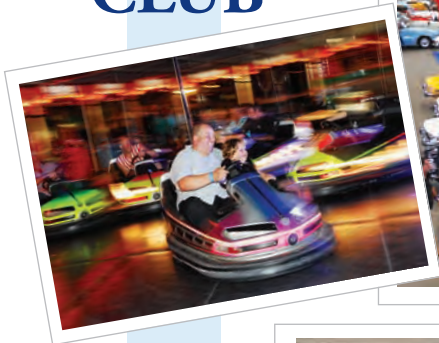




THE
TRIUMPH
SPORTS SIX
CLUB

International Family Weekend

19-20-21 August 2011
Stafford County Showground



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Triumph Sports Six Club

The Courier 374

AUGUST 2011



AUGUST 2011



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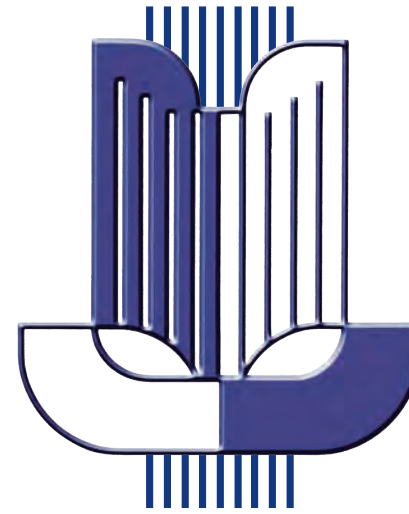


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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.374 Vol 33. AUGUST 2011

Price £3.50 Free to Club Members.

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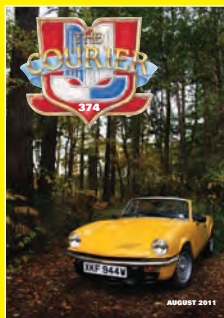
COUNCIL MEMBERS 2011

Nigel Clark, Pip Flegel, Chris Gunby,
Claire Hill, Nigel Hill, Derek Holman,
Simon Oliver, Jane Rowley, Gary Russell,
David Smith, Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 82.

HONORARY MEMBERS

Dennis Barbet. Martin Cox. John & Pam Griffiths.
John Macartney. Fred Nicklin. Paul Richardson.
Bill & Jo Sunderland. Paul Swanson.
Peter Williams.



HIDDEN TREASURE!

SPITFIRE 1500

OF IAN PENFOLD

PICTURE BY

ALEX PENFOLD

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

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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2011 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier
August 2011

SUN 7 AUGUST 2011

**NEWBURY AREA STAND AT
NEWBURY CLASSIC CAR SHOW
NEWBURY RACECOURSE
CONTACT DAVE OR MARY
01635 868640**

SUN 14 AUGUST 2011

**TSSC LEICESTER AREA
SUNSHINE RALLY
BROOKSBY HALL LEICESTERSHIRE
CONTACT DAVID 07774 276564**

FRI SAT SUN 19/20/21 AUGUST 2011

**TSSC INTERNATIONAL FAMILY
WEEKEND
STAFFORD COUNTY SHOWGROUND**

September 2011

FRI SAT SUN 2/3/4 SEPT 2011

**LINCOLNSHIRE CAMPING WEEKEND
JUBILEE PARK WOODHALL SPA
CONTACT GARTH 01529 307302**

FRI SAT SUN 23/24/25 SEPT 2011

**MILE OF TRIUMPHS
GREAT YARMOUTH
CONTACT CLAIRE 07971 017012**

October 2011

SUN 2 OCTOBER 2011

**HERTS & BEDS AREA PRESENTS
18TH ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR MUSEUM
DUXFORD JCT 10 M11
CONTACT PETER 01582 750943**

SUN 2 OCTOBER 2011

**NOTTINGHAM AREA
TRIUMPH & TRAINS DAY 2011
CHURNETT VALLEY RAILWAY
CONTACT ANDY 01623 554212
KEN (C.V.R.) 01298 24992**

SUN 9 OCTOBER 2011

**THE DERWENT VALLEY BOWL 2011
SMALLEY COMMON
EX-SERVICEMAN'S CLUB
CONTACT COLIN 01773 531580
OR ROGER 07970 619149**

OVERSEAS EVENTS (CLUB INVITED)

September 2010

SAT-SUN 3-4 SEPTEMBER 2011

**29TH INTERNATIONAL SPITFIRE
WEEKEND - VINKEL (NOORD BRABANT)
NETHERLANDS
Contact Steef & Gerrie Odijk
email: isw@spitfire.nl**

CLASSIC CAR SHOWS (CLUB INVITED)

September 2011

SUN 11

**5TH LINCOLN IMP RUN
MGOC - TULIP STYLE RALLY
ALL CLASSICS WELCOME
SHIRLEY BAXTER 01205 460375**

November 2011

FRI SAT SUN 11/12/13 NOVEMBER 2011

**THE FOOTMAN JAMES
CLASSIC MOTOR SHOW
NEC BIRMINGHAM**

**PLEASE SEND ALL CALENDAR ENTRIES
INFORMATION TO TRUDI AT CLUB H.Q.**

e-mail: trudiprettyjohns@tssc.org.uk

“Comment

BY NIGEL CLARK E-MAIL: nigel.clark@tssc.org.uk

Let's encourage the youngsters

It has long been an aim of the TSSC to encourage more young people to get involved with Triumphs and become part of our great Club. So let's take a look at what is happening.

