEST KENT** Tel. 01732 743747  
[www.freewebs.com/tssc-west-kent/](http://www.freewebs.com/tssc-west-kent/)

This months meeting was held at the Hotel 7 at Polhill as there was a classic car night there. A few of us managed to get there, Steve Dowson in his Vitesse, Chris Lilley and his mate Keith in

their Vitesses, (there's a theme here again!), Colin Hugh in his Spitfire, Andy Copas in his Toledo 1300 and for the first time in ages, I took the Stag. Dave Jones also turned up, unfortunately driving his 'modern' on this occasion, so the Vitesses outnumbered the rest again!

The hotel hold a classic car meet every two weeks during the summer and this was the last of the season. The majority of 'classic' cars there were either American or highly modified types, our cars seemed to be the most traditional British classics there, and there wasn't an MG in sight for once! There was a nice Sunbeam Tiger though.

Colin came armed with the information about his MSA run that he is doing in his Spitfire from Dorking to Rockingham on the 3rd October, this is a run that some of us are thinking of doing next year - this year Andy and I are committed to the Round Britain Reliability Run from 1st to 3rd October. (Note: As this news item was not sent before the run commenced, I can now report that Andy and I and our respective cars and co-drivers successfully completed the RBRR - full report to follow later)

Andy and I together with Dave Abbit (Andy's Co-driver) took the opportunity to sit in a corner of the hotel lounge to go through our strategy for the RBRR, planning driver change points and fuel stops in addition to the route and control stops. Both our cars - my Spitfire 1500 and Andy's Toledo 1300 are ready for the run, my mate Graham has had an opportunity to drive my Spitfire for the first time and Andy's daughter Kati will be having a go in his as she is his other co-driver.

I did take some photo's of cars at the meet and I will be putting these up on the website, the quality isn't brilliant as it was dark.

I have been contacted again by Mary Jenner, former AO for West Kent wondering if anyone is interested in her Herald that she is trying to sell. Henry is a 1970 13/60 Convertible in Signal Red and should be well known to some of our Area, he has been garaged for the last 5 years but has no MOT. Some welding is needed on the passenger side floor pan and boot floor. The engine was converted to run on unleaded fuel. If you are interested, please give Mary a call on 01959 562829 (Westerham) - she does not immediately answer the phone and it goes over to the answer machine, leave your details and she will call you back.

On a final point, please remember to look at our website, I do post these Area News Bulletin there and you can see them before the Courier is received <http://tssc-west-kent.webs.com/>

We will be back to the normal venue next month (October) where I will try to sort out what we are going to do for the Christmas/New-year dinner

Kind regards

*Steve*

**LANCASHIRE** Tel. 01772 469354  
e-mail: [kollerton@hotmail.co.uk](mailto:kollerton@hotmail.co.uk)

Houghton Towers was cancelled due to a massive downpour the night before but we didn't find out till we were at our rendezvous point and Brian rang us to say he had driven there only to find the gates shut. As we were already out, butties packed and looking forward to a day out, Mark and Pam suggested a run out to Glasson Dock via the scenic route which we did, a quick run down the M6, off at the Broughton roundabout and off up the back roads up towards Lancaster. The trip down the M6 was quite nasty as the heavens opened so badly my wipers couldn't cope with the downpour but once off the





TSSC AREA NEWS

**Lancashire Continues**

motorway we were blessed with a beautiful sunny day which made the run out well worth doing and in my opinion a far better day out than we would have had at the car show.

True to form the mystery run out by Mark and Pam, was dogged by really bad weather, and we were at the point of cancelling but decided to give it a go, the destination White Scar Caves Ingleton. We met Mark and Pam at Te Canberra club and then off to Gisburn Market (ah Gisburn market, my favourite place) to meet Dennis and Kevin, and the onwards to Ingleton the scenic route through some splendid countryside stopping off for a brew at the strangest café I have ever been in, I'm sure it was some little old ladies living room, which she had opened up to earn a few bob to supplement her pension, and then onwards to the caves.

The caves tour was fantastic a one mile round trip underground, lasting approx 80 minutes, seeing such wonders as the Devils tongue and the Judges head, and it was enhanced by the fact that due to the heavy rain, the tunnels we had gone down to get into the caves were flooded by the time we came out, quite exciting really and well worth the money.

On the way back we stopped for a pub lunch in Ingleton, before splitting up for the journey home, truly another good day out.

The end of September meeting was again attended by the regular gang, but the curse of the quiz took over again. The quiz tonight was to be one of Simon's based on the original "Italian Job" but once he had got set up, he realised he had left the disk at home, and we had to have a frantic search on the internet for something to replace it. We came up with a quiz based on 80's films, which Sid won, well done Sid. Donations were handed in for our pre Christmas raffle, thank you very much, and next years events again discussed. We are having a weekend away to North Wales in March and are looking for people interested to let us know as soon as possible, so we know what size of hotel we need, so if you are interested please let us know ASAP.

The meetings of late have been a little poorly attended, to give the new AO a fighting chance, if there is anything you would like to see at the meetings, or something that you would like dropped that would make you attend please email me and I will pass on your comments.. Is it the venue?, is the night putting you off, is it time for a new AO, please let us know, this is a very special area and we would like it to flourish.

All the best

*Kevin*

**LEICS & RUTLAND** Tel. 07774 276564

It is with great sadness that I have to report the sudden death of **Peter Jarvis**. Our thoughts are with Lucy and her family at this time. Peter was a founder member of the area way back in 1978 having joined the club the previous year. His membership number being 208. He apparently went on the local radio to advertise the club and meetings commenced in South Leicestershire with him as the area organiser. Since that time he has missed few meetings, apart from when extended trips were taken on his canal boat in the summer. He also covered the self-help scheme for Leicestershire for many years, as his knowledge and experience of our club cars was second to

none, and through this and his enthusiasm, many of us joined the club and the area.

Recent events have been the Mile of Triumphs and Churnet Valley. Those that took the scenic route to Churnet report that this year it was a Triumph car day only, unlike our visit last year when it was a classic car day, and the car park was overflowing. Our area had four cars out of the dozen club cars in attendance, but the train ride was enjoyable.

The Mile of Triumphs went ahead despite the light rain all weekend !!. My car carpets are still drying out. Despite the lateness of the arrangements and the weather 79 cars attended the measure and members from our area enjoyed the weekend and the teddy bear auction raised good amounts for the charity.

We have decided to combine our area day out with our defence of the Derwent Bowl on Sunday 10th October. A drive over to Derbyshire, a stop for light refreshments along the way, two to three hours of madcap games at the Smalley Common Ex-Serviceman's Club and a drive home in the dark, but will we still retain the trophy for another year.

The boat trip on the Ashby canal has been postponed until the warmer weather next year, that's if we get any. Our AGM is **18th November** and if you blink and miss it, there is a supper and table skittles to follow, all taking place at the Red Lion, in Huncote.

Still no menu's for the Xmas dinner on **Saturday 11th December**, but should have some available for the next meeting.

*Dave*

**LINCOLN** Tel. 01529 307302  
[www.lincstssc.co.uk](http://www.lincstssc.co.uk)  
e-mail: [garth@lincstssc.co.uk](mailto:garth@lincstssc.co.uk)

Firstly sorry for a total lack of reports for the last few months. Both Simon and I have been rather busy, what with putting in a new kitchen, preparing for Stafford, the Lincs camping weekend and having a holiday, I've not had time to write a report. Simon has been spending a lot of time on the club website.

Anyway on with the report. I hope you have all had a good summer season and managed to get out in your cars and go to shows and other events.

The Lincolnshire camping weekend was a great success even if the campsite mucked up and let other tents and caravans on the field we were supposed to have to ourselves! The weather was great and the run out to Cleethorpes took us through lots of little villages and hamlets, well done to Simon for rescuing the run as we had it all arranged and the venue we were supposed to be going to let us down at the last minute.

So what have we got to look forward to in the next few months, well there is the NEC show on **Nov 12th-14th**

On the following **Sunday 21st** I have arranged a Scalextric day at Spalding, if you are interested in coming along please give me a call or drop me an email. It is either £6 or £8 per person depending on how many race tracks we want to race on. Each race lasts eight minutes, and it is the person with the most laps in that time that is the winner. If it goes well and we do it again they also do private party nights where we get the whole place to ourselves and longer racing.

The Christmas meal is on **Friday December 17th** at the White Hart in Carlton-le-moorland. We went there last year and the food is very good. The cost is £22.95 per head and we require a £5 per person deposit. We have the menu and will email it

## LIVERPOOL MANCHESTER . . . NEWBURY



round to everyone who has already booked and anyone else that wants to come along.

Well that's it for now.

*Garth*

**LIVERPOOL** Tel. 0151 5491267  
[www.tssccliverpool.pwp.blueyonder.co.uk](http://www.tssccliverpool.pwp.blueyonder.co.uk)

Hello again, after a brief absence, we're back! Well what's been going on? We've had some very good meetings at the Derby Arms, the car park has looked good with our cars nestled together. We've had lots to discuss, mainly as most of our cars have been off the road! Grrrrr! Lol's Vitesse has been laid up having the bonnet repainted (twice!!), mines been off and on the road like a piece of road-kill, however Lisa's Vitesse is going great guns with a fab new hardtop! Plenty for us to talk about though, my display of items for our "Tool Pool" was snapped up by Dave for his Vitesse resto, so that proved to be a bit of a success.

So far we have a door gap adjuster, spring compressor, and trunnion oil gun, all available at very favourable terms!!!

We had a good day at the Cholmondeley Castle Show, there was lots to see and do, and to be honest the highlight for me was the drive there and back, we had a great time negotiating Cheshire's finest roads. As Nick's GT6 is still away being sorted, he led the way in his Nissan. We soon snuggled up between the Stag and Dolomite clubs, what a fine sight they were. If only I hadn't decided to replace my thermostat I might have had time to enter my Spitfire for a competition or two! We're drawing up a list of shows for next year, so if any of you have suggestions, please let me know next meeting.

That's all for now, save for a reminder of our website, where more up to date news and info can be found - <http://www.tssccliverpool.pwp.blueyonder.co.uk>  
Cheers,

*Alex*

**MANCHESTER** Tel. 01524 791607  
[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

We have been very quiet on the event front since the International Weekend.

But we have all been busy organising a very special event to coincide with our October meeting. Manchester Area organised an Auction for Janet and Pete Davies 4 year old Granddaughter Louise who was diagnosed with Cancer, she is under going intense chemotherapy therapy leading to an operation in a few weeks.

We had more than 60 members; family, friends and friend of friends come on the night even managing to out bid the bidders. Our aim was to raise money to send Louise away on a much deserved holiday when she has recovered. And Boy!!! You did not disappoint.

We would like to say to Manchester Area a massive Thank You to each and every one of you who so generously donated your time, gifts and money. Thank You!!!! Also Thanks to Claire Hill, and Members of TSSC Notts Area and Richard Malin A/O Derwent Valley for your kindness and generosity.

**Louise**

Our Charity Auction I have to confess  
Was out of this world, a roaring success

With lots there on offer, we asked you all please  
To dig deep in your pockets and support our Louise.

## TSSC AREA NEWS

And boy did you dig till your pockets were bare  
A spectacular effort to show that you care  
With a rasp of the gavel, let battle begin  
As bidding wars raged to see who would win.

With two vintage bottles of Spencer House wine  
And a meal for two on which to dine  
A couple of tickets to see City play  
But if you want them to win, you'd better pray.

From a Lot full of cuddles, and teddies galore  
A chocolate fountain and much much more  
The helicopter flight was a bit of gem  
Or get your car serviced by Cheshire BM.

From a family portrait and canvas print  
To a polishing set to keep your car mint  
A Christmas Cake or a two man tent  
We finally closed with our money all spent.

So to the Manchester Area we say out loud  
You're all truly generous and should feel most proud  
A heartfelt Thank You we'd like to say  
We can make a big difference to a little girl's day.

**Kes**

It was a small agenda at our last meeting. The Xmas Doo on the 4th December is now fully booked Janet will need the remainder of your pennies at the next meeting.

There is still spaces available for next years Club Holiday at the 'Cider Press' France 13/20th August 2011 but I will need your confirmed bookings by December 31st 2010, so please let me know as soon as you can.

Gary Russell needs phone numbers and email addresses from members going to Laon next year for the next meeting please.

A full report on the Goyt Valley Rally will be in December's edition of the Courier.

Dates to Remember in November

Area Meeting Tuesday 2nd November 8 ish!!!

Thanks

*Pip n Frank*

**NEWBURY** Tel. 01635 868640  
e-mail: [dave.rumens@btinternet.com](mailto:dave.rumens@btinternet.com)  
e-mail: [mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

The meeting at the end of September was well-attended, although there were not as many entries for the photo competition as last year. The camping line-up and Brize Norton photos had most votes and there were several that could be used for the calendar. Thank you to those who bought a picture (or 8!) along.

We were all very relieved when Patrick announced that he had sorted out his mystery noise at rear n/s wheel in his 1500 Spitfire. A local garage had fitted 2 sets of bearings, 2 new drive shafts and 2 new u/j's which Patrick supplied as time was short before Classic Le Mans. There was no time for a full road test and annoyingly the clicking noise continued in France. On return he swapped the differential but no change. He took it to another garage. They reported that the u/j was damaged and that excess force had been applied when the shaft had been replaced that resulted in the yoke being forced apart and distorted and that the first garage had fitted 2 copper washers into the u/j to take up the slack that this distortion had produced. The



## TSSC AREA NEWS

# NEWBURY NORFOLK . . . NORTH EAST

## Newbury Continues

second garage replaced the shaft and ujs and said it was sorted. However, it wasn't and there was still a noise. Patrick by this stage was running out of ideas. Several TSSC people had said it was probably a uj, but as he had now fitted 2 new sets, he thought it unlikely. However, Dave had a similar experience (see his Vitesse Register article) and said that it probably was the new ujs as some new stock was below standard, and persuaded him to change them again this time using parts supplied by Rarebits4Classics.

This time it worked – a silent car again! It transpired that the first two ujs had been sourced from Taiwan and the third from England. The suppliers said they would examine the two faulty ujs. Patrick's comment is: "There will always be the risk of poor quality replacement components being supplied for classic cars and although I am sure that reputable suppliers will respond to incidents such as I have experienced, we must be on guard and report any such QA issues to them and to the TSSC."

Unfortunately the weather at the Shalbourne classic car show was not so good this year. It was dry but bitterly cold and many people left early afternoon.

Think the ice cream van left before then! We had Patrick and Jean in Spitfire, Andy in Bond, Dennis and Margaret in Herald, Malcolm and Josie in GTfire, Nigel in TR7 and Dave and I in TR7. There were lots of cars we don't normally see and probably the biggest turnout of pre-war cars you will ever see at a small show. Some were very loud and many were very expensive. Lots of interest in our cars, particularly Andy's Bond 4S, as nobody really knew what it was.

The mystery run for the Sunday Pub lunch was unfortunately the victim of horrible weather too, this time wet. However we stalwart Triumph drivers carried on! Some people decided that it was just too wet and muddy so we ended up with 3 classic cars – Andy's Bond, Patrick's Spitfire and our TR7 and others in their Euroboxes. The plan had been to enjoy the rich autumn colours of the Berkshire countryside with a perfect opportunity for me to get a photo as everyone came up a steep hill. Wrong! Still the food was good and everyone enjoyed themselves. Needless to say by the time we got home the sun was shining.

A few of us visited the British Motor Heritage factory at Witney in Oxfordshire. We had an interesting introduction to the history of BMH and then a tour round the factory.

We watched traditional skills of panel beating, welding and assembling parts. We saw the components of an MGB bonnet being assembled and Spitfire bonnets which had gone through the same processes. Not a robot arm in sight! It is well worth a visit, free of charge but only available on weekdays and a maximum of 12 people. Thanks to Nigel for kindly arranging it.

Christmas meal is on **8th December**, normal club night. I will need £10 deposit if you haven't already paid me. The theme for this year is "country" and is open to a variety of interpretations from wildlife to farming to country and western. (But not a political country.) We will also have our annual review of the area. As always the role of Area Organiser is open to anyone, so please let me know by the beginning of **December** if you would like to put yourself forward.

Next meetings

**10th and 24th November** at the Spotted Dog starting about 7.30p.m.

Events Coming Up

**8th December** Normal club night: Christmas meal, pre-booked only please

Keep 'em flying

*Mary and Dave R.*

**NORFOLK**

Tel. 01603 426539

[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

Hi folks, another month gone and only 81 shopping days to Christmas!! Sorry had to get that one out, but we are now into the autumn and our meet on Monday 4th showed it, rain, rain, rain, however 7 of us still turned out.

Adrian kindly kept us informed as to Andy's recovery, which is progressing slowly. He and David had visited Andy in the Norfolk & Norwich, where he has moved to from Addenbrookes, so that's a step in the right direction.

Message for Andy We were all pleased to hear that you have made some progress Andy, so keep it up, we are all rooting for you and Linda.

We had a chat about the last months events, who did what, etc. The MG Charity run was well supported with a large turn out as usual, also supported by Jon & Brenda, Oscar & Jenny and Adrian & Carol. The route of some 85 miles, followed some of Norfolk's less used byways to visit some of the old US Air bases. Talking of Air bases, Robin and his Dad went to visit Duxford for the All Triumph Day. Another well supported event, with loads of Triumphs of all denominations. The MOT was maintained albeit on a reduced scale, however, in view of the time scale to finalise the arrangements, very well done to all and best of luck for next year. Oh yes we will be drumming up support from any members, so watch this space. This years Teddy Bear auction raised some £495.00 and I believe approximately £2000.00 was also raised for EACH(East Anglian Children's Hospice). So congratulations and very well done!