First, I'm pleased to report that the Council of Management have been looking at how to make Club membership more affordable for (often impoverished) young members.

With this in mind, it has been proposed that we introduce a discounted membership fee for all 17 – 21 year olds who wish to join the TSSC (please look at pages 8-9 for more detail). This must be seen as a very positive move from the TSSC to attract young people to the Club and to our wonderful hobby.

On a practical, grass roots level, I would like to tell you about TSSC member Aaron Brown. Aaron is 17 and has recently passed his driving test.

His very first car is a Spitfire 1500 and he's on the road, with a little help from the TSSC and our Insurance Panel, where he was able to get insurance cover at a rate that compared very favourably with the cost of insuring a small modern hatchback.

Those of you who frequent the website Message Board will know that Aaron's car is unfortunately suffering from some serious-sounding engine problems and may need a rebuild. It's great to see all the help and advice being offered by more experienced members, and he is also able to call the Club Technical Helpline for advice. I'm sure Aaron would happily admit that he is on a steep learning curve, and at the same time having to consider major surgery on his Spitfire engine. I can well remember this learning curve myself (even through it was several decades ago for me!). As a mechanically

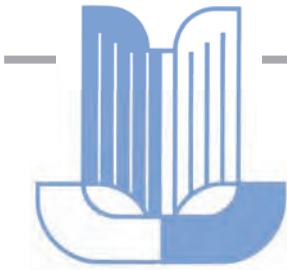


Aaron Brown and Spitfire

naïve 18 year old, with my first Spitfire, loving driving the car but every weekend a new experience in the workshop!

If we, the experienced Triumph enthusiasts rally round and support young people like Aaron, with luck we can start them on a lifetime of fun with Triumphs. We all know how rewarding that can be.

That's all for this month, except to say that I hope to see as many of you as possible at Stafford for the International Weekend, which this year is on 20th – 21st August. Our Event Organisers Claire and Nigel Hill are working as hard as ever to put on another great show for us. Please do make a special effort to come to the International, it's the biggest Triumph show of the year.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Area Organisers Seminar at Stafford

The Area Organisers Seminar will be held at Stafford International on **Saturday 20th August at 2pm.**

Please can you forward any questions / opinions to be included on the Agenda to me, Pip or Dave Smith (TSSC Chairman) by **August 5th** please - contact details on page 3 & 82.

Unfortunately Frank and I will not be at Stafford this year, however Dave Smith (TSSC Chairman) will be there to answer any of your questions, remember this is your chance to ask your questions and to voice your opinions.

Pip & Frank

Area Organiser Liaison Officers

TSSC International Family Weekend Bring and Buy Stall

This year at the TSSC International as an extra service for members and visitors, a Bring and Buy Stall will be operated in the main hall. On this stall you will be able to exhibit for sale, all those parts and spares which you have been promising yourself, or your wife, that you would get rid of years ago. There will be £1 charge for exhibiting the items for sale on the stall, and if the item is sold for less than £9.99, no additional fee. Above that there will be commission on a sliding scale. For example if the item is sold for between £10 and £19.99, £1 commission, £20 to £39.99, £2 commission and so on. Commission charges will be on display on the stall. Now is the time to have a sort out, create some space in your garage, and generate some cash to spend at this years International Weekend.

6

There are certain **Terms and Conditions.**

1. Items are submitted at owners risk, TSSC will accept no responsibility for any loss or damage.
2. Related items may be presented as one lot, e.g. a pair of headlamps, seats etc.
3. All descriptions and prices must be completed by the seller.
4. If any goods or proceeds are not collected by 4pm on Sunday 21st August 2011, the TSSC reserves the right to dispose of said items/cash as it deems fit.
5. All unsold goods/monies collected will only be returned on production of the sellers receipt
6. The TSSC are not responsible for the condition of any items sold and offer no guarantees or warranties on any items purchased.
7. A maximum of 5 items per seller at any one time.
8. The price stated on the ticket is the price the item is to be sold for on the day.

We will not take offers on any items held

Roger Haywood/Claire Hill

Club Shop Pre-Orders for Stafford Weekend

Don't forget to get your pre-orders in **EARLY** this month to gain the 5% discount and savings on postage. Please note to qualify for the discount the pre-order must be paid for at the time of placing it.

We will be bringing a selection of **NEW Old Stock** that we acquired earlier in the year from a local parts supplier who was having a clear out. Come and have a browse through the crates of items you might just pick up a bargain

Garth Jupp
TSSC Club Shop

HQ OPENING TIMES

AUGUST- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**HQ CLOSED AUGUST 18TH - 22ND INCLUSIVE
FOR INTERNATIONAL WEEKEND AT STAFFORD
ALSO CLOSED AUGUST 29TH FOR BANK HOLIDAY**



www.tssc.org.uk



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SEPTEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the forthcoming show

International Family Weekend

Stafford - 20/21 August 2011

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

Council of Management Meetings

SEPTEMBER 18TH 2011

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

TSSC INSURANCE PANEL

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Peter James

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www.peterjamesinsurance.co.uk

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Feedback from the TSSC Council of Management Meeting

Sunday 10th July 2011



Due to the strength of feeling of Club members who had commented on the message board thread regarding the changes to Rule 31 (associate membership) this rule change and associated issues were made the main focus of the COM meeting on 10th July. COM members were keen to take into account all the views, opinions and suggestions that had been made. Two