Yesterday I was hoping to join some of our members on Yellow Johns run, but unfortunately due to problems at work and yet again my TR being unavailable, this was not to be, so I hope it all went well. I did attempt to collect my car from the garage, however it decided it liked it there so much that it burnt out some of the wiring in protest and my son and I had to trailer it back for repair.

For events this month please check the web site as Laurie up dates it regularly. A late entry - 31st Oct. Halloween Run 9.30 for 10.00am start at Homebase on Hall Road, Norwich. Finish at the Lowestoft Yacht Club. Fancy dress optional! Please ring me on 07825 994 927 to confirm you entry.

That' all folks. Bye.

*Mark*

**NORTH EAST**

Tel. 07917 738091

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

Hi all. Well atrocious weather cleared just in time in October for a good turnout of Triumphs and owners. Welcome to Jonathon Keenan, son of John and Margaret and owner of a variety of Spitfires.

We had a little jaunt in mid September out for a meal in Stannington, decent turnout and all cars that could went roof down, unlike the 3 or 4 MG variants we passed, it was a lovely evening as well. Even managed to wash the French dust of my Spit and give it a polish before going as well!

Ken and Sandra have purchased a MX5 to satisfy their need for open air motoring while the Herald languishes in Ian Longmires garage awaiting repair, needs the rear outrigger





**TSSC AREA NEWS**

replacing or joining back onto the rest of the car.  
I parked up next to Ians Spitfire, seems that every time I see it there are more stickers on it. Cheaper than a repaint, or holding it all together?

It was quite an amusing meeting with some top quality banter and gentle ribbing. As expected the present members fairly unanimously agreed the current area setup will do just fine for another year.

We have booked the Travellers for a Christmas Meal at 6pm **Sunday 5th December**, deposits of £10 per head in **November** meeting please. As there has been a printing omission on the menus, I don't have a final price but can't imagine it'll be more than £20 each again. Joe will be doing his usual devious quizzing later on that night as well.

We need submissions of next years calendar photos as well, as high resolution as possible, preferably landscape, I will need them by mid **January** to get them collated so we can vote on the best 13 (one for the cover) and to get them printed in Time for the **March** meeting.

Other news, Gavin managed to 'get on up' to the meeting following the birth of son James just after the September meeting, all doing well though he seems a bit surprised at how much more work two children are. Wait till he's singing and dancing round the house as well. Congratulations to you all.

Another baby born recently was to Alan Dent, son of Geoff, which means he's now a GRANDAD! Congratulations mate!

Only current car news is Steve Overall discovered a rather large gap between his rear spring box and diff, cured by giving it a right good tightening down. Seems the handling is much better now!

Congratulations to Sam Boyes who has recently got engaged, when are you going to bring the lucky fella down to meet us all?

Many thanks to Ken, Sandra and Lyndsey for the Otterburn Ranges run which went out on 10th october.

Best wishes to all, see you soon

*Mark*

TTtoTM

Best to investigate odd movements of the back end as soon as possible to prevent possible misfortune!

Extra ToTM: Don't forget to renew your insurance!

**NORTHANTS** Tel.01933 229992  
www.tssc-northants.org  
e-mail: tsscnorthants@aol.co.uk



We all know Lubenham as the home of the TSSC but you may not know that once a year the whole village turns out for a Scarecrow festival. As part of the festival we took part in the classic car display. It was great to see that the Northants Triumph groups were out in force. There were members from the TSSC, SOC, Club Triumph and the TR Register. Triumph

was very much the dominant brand. It was a great day and we had a lot of fun wandering around the village looking at all the Scarecrows and enjoyed a cream tea in the church.

Karon and I had a trip to the Triumphs & Trains day at the Churnet Valley Railway. We had a good look around the cars, a very nice TR2 and a mark 2 GT6 stood out for me. We met up with Pat and John for a ride on the Steam train and then a nice lunch in the boat inn. John refused to eat the salad, he said it was rabbit food, No change there then! Then back on the train for a ride back with a cup of tea and a Kit Kat. It was a perfect afternoon out. Our thanks to Andy Sollis for arranging a lovely day. Dave and Angie took the opportunity to have a run to the Mile of Triumphs for the weekend. I think the weather was a bit unkind but I was told that the atmosphere was very good and all had a great time despite it being a bit wet. The dates are set for September 23-25th 2011, so maybe we all can make a return to this much loved event.

The out door events season has now very much drawn to a close but there is still plenty to do. Not least the Classic Motor Show at the NEC Birmingham. On the **12th 13th 14th November**. We will be in Hall 3 stand number 3C175. It will be the debut of our clubs new exhibition equipment with a display featuring the 40th anniversary of the Stag and Toledo. I will be at the club stand on the **Friday** so if you get the opportunity do come along and say hello. I would be delighted to see you.

Our Christmas meal is at the Elwes Arms on **Friday 10th December** I do hope to see you all there. The Elwes Arms always look after us with a lovely meal and there will be a special raffle and some Christmas gifts. If you can give me your menu choice on or before our **November** meeting I would be most grateful. Please Note: there will be **no meeting on the second Wednesday in December**. The following **Sunday 12th** we will be taking a scenic drive to the club HQ for the Christmas open day. We are also making some plans for a scenic drive for New Years Day with a pub lunch. Even if you are not a regular at our area meetings you are most welcome to join us at any of our events over the festive season.

Next Up: **Friday 10th December** TSSC Northants Christmas meal at the Elwes Arms

**Sunday 12th December** Christmas open day at the club HQ For more information on TSSC Northants log on to www.tssc-northants.org

Our next area meeting will be at Elwes Arms, Great Billing on **Wednesday 10th November**. Old and new members are always welcome.

*Adam*

**NORTHERN IRELAND**  
Tel. 028 2564 2770  
e-mail: northernireland@tssc.org.uk

I'm beginning to think that I sound a bit like Michael Fish as all I seem to talk about this last while is the weather. Our Antrim Hills run on Sat 11th Sept was, to say the least, a bit of a damp affair, weather wise, even if I say so myself. Notwithstanding that we had thirteen vehicles making it to the starting line with many a motley crew on board. We had a bit of a delay at the beginning, when the restaurant insisted that we pre order our food and so we were over half an hour late in leaving. At least it gave me the opportunity to clear up why a certain lady, who shall remain nameless, ELIZABETH, kept sending me loads of

### Northern Ireland Continues

email about the opportunity to purchase *Viagra*. After skirting Ballymena and the surrounding area of Broughshane, we turned country wards from The Sheddings on the Carnlough Road, and over the hills towards the general area of Carnabanagh - what a lovely name.



*"a few of the starters"*

Well what a shock when we did so. We were confronted by tractor after tractor, in all shapes and sizes, as we all tried, with varying degrees of success, to squeeze past some of the larger ones. I later discovered that there were over two hundred and sixty, yes two hundred and sixty, of them and they had been in the general area of Broughshane during the weekend. Some of them were international (not tractor make) owners and at least four, would you believe, were female drivers. I know I found it hard to believe too but there you go!

After what seemed an age as we waited for some cars to catch up we were able to see Larne in the distance. This was the signal to turn left inland towards Cairncastle which gave us a lovely view of the Irish Sea. It was along this road that we passed by Lynden Heights restaurant that brought back a few memories of many a good meal there with family and friends. After a few miles we deviated from the main Coast Road (A2) area and took the aptly named Dickeystown Road that gave us an even better view of the sea as we headed back towards the coast and through Glenarm. Due to our delay at Ballymena we had to miss out a few sojourns inland that I had planned for Glenarm that would have included Tower Road. I had intended visiting the grounds of St MacNissi's College (often known as Garron Tower) that is the local grammar school for the surrounding area. The grounds are situated on a plateau approximately 200 ft above the famous Antrim Coast Road at Garron Point and overlooking the Irish Sea (southern end of the Northern Channel) to quote Wikipedia. From here we travelled through Glenariff, or was it Waterfoot, towards Cushendall, where there was a little lack of communication, as some took the hill route to Cushendun for an afternoon tea break.

A number of us went to the local cafe to keep out of the rain whilst a hardy few remained in the open with their flasks. At least the tray bakes were cheaper this time I was heard to say and a few others as well! After Cushendun we made our customary way to the Torr Head area. On consulting the local map nearly every road in the area is called Torr Road but we still managed our way round the route. It must be one of the best views in Ireland - even in a camera van that gave the locals some concern a few days before! We then travelled to the outskirts of Ballycastle for a petrol stop and vehicle check at Ballyvoy service station, mainly for the six cylinder cars, or for those whose wives were slow to get dressed before the run.

After by passing Ballycastle, using some of the local side roads, we took the "main" road to Armooy through again some lovely countryside although the rain didn't assist our view. Keeping to the country roads we side stepped Armooy travelling nearly in a straight line through Loughgiel, famous for its green cattle trucks, Corkey and Ballura before reaching Clogh/Clough (which is it?) and then dropping down to meet the A26 before returning to the Pavilion Restaurant at Ballymena. A good meal was provided and the price was reasonable, which is what one really wants, although I'm not sure that Barry appreciated the white bread. Elaine certainly wasn't letting the garlic bread go to waste anyway! We then adjourned, having been joined by Mark, to the Hogg household for a well earned sweet and your choice of tea or coffee. It's a long time since I worked so hard in the house - well two years to be honest. Everyone seemed to enjoy themselves as there was very little left over for my Sunday lunch the next day. I liked Alan's (F) method of eating his sweet and how to deal with the available choice! Put a piece of each on the one plate - well it saves you having to get out of your chair again. Truly a cost effective eater as they say. By the way Alan we have decided to keep the dishwasher/sink unit in the centre of the kitchen after all. Edward had his usual walk around the house and has chosen his room for his sleepover. He didn't appreciate me telling him that his first choice was the little girls room but he was soon sorted. Just to let you know Frank and Barbara he is staying from Sun evening to Fri. It didn't take me long to work out why not Sat. - Belfast Giants would be playing. A big thank you to Heather for all her work and to Elizabeth for the trifle it was much appreciated.

We had our monthly meeting on Wed 6th Oct and we were joined by Philip who had earlier been to Larne to visit his father in law. As well as the usual subjects being dealt with Paul gave an update on the proposed run from Malin Head in Co Donegal to Mizen Head, Goleen, Co Cork. It has been suggested that the run take place in May, 2011 with a minimum time to be taken so that it doesn't become a road race. Looking at Google, mileages range from 381 to 408 and times between 8.40 hrs and 9.32 hrs. In view of these details there is plenty of spare time available for a tea and comfort break along the way. So folks get the diary out now and make an entry and booking. No doubt further details will become available as time passes.

A discussion also took place about the provision of an area club calendar for 2011 that would have a number of our events shown on it for reference. A draft was shown and it really looked well. Let Paul know your views on the matter and if we have time, and the numbers interested, we may approach the club direct for a professionally designed and produced one.

I nearly for got to mention it but it was nice to see a row of Triumphs at the meeting even if it was a cold October evening. The cars were in the capable hands of Michael, Paul, Frank, Alan (F) and and (a deliberate extra and) Mark in his 2000 saloon. Nothing unusual about that you might say but he had a considerable amount of bother with the car since he bought it well over year ago. After spending an amount of money on it (no cost mentioned as wives read these articles also) and changing a number of parts he finally discovered. What was it - a small electrical device to help the radio reception. It caused the coil to overheat each time he went out making a long journey impossible - well there you go! Of course that now causes a problem in itself - he has to listen to the cricket on Radio 4 with a crackle in the background - sad or what?

News from Chic just in about the progress on the GT6 Mk 11 belonging to Nicholas and the repairs being "sponsored" by myself and everyone else in the Hogg family. Well as the PM,

## PETERBOROUGH SCOTLAND CENTRAL WEST



### TSSC AREA NEWS



"more money"

David Cameron, states we should all bear the costs in this financial climate. Chic states "I am spending your money well and have discovered a few more problems that can easily be solved with - would you believe it - more money?" Nothing ever changes does it?

Just to finish this report off please remember the monthly meeting on **Wed 3th Nov**. The Film Nite has been arranged by Richard for **Wed 10th Nov** at the usual location, Roy Spence's private cinema, 'Excelsior', outside Comber. Directions later if you require them. Hopefully there will be a better turn out than last year after all the effort put into it by Richard and Roy.

The AGM is being held on **Wed 1st Dec**, at the Nortel Social Club, Newtownabbey. We normally plan the year ahead at the AGM so come along and express your views as to what you would like to see happen in **2011**.

Remember it's your club area. You might wish to organise, or share, a run in **2011** and give some of the other organisers a bit of a rest! Hope to see you all at some of the events mentioned in this report as it does encourage those that take the trouble and effort to arrange them.

*Douglas*

**PETERBOROUGH**  
Tel. 01778 560507/01780470358

For those of you who rely on this excellent magazine, The Courier, as your only source of news then please be aware that British Summer Time officially finished on Sunday the 31st of October. Yes that's why you have to switch your lights on an hour earlier than last week.

It was a good club night though much cooler but the main thing it was dry and it brought out a few Triumph cars in the Pub park. A GT6, a Vitesse and 2 Spitfires. Seventeen bodies around the bar was a goodly number and refreshing to see as the dark nights pull in. It was good to see 4 new faces at the club night and most had joined at Duxford, so that must have been a successful recruiting session for the Club. It was good to meet up with Mervyn, Geoffrey, Richard and Bob. Between them there is a Damsion GT6, a yellow restoration project TR4 and a Spitfire, oh and there was an MGB mentioned somewhere. Mervyn also has a Mach 1 convertible Mustang!

Chris Gunby gave an impromptu account of his position on the Club Council and sowed some event seeds for us to cultivate in our Club during the next year. He also said he was tired after the Round Britain Trip he had just completed with Claire and Nigel Hill!! Well done all. And also well done at Stafford with the odd vehicle Chris!

I recently received a call from a new member who is looking

for a car of his boyhood dreams. That member - Phil Bradshaw and That car - is a GT6. He was hoping to be at the meeting but was unable to make it. We look forward to meeting up with you Phil and hope you make the right purchase.

Andy sent his apologies as he was working and gave the news that his head gasket had blown on his 1500 FWD on the way back from the Gransden Show. He's got the head off and bought the necessary gasket set and just waiting for a bit of inspiration to pop it back on again.

Paul had run his MOT a bit too close ie it ran out the day before the club meeting! Well there's a job for the weekend.

Interestingly the barman was telling me outside the pub when it had closed that he used to own a Mark II Spitfire which he rolled. Apparently he says he really hurt his head - so that's where he lost his sense of humour! He informs me that he had just bought a tonneau for it before he wrote it off. It hadn't been fitted so has no rivet holes and he still has it at home. Anybody need a tonneau in the Peterborough Club?

Paul needs those photos of your Club for the Club Calendar. Where else can you show your car off to scores of people for the princely sum of £5.00? So please sort those piccies out for the AGM evening.

**November** is that very important month on our official Calendar. Yes, it's that time again when the Peterborough Area has its Annual General Meeting. Its your chance to vote. Its your chance to have a say about your club. Its your chance to be involved in your club. Its your chance to help your club go forward. Its your chance to help arrange events with your fellow club members.

**December** is a busy month. Our Christmas Meal will be held at the Bertie Arms on **Friday the 10th of December**. Please advise us of the numbers early. Steve has already booked his! (For those of you who were not here last year, you will have to ask!) Our contact details are at the front of the news section. We are hoping to have a run out to Headquarters on **Sunday the 12th** and our Club night will be on the **13th**.

Our next Club night meeting is **Monday the 8th of November** at The Bertie Arms at Uffington, Nr Stamford, PE9 4SZ at around 8.00pm. Come and vote, buy a raffle ticket and have a noggin, roll and enjoy some banter.

Until we meet again - keep the fan belt tight and those tiny washer bottles full!

*Doug*

**SCOTLAND CENTRAL WEST**  
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Well I'm still here after last month's report. I hope it made sense to those reading it, and of course we are always careful when out and about. That may have been a one off... until next year. How many of you did not get your magazine in time for the meeting??? 7 of us were fighting over John's.. Still we did get £25 in the area draw, despite our Stafford antics.

If you do not get your Courier please call HQ and a replacement will be sent out. The problem may have been G post-codes and may be localised, I have spoken to HQ about it.

The October meeting was as usual, wet, in fact, very wet with localised flooding, but 8 people made it. The dedication award this month goes to Chris who arrived with his arm bandaged and strapped up just out of hospital after an op earlier in the



# SCOTLAND CENTRAL WEST SOUTHERN . . . SUFFOLK

## TSSC AREA NEWS

### Scot Cent West Continues

day, driven obviously, by Zoë his fiancé. Still able to talk about induction kits though. Hope the shoulder is on the mend for 2012 and 2014 events. Iain was in his modern Herald ('s opposed to 's machinery) with Andy. John was in his Herald and my Spitfire made it, now having new round style tyres.

The shows are all over apart from Stoneleigh Restoration Show which will have just gone by as this is published. It is not my turn to drive, but from previous trips I have not to fill other peoples cars up with bits, the priceless items I collect have been called many things, add your own description here!..

The show at Scone in September was on but very busy, 2hrs to get from Main Road to Entrance and in, almost the same to get out again. Lots of varied tractors, commercial, bikes, and machinery. I met people from years back, still with Triumphs too, but additional one as well. As you do.

Selkirk the next weekend was almost the same with queues to get in and out and long wet grass. Didn't get round all the Triumphs before heading home and getting a flat. The Spitfire is so low the jack was under the front of the chassis. All done, good jobby, (sorry that was last month) or there would have been if it has gone flat while going round some of the twisty corners, sharp lefts and some right hookers. Ideas for Stafford next year are abound, I have an even larger gazebo, but need 2 or 4 more sides, 3metres by 3 metres. If it is wet my tent and car are going in it. The shortcomings of this years camp will be looked into for next year.

I found that National Tyre Services can fit tyres with inner tubes, no problems, they even managed the fly off handbrake, but did say the tyres were dodgy; the rears were beginning to slide and despite having tread were getting hard and not gripping well, so something to check when your car is off the road for part of the year. Gippy now and the wheel nuts were tightened by hand to Mini settings not with an air wrench.

Feedback from Kirkintilloch show is bring more cars next year. We have been promised Elvis and entertainment. The organisers were extremely pleased with the interest the cars generated and some shops have said they will open up specially on the day.

A bit of publicity now, Ian Walker of TR4A fame has just completed several days of filming his car with River City stars and has said his red TR4A will be in some episodes in early November possibly at Fireworks Night, so watch out (for those out with the region, River City is a superb soap series set in Shieldinch near Glasgow, filmed locally).The car may be outside the hairdressers in some episodes too. (No comment). That is mostly all the reports for the year as Showtime is over except for larger Stoneleigh and NEC events. Some people are going themselves or combining holidays, enjoy. Time for me to try to get the welder fired up and finally put the Mk1 Spitfire together, paint the new chassis etc, etc,etc.

The meeting for **November is on Wednesday 3rd November**, if River City is on, remember to set to record.

Keep the shiny side up and the greasy side down as the saying goes (just got an old CB at Scone show) Stafford 2011 convoy anyone, more legal than txting 1 ton cheeky Suzi. Remember **Wednesday 3rd November** next meeting.

As ever.

*Gregor G*

## SOUTHERN

Tel. 01252 722432

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

Hi all, I have now done my penance refurbishing the kitchen and "she who must be obeyed" has now let me out to play. Unfortunately I have missed the last of the shows I had planned to go to. Never mind there's always next year.

Our roaming meet for September was at The Ship, Langstone. The evening was very pleasant so we were able to sit outside. The cars were given the once over by the landlord and quite a few of his patrons. Those in attendance were Peter (TR4a) Paul and Carol(TR5) Neil and Maxine(GT6 mk1) Dave (Vitesse 1600) Mike and his mate (Stag) George and Marion (Spit mk4) Mark and Vanessa (2.5) Mark D and Brian(TR6) and myself (Vitesse Mk2 conv).

Our regular meet at the Seven Stars was very well attended with seventeen of us around the tables plus two visitors.

Doug and Louise Crooks had stopped by to say hello as they were visiting friends and relations over here. Doug and Louise now live in Spain and own a very nice GT6 MK2 which is featured in the June edition of the Courier. If your over here again guys please stop by and say hello, it was nice to meet you.

**Novembers Sunday lunch** will be at the Hunters Inn in Swanmore SO32 2PZ. As always be there for 12 noon as this pub does get very busy, but does have an extensive menu and some good local ales.

The main topic for this months meeting was of course the Christmas dinner. It will be on the **7th of December** (the first tuesday of the month) arrive 7.30pm for 8pm sitting. Your choice from the menu will be required at the November meet as will the balance of the cost of the meal if you have already paid a deposit making a total of £17.55 which includes a service charge of 10%..

If you were not at Octobers meeting and would like to join us please contact Mike our AO, his contact details are in the Area Directory.

Please remember, each person to bring a "Secret Santa" wrapped present for a value not exceeding £5. Funny, quirky or otherwise items to add to the fun.

### November diary meets

**Nov 2nd** Regular meet Seven Stars, Stroud GU32 3PG

**Nov 7th** Goodwood Breakfast Club .....

German motoring marvels

**Nov 25th Sunday lunch** The Hunters Inn,

Swanmore SO32 2PZ

**Nov ???** LL Club indoor auto jumble, at the Grange Midhurst ( see Alan at the regular meet for more details as he is a member of LL)

And talking of Alan and Wendy, we all hope that your move went well and wish you both good luck in your new home. That's all for this month Take care

*Mark*

## SUFFOLK

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Chris's plan to take his Stag rebuild for an MOT during the next month have been put on hold. He has made a momentous decision. The straight six engine is coming out and a Stag engine is going in! It will be a manual with overdrive. Lyall couldn't stop laughing and muttering the word masochist. Russell has had one sill replaced on his recently acquired Stag and it was not





## TSSC AREA NEWS

a straightforward job due to the complex design of that part of the body (it's the same for big 6s). The other sill has had an over-sill fitted and seems sound for the time being so it's now going to be used for a while.

Russell completed the Round Britain reliability run in his 2000 Estate without any problems. It was a total of 2014 miles in 48 hours in which the 2000 consumed 82 gallons of petrol costing him £454! Colin also did this event as did (I believe) Dave Cox. Colin's run in his friend Mike's Dolomite Sprint was not so straight forward and they had multiple problems caused by insufficient preparation: overdrive wiring problems; intermittent misfire (rotor arm); shock absorber problems; starter motor problems. I don't think that that is a complete list. There were several car casualties in the run, in particular a GT6 shipped over from America for the event, rolled over and onto its side with quite a lot of damage, both body and mechanical.

Welcome to Brian Wilson and Mike Shergold who came along to their first meeting. Brian is the custodian of his daughter's 1500 Spitfire. It broke down in 1996 depositing its engine oil all over the engine bay whilst they were on their way to the Spa Grand Prix in Belgium. It was brought back to his garage where it has sat for the past 14 years except for occasions when it got pushed out of the garage for a few days to enable some other job to be done. It has not had the engine repaired and the body has deteriorated and so he was wondering what to do; however his daughter wants him to restore it. Incidentally a photo of the car appeared in the May 1991 Courier.

More on the discussion last month about engine oil. The shop in Woodbridge where others and I get their Duckhams oil no longer stocks it – is it still produced? According to them, Comma Classic 20-50 is supposedly produced by Duckhams, and yes it's green.

That's all for now.

The next meeting is **2nd November** followed by the **7th December** and **4th January**. So, see you at the Sorrel Horse, Barham on **2nd November** at 8pm.

*Peter*

## SURREY

Tel. 0208 8733022

I can't believe summer is over and autumn is here. We haven't had very good weather when it has been our area meeting recently so there has been a severe lack of triumphs in the car park. Even we didn't bring one of ours to one of the meetings recently. The weather hasn't stopped members coming though thankfully.

During the September meeting we looked at the pictures myself, Con and Bob had taken during the year at several events such as Prescott Hill Climb, Midsummer Madness and Classic LeMans. We chose a number of pictures for the 2011 Surrey Area calendar and hopefully by the **November** meeting I will have a proof version to show everyone and take orders. I have to confirm with the club but if nothing has changed the price of each calendar will be £5. It will be customised with the dates of Surrey Area meetings and events we will be attending throughout the year and obviously a unique picture of a Triumph for each month.

In September quite a few of the regular Surrey Area members made the pilgrimage to Goodwood Revival for the classic racing over the 17th to 19th September. Adam and I decided to go all three days and did manage to see everything we wanted to but spent most of the time watching the racing. Our favourite race is the St Mary's Trophy where pre 1966 production saloon

cars hair around the track, and I do mean 'hair'. To see a Mk10 Jag going sideways around Woodcote corner while being pushed by an Austin A35 is amazing. The last race of the Sunday is brilliant for other reasons. Not only do they push the cars to the limit but when you realise that each car is worth hundreds of thousands of pounds if not millions you have your heart in your mouth. Especially when a Ferrari 250 GTO spins of and decides to take a detour though the corn field on the inside of the track. He rejoined the race comfortably and ended up winning if I remember correctly. After winning he decided to spend most of his victory lap doing doughnuts without the doors properly closed and standing up leaning out of the door. This was after he had picked up one of his fellow drivers who have crashed out earlier in the race. The camaraderie is brilliant.

During the Sunday Adam and I bumped into quite a few other club members from our area (Ian and Gill) as well as Graeme and Angie from the Isle of Wight and Ash from Cambridge. We treated Graeme, Angie and Ash to a drink while watching the afternoon races from the Lavanat straight. Then when they had to go to do their stint of collecting for charity we took Jennifer to the 1960s funfair out in the pre 71 carpark as it was Jennifer's birthday. This also proved to be a good move as we bumped in to Tiff Needel and William got his autograph so he was happy.

The meeting this month is **Wednesday 24th November** at the Well House Inn, Chipstead Lane from 8pm.

*Karen*

## SUSSEX

Tel. 01273 566593

It has been an odd month. The Club Triumph RBRR ended for Colin, Nicky and myself before we got to the start. That was down to my faffing about with a home-brew oil cooler, which is now being re-modeled! However, Doug and Katie managed to get all the way round with little drama, along with about a hundred finishers. So well done to them. My "crew" are hoping to have a go at parts of the route during October or early November, we will report back soon!

All the above meant the spare engine has been fitted to my car to keep me mobile, and now Pete has popped down and "squeezed" my car to get the doorfit rather better, he has also checked the "dead" engine. Seems the damage is limited to the big end bearing only on number 4, so I hope to find a decent set of bearings, flush the engine though with an airline and paraffin, and be good to go. Best made plans and so on!

Moving on to this month's meeting. We had another new member, Colin, with a MK3 spitfire that looked excellent. Oddly, rather similar to the other Colin's MK3 spitfire! We also had a visitor from further afield, Bill Goodwin from the USA. I had the pleasure of driving him to (and from) the meeting in his car, Dollyroo, a rather nice Dolly 1850. He keeps the car over here for when he visits, using it for long distance events. Indeed, he was staying with me after he completed the RBRR.

And onto Christmas dinner. Definitely booked at the Anchor. **Sunday 19th December** at 4pm. I know this appears late, but is a time that suits the pub! And will also allow people to do that last minute bit of Christmas shopping or whatever. It will be a turkey dinner (no surprise) and should be £12 max for 2 courses. So if it is anything like the previous food at the pub it is excellent value. Bar will be open too (they serve a good pint of Harveys, and hopefully will have Old Ale on then too) I will be taking £5pp deposits at the **November** meeting, if you will not be there then PLEASE CALL ME as I intend to confirm num-



## TSSC AREA NEWS

# SUSSEX THAMES . . . NORTH WALES

## Sussex Continues

bers with the pub at the meeting.

And next year, I have had the booking form through for the Stoneleigh Triumph Spares Day. **Sunday 6th March**. The usual "gang" will be attending, but is well worth a visit if you have never been. And now Weatherspoons opens at 7am for breakfast **Sunday** morning. Even better!

See you all **Tuesday 2nd November!**

*Clive*

## THAMES

Tel. 0777 362 3807

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

Welcome All. Well that's another show season over for us. Didn't it go quickly? We had a great time visiting all the shows in the past season and our Vitesse has done us proud and is still running well. We were unable to set a date for the Sunday Lunch in October so it's now to be held on the 14th of November, please call me if you wish to join us. Bowling has yet to be confirmed. Also bring along some fireworks to the 4th of November meeting at the Fox & Castle if you wish

Social meeting at the Fox & Castle - 9th September It's a lovely pleasant evening on the way to the Fox & Castle, Julie and I are in the Vitesse. At the pub we are greeted by George B, John C, Dave L, Andy & Paul, Peter C, Mike H, Tony H, Bob, Peter R, Mark & Carola M and Visiting from Surrey Area Adam C. Triumph's in the car park were :- Dave's Rat 2.5 Pi Mk2 saloon. Andy's Stag. Tony's TR8 coupe. Peter's 2.5 Spitfire. Mark's Mk2 Vitesse saloon. Adam's Mk1 2.5Pi saloon & our Mk2 Vitesse convertible. Work on our Triumph's has been: - Peter R fitted new seals on the clutch & master cylinders. Mark's Vitesse now has it's MoT and is running well. It was a busy evening with lots of conversation going on. Very enjoyable.

23rd September - The rains are now with us and autumn is settling in. I am on my own again, (Julie forgot to book the evening off and had to work) but I am enjoying the trip in the Vitesse. To keep me company this wet evening I have, Andy K, Dave L, John C, George B, Bob, Peter R, Mike H, & visiting from Southern Area Mike G (AO). Only four Triumphs in the car park this evening, not bad numbers with the weather, these were: - Andy's Stag. Dave in Shorty's Mk1 2000 saloon. Peter's 2.5 Spitfire & my Mk2 Vitesse. Work and upgrades on our Triumph's are. Andy's got hold of a "GERT BIG HOLLEY CARB...YEE HA!!" for his Stag, just got to fit it now? Dave's in Shorty's 2000 because the UJ's needed urgent attention on his Rat 2.5Pi. John (Shorty) Mk1 2000 has got a fresh MoT, a new battery and found out the hard way that his 2000 has child locks on all four doors. He won't say how long he's been having to open the windows just to open the doors to get out. Mike's Herald 13/60 is in dry dock and repairs are underway. Another great evening with wonderful company.

Show Reports - 28th/29th August Egham Royal Show. Julie and I went on the Sunday as we had work commitments on the Saturday. We got there in good time and parked up next to John C in his Mk1 2000 saloon. Stuart C was also there over the weekend showing off his Stag, other Triumphs there on Sunday were TR7 convertible, Dolomite Sprint and a customised

Dolomite, and two Roadsters amongst the ninety four classic cars. Not forgetting two Vintage caravans and motorcycles. In the main arena there was Traction Engine parade, Martial Arts Display, Search and Rescue Dog display, Birds Of Prey Display, Motor bike & BMX stunts Display, Sheep display and the Classic car Parade. Also going on was a dog show, stall holders selling arts and crafts, fun fair rides, Model Display Arts & Crafts on show Horticulture & Handicrafts on show Animals Marquee, Archery, Small Bird on show Refreshment stalls and a beer tent. So there was a lot to see and do. The weather was quite windy and there were a couple of heavy showers in the day. But still a good day out.

30th August - Woking Summer Festival Once again the Vitesse gets to the show with no problems, ok it's only a few miles away the poor car hardly got warmed up. We set up the gazebo and get the kettle on the go. We are soon joined by George B and Chris in George's Vitesse Mk1 Convertible. David H in his Spitfire Mk4. Sue & David B in their Spitfire 1800. Peter R was there in his TR8 convertible. Barry & Toni were in their Herald coupe. Along with eight Stags, a Renown and thirty five other classic cars.

The Weather was kinder today with sunshine most of the day. Through the sports field there were the usual stalls selling Raffle, Tombola, cakes, sweets and the like. The Birds of Prey were also there but with some different birds. Puppet show. Kid's entertainment area. In the Arena there were Singer's. The Theatre Group showing clips from there new show at Woking. The Fire & Rescue Display in two parts. Gym Club display. A brass band. Bird of Prey Display. Classic Car & Bike Parade. We had a great time meeting up with family and friends.

4th September - Aldershot Victoria Day We could not make this show. But George B in his Mk1 Vitesse a long with Chris , David H in his Spitfire Mk4, Mike G in his Stag , Mike & Vanessa G in their pair of Mk2 2.5 saloons joined in the fun with eighty other Classic Vehicles & some Auto jumble. They all reported a fun time and an enjoyable day.

5th September - RSPCA Chobham We could not make this show also, Dave L reported that his 2.5Pi Mk2 saloon, Mike's 2000 Mk2 Estate, Ollie's 2000 Mk1 Estate, John C Mk1 2000 saloon & Pete 2.5 Mk2 Saloon, had a great day there with lots to do and see.

To follow next month reports on: - Windsor, Tilford Shows and the Mile of Triumph's

Our next meetings at the FOX & CASTLE are from 8 pm in **November on the 4th & 18th** and in **December on the 2nd & 16th**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events:-

**4th November** Quiz Night or Fireworks

**14th November** Sunday Lunch

**November** Bowling (TBC)

**2nd December** Quiz Night

*Mickey & Julie*

## NORTH WALES Tel. 01492 516479

Enjoyment of some great motoring events during September-October has been tempered by the news that Stewart Davies, acknowledged Red Leader of our MG Triumph group, is battling a serious illness. Stewart is hospitalised in Chester, undergoing intensive treatment – and the thoughts of us all are with him and Brenda.

He is the epitome of the old saying that you can't keep a good



TSSC AREA NEWS

man down. It is typical of Stewart that he responded to our get-well cards and messages with emails and phone calls in return. Derrick and I even received his printed suggestions for the agenda of our October meeting....., when Richard, his brother-in-law, outlined to us the rigour and discipline of the treatment Stewart is to receive. Again, the thoughts of us all are with him.

It has been a sobering brake on a heady series of events that included the Coventry Festival of Motoring, our own Snowdon Valleys run, organised by Stewart himself, then Derrick's BBQ and the increasingly popular Walled Towns Friendship run, which this year attracted about 180 cars for the run from Chester to Caernarfon.

Coventry was again a success, despite the rain. Even that had its hiccup for one of the nine from North Wales. Sam Jerrett's Midget had not been performing at its best and (wisely, as it transpired) Sam chose to take a leisurely route back to North Wales rather than convoy A5 with Roger's Stag and my GT6. About five miles from home, Sam and Joan heard a deadly clatter, then silence and (as Rolls-Royce say) a failure to proceed. Examination, in the cold light of day, revealed a screw had worked it's way out of the camshaft plate and tangled in the timing chain. The result was something I had never seen before- the mangled chain smashed its way through the timing cover... The resultant debris would not look out of place in the museum of war crash relics at Sam's aero club!

Sam has since gone to town on an engine rebuild that should provide the finishing touch to a lovely little car. The exploding chain wasn't Sam's only disappointment of the month. He lead our September Offal down to the flying club with the intention of taking some of us up for a flight. A low cloud base put paid to that, but, at least we had a scenic run, lunch and very informative tours of several aircraft cockpits and controls. We learned a lot – and will, doubtless, get a flight with Sam some other time.

Derrick and I had a fun night out as guests at Dave Evenett's Wirral birthday party hog roast and his own mini classic car show before the chapter of misfortune resumed. Two days before his BBQ Derrick finished up with a broken foot. His right one, of course. The details are too complicated, but it involved dropping a railway sleeper on this valuable appendage. I suggested that if he wanted to try juggling, he should use tennis balls. His reply involved quite unnecessary repetition of the last word of that previous sentence.

He wanted Pencoed spick and span for the BBQ and the day before he had his man servant, Ian, and me working like stink. I won't infer slavery, but if this had been National Hunt the stewards would have ordered an inquiry into excessive use of the whip. He damn near had me scrubbing the barn floor. The run I planned went well. Well, no-one got lost. Then it rained, and rained. So we just got on with it – and that barn became the centre of activity. Christine pipped Derrick to the title of rifle-shooting champion. That won her a hug from Derrick. But for that broken foot I suspect she might have got a good kicking, instead.

The Triumph turnout for Derrick was super, including Roger and Helena, Julie, Sam, Lyn and Debs, Jackie and family, plus Chris, Christine and myself and four TR7's. It was only due reward for the effort put in by Derrick, with the generous support of his Mum and Dad. Thanks, Degs.

The broken foot meant that Derrick missed the Walled Towns; where he was due to drive my GT6. As for that beast (the GT6) it's in disgrace. It's been trying to tear out its rear radius arms and now has a shattered UJ. I've kicked it into the corner of the garage and am giving the MG a treat.

That should teach the little so and so some manners

*Bob*

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

The weekend of the 10th – 12th September was a busy one for us. On the Saturday Martin and I made the customary pilgrimage to the Beaulieu Autojumble. Fortunately, the weather – it wasn't wet and it wasn't too hot – just right for walking those miles around the various field and numerous stalls. In all we had a good day, we even found a few items on which to spend our money.

The Sunday was a completely different day – we took to the rails! I with the TR7 met Martin and Pauline with their Spitfire at the Mountbatten Arms and we motored on down to Harmans Cross where the Bournemouth and Poole Preservation Club were holding a vehicle rally in conjunction with the Swanage Railway's Steam Gala weekend. Entry to the rally included free travel on the Steam railway.

Jerry joined us later at Harmans Cross with his Herald – having just added another Herald to his fleet.

There was certainly plenty to entertain - in fact it could be said that the Swanage area itself was host to various breeds of "Nutters" for the weekend. There were steam railway enthusiasts, Classic Car and Vehicle enthusiasts (us!), morris dancers and english civil war enthusiasts. At one end of the railway line, at Corfe Castle there was an encampment of Civil War enactors battling it out between Royalists and Paliamentarians, in the middle there was us at Harmans Cross where there was an impressive gathering of vehicles of all ages, shapes and sizes and, at the other end of the line, in Swanage itself there was the Annual Swanage Folk Festival with Morris Dancers and other "weirdos" with blackened faces and bells on ther ankles!

We certainly had a good day – there was even added drama with a limeside fire caused by a stray spark from one of the Steam Engines and also, mirroring the main line, there was disruption to the published timetable following mechanical breakdown. Although unlike the main line this was accepted given the age of the machinery involved.

On the weekend of the 2nd – 3rd October is the Bi-annual Club Triumph Round Britain Reliability Run. One of the scheduled stops on the Sunday afternoon is at Pimperne Village Hall – a group of us are planning to go along to lend our support – more on this next month.

That's it for now – hope to see you at the monthly meet which to confirm is the **THIRD Thursday** of the month at the St Leonards Hotel.

*Trevor*

WEST MIDLANDS

Tel. 07969 024999

When you are proud of something it's only right that you should be allowed to blow your own trumpet, well I am afraid that a single trumpet is not enough and this month on behalf of the West Midlands Area I am going to insist on a full fanfare to congratulate the 12 West Midlands Members who in 4 cars took part in, and completed the gruelling Club Triumph Round Britain Rally. And not only that, one of the cars was manned by a crew of West Midlands women, that's got to be a first for this rally. Now come on no jokes about parking and reversing in



# WEST MIDLANDS . . . WIRRAL WORCESTER . . . NORTH YORKS

## TSSC AREA NEWS

### West Midlands Continues

'Buttercup' they did a magnificent job. The 4 crews and cars were :- In 'Sid', Terry, Jayson and Paul. In 'Eliza', Steve Hudson, Alan and Steve Hodges. In 'Bill', Malcom, Gavin and Graham, and finally in 'Buttercup' Jayne, Trish and Sue. Well done folks you did the West Midlands Area proud. The only thing is how do we beat that next year.

On Tuesday 5th October we had our normal monthly meeting at the 'Drakes Drum' and despite the nights getting darker and cooler, 8 cars were on display, some of them soft tops. 32 people attended and took part in our monthly raffle to raise funds for the area. There were some nice gifts to be won, sweets and chocolates, and items for use in the cars. Well done 'Charlie' who won the bottle of Brandy. Don't drink it all at once, and no drinking and driving.

We have arranged to have our Christmas Party at the 'Drakes Drum', on **Tuesday 7th December**, which is our normal monthly meeting day. Two meals will be available. A 3 course meal at £9.49, or a 2 course meal, consisting of the main course and either a starter or a sweet at £7.49. At the last meeting I handed out menu cards for members to make their choice of meal, and their choice of the menu. At our next monthly meeting on **Tuesday 2nd November 2010** I will require you to let me have either £9.49 or £7.49 depending on your choice, and the menu cards handed back with your choice of meal marked thereon. For those people who were absent at the last meeting, on the 2nd November, I will have a supply of those menu cards, but I must insist that you choose and pay for your meal that night. I am willing to take late bookings on the telephone up to and including **Friday 26th November 2010**, but I need at least a week to let the pub know our requirements.

I have arranged for us to visit the Nautical Club in Bishopgate Street, Birmingham on **Tuesday 16th November**, a place where they always make us welcome. A buffet can be provided at £6pp, so as well as paying for your Xmas Dinner, on the **2nd November**, I will be pleased to take your cash for the visit to the Nautical Club on the 16th.

Finally on Sunday 10th October 2010, a group of West Midlands Members visited the Derwent Valley area and took part in the 'Derwent Bowl' competition, and I pleased to report that not only did we win the team competition and awarded the 'Derwent Bowl' for a year, but Tim one of our team won the individual event, with Sophie his girlfriend coming second. So well done Steve, Tim, Sophie, my missus Valerie, for a job well done. Our thanks to Roger the area organiser for the Derwent Valley area and his willing band of volunteers for an enjoyable afternoon, and we will certainly be back next year to defend our championship.

Well as they used to say at the end of the 'Woodie Woodpecker' cartoons, 'That's all Folks', see you all at the Drakes Drum on the **2nd November 2010** Cheers

*Roger the Dodger*

### WIRRAL

Tel. 0151 339 4150

Hi everyone, at the time of writing there is nothing to report really, the October sunday lunch run is a few days away yet, so I'm sure there will be some news on that next month. There was one event which I can tell you about, that was Dave Evennett's

70th birthday bash. This was held at Thornton Hough village hall in September, it was good to see Derrick & Bob in attendance, having travelled from North Wales for the occasion. There was a very good band, an excellent hog roast, a large amount of old photographs of different events & Dave in his younger days to look at, and even a collection of Triumphs out in the car park. A good night was had by all.

That's about it for this month, no news as yet on the Christmas dinner, as soon as we know something we'll let you know.

Take care.

*Andy*

### WORCESTER

Tel. 01384 279686

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

The night of our October meeting saw many diners at The Berkeley Arms which meant our group initially having to congregate in a rather dark corner. Thankfully by the time our numbers had grown to 20 or so members we were able to 'move into the light' and spread ourselves out.

Apologies were received from Martin as he was recovering from the Round Britain Reliability Run. With the raffle completed and the remaining tickets for Malvern given out to those who'd ordered them, I gave a brief report on WAC.

I'm glad to say that we were lucky with the weather at Evesham Country Park on September 26th. If we had chosen the week later for our event it would have been rather wet. Although the turn out was disappointingly low compared to previous years we had about 29 cars on display. The raffle raised £76 which included a generous donation from a participant. A further amount will be added from Area funds making a total of £100 to be donated to Air Ambulance.

Many thanks go to those who helped set up the marquee on Saturday, those who helped during the event and with the clearing away at the end. Special thanks go to John C. for ferrying the marquee from and to it's home and to Mel for arranging the road run.

Thanks also to Angie from HQ for bringing the club shop and to John Macartney for helping with the judging.

And finally thanks to all who attended...without you WAC wouldn't happen. (See separate article for award winners)

The **November** meeting on **1st** will be the AGM however, Sylv & I may not be able to attend due a possible enforced change to my work hours. Unfortunately if this does happen it will mean that I will no longer be able to act as AO/Scribe or Sylv as Raffle Dolly, or even attend meetings. I will keep you posted.

Dates for your Diary:

**1st November** - AGM

*Stef*

### NORTH YORKS

Tel. 07766 35449

Hi everyone. Yet another crazy month! Been loads happening with me setting up the new business etc so struggling to write much this month! Thanks to everyone for coming to the meeting in September, I definitely need the pub to get me a revolving stool!

Everyone is welcome to join us at the White Swan at Deighton just South of York on the A19. Next meetings are **Monday November the 8th and Monday December 13th**

I know it took me a while but here is the provisional calendar for **2011**.

**Saturday 8th January 2011**, Christmas meal £5 per head





## TSSC AREA NEWS

deposit in advance please. Grace and Christine are being a great help in organising the meal as usual! Be there 7:30 for 8:00 eating! Oh and for those who don't know its at the White Bear Inn, Main Street, Stillington, York YO61 1JU

**Fri 13th** (eek!) to **Sunday 15th May 2011** - North Yorkshire TSSC camping weekend, Looks like a site just North at Levisham - Bed and breakfasts a plenty!

**Monday 30th May (Bank Holiday)** Sherburn Vintage and Veterans day

**Tuesday 21st June 2011** - Solstice run up to the North York Moors

**Saturday 2nd of July** Longmans Hill School Fête, it's a nice relaxing couple of hours and it's in Selby.

**July 7 9th / 10th 2011** This ones a guess as the NYMR railway website is down! Vintage Steam Weekend at Levisham

It would be good if the area had a trip to the TR Register weekend at Harrogate, it is on our doorstep so would be good to support the event as everyone knows the big Triumph shows are always in the South and clash with local events, dates are **29th - 31st July**, Camping and B&B are available.

**Sun 24th July?** No data for this, might be week after! Huyb and Sutton Show

**Saturday 27th August 2011** Cawood Craft Festival

That's all this month

*Rich*

**SOUTH YORKS** Tel. 07980 010741  
[www.southyorkshire-tssc.org.uk](http://www.southyorkshire-tssc.org.uk)

Hi All. Meetings continue to be well attended and it is encouraging to see new faces appearing. Thanks to Maggie who hosted September's Quiz based on "Yorkshire" and congratulations goes to Julie and Richard, who won t'Yorkshire Tea and Shortbread. October's car based quiz was set by Gareth and jointly won by Miles and John.

Events show no sign of the traditional winter slow down with three events since the last edition. Thanks to Ian for leading the expedition to Ulley, with 13 of us in 7 Triumphs and 1 MG. We joined the Sheffield Mini Club and a number of vintage vehicles to provide an interesting display for visitors to this traditional country fayre. From there we went onto Hellerby Last Blast Classic Car Show hosted by the Capri Club.

There was also an impromptu run out by Al, Dunc, James, Lewis, Richards M, Richard O, Henry, Pete n Luke to Blyth Services. They met up with Victor and Vivien, to cheer on Mike n Jane and the Club Triumph guys, on their Round Britain Reliability Run.

A fabulous night was also had by all at Alice n Ian's Anniversary do. Many thanks to Alice and Ian who laid on a marvelous buffet and kept us all entertained with a quiz, disco, raffle and karaoke.

Meanwhile, the South Yorkshire brigade have broke into national advertising! Did you spot us in the Classic Car Weekly advertising the Yorks and Midland Classic Meet at Beverley? Okay, it may have been over two years ago when Mike and Richard led the way on a run out to Bridlington, but surely, they should be paying us royalties?

By the time you read this we will also have had a run out to watch the sand racing at Mablethorpe and attended the Doncaster St Leger Historic Vehicle Rally at the the Trolley bus Museum at Sandtoft. I'll let you know how we get on in the next issue.

Finally, our winter plans are in full swing with Ron n Sue's Bonfire Party on **Sat 6th Nov**, the Christmas Do on **Sat 4th**

**Dec** at The Manvers Arms, Harlington. (PLEASE NOTE CHANGE OF DATE AND VENUE).

For those who wish to join in, there will be a Secret Santa/bran tub, £5 max pressie. The Ladies' spa day in **January** and Maggie n John's Spice night (feb) are set to warm us up. If you would like to join us, please let me know. If you're in the area, why don't you come along to the meetings? You're very welcome in either Modern or Triumph, and we'll do our best to light up the winter nights.

Till next time

*Paula x*

**WEST YORKS** Tel. 01274 781814  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi all, Novembers meeting is the AGM so if you fancy being the AO for 2011 please come along and put your hand up! As you all know the charity for this year has been the R N L I at Spurn Point. We have achieved a tremendous amount now of over £1,000. I would like to thank you all for your support in this fundraising effort, very well done all of you who helped in any way. We are going over to Spurn point on **Sunday 12th November** to present the cheque. If you can come along you are all welcome and this is an open invitation to all. We are meeting at the Crown and Anchor at Spurn Point at 11.30 for lunch at 12.00 prior to the last 3 miles in convoy. This last bit of the road is **NOT suitable for our Triumphs**.

This is a chance to have a chat with the crew and have a look around the life boat station. We may be able to look at the life boat - weather permitting.

If you require more info please call me.

The backend Bash was fairly well attended with most arriving on Friday in sunny weather to put up the tents etc. On arriving we were greeted by Janet and Jeff with a welcome hot drink of tea, thanks again. Saturday started off in the Sun for our run up to Thornton-le-dale but this did not last long, so it was umbrellas up until we could find somewhere to pull up in safety for tops up. This did not last to long as the sun did come out for the rest of the day. Having had a good look around for a couple of hours it was time to head back to camp. In the evening it was into the cafe for drinks and a natter, with some Quizzes and a lot of banter by one lady member ( Janet ) I had to give out 2 yellow and then the dreaded red one ! But I must say this was all in good fun and she had not been drinking, god help me if she had! We did have a damper put on the evening by the site manager with no dogs allowed in the cafe. At the time of booking this venue I was informed it is a dog friendly site so in the end 3 couples with dogs had their noggin and natter under the gazebo. I must apologise for this again.

On Sunday morning it was the turn for Richard and Dawn to show us the long awaited all new auto skill test that had to be cancelled at the last Dales weekend camp.

The first thing we had to do was dress up in fancy dress complete with wigs and make up, and then do the skill driving test from start to finish. This was a very good laugh and I hope it will be repeated at Dent next year! The two that showed us all how to do it with most points was Steve Openshaw from Manchester area and our Richard Briscoe.

The Christmas meal is now booked at the same venue as last years at the Hunsworth Brewers Fayre in Whitehall Road near the bottom of the M606 and the M62 at Chain Bar roundabout.



TSSC AREA NEWS

**West Yorks Continues**

This invitation is open to all as some of you cannot get to the monthly meetings. If you want to book please see me at the meeting or give me a call please. PS we are limited in the room to approx 30 seats. This is taking place on **Saturday 11th December**. Meet at 7.30 for 8.00 start.

**13/14/15th May** Richard is reviving the North Yorkshire camping weekend at somewhere near Levisham. There are plenty of B&Bs in the area for the taking. More details at a later date Richard will keep us informed

Septembers meeting was well attended by 22 present. I would like to thank Vivien for running the quiz about Yorkshire towns and cities very well done thanks again

Keep your Triumph wheels turning

*Alan*

**THE NEW YEAR RUN 2011** *NE HAPPY R*



**The 2011 Derwent Valley and Notts Area New Year Run will be held on Sunday 9<sup>th</sup> January 2011.**

Meeting in the car park of Sainsburys at Ripley, Derbyshire, DE5 3QP. from **10:00am** with the run starting at **10:30am**.

(Tea / Coffee / Petrol and Toilets available)

Sunday lunch will be available on the run.

**Entry £3 per car with all proceeds going to our chosen charity.**

Of course there will be a raffle and the opportunity to decorate your cars and yourself if you desire.

Silly hats will be worn.

**Everyone Welcome...**  
including those in modern cars

For more information contact:

Roger on 07970 619149  
or  
Colin on 01773 531580  
or  
Claire on 07971 017012



**The 2011 Peak Run**

**Announcement.**



**The 2011 Peak Run will be held on the weekend of 24<sup>th</sup>, 25<sup>th</sup> and 26<sup>th</sup> June 2011.**

Following the great success of 2010 event (despite competing with the football) we will be returning to the Peak Gateway campsite.

The Peak Run itself will remain in its traditional format on the Sunday starting from the Market Place in Belper.

The campsite is near Ashbourne and is fairly level, has good clean toilets and showers, more than enough electric hook-ups, a bar, an arcade, a large function room and many more facilities.

We have exclusive use of one of the tenting fields for Thursday night, Friday night, Saturday night and Sunday night. So why not stay the four nights and enjoy the delights of the Derbyshire Peak District at your leisure.

We are currently negotiating discounted rates for the weekend. Details and booking forms will be published soon.

There are several 'Travel Lodge' type hotels and bed and breakfast accommodation nearby for those who do not camp.

More details and regular updates will be published in the Courier and on the Derwent Valley website. [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

**Regards ~ The Peak Run Team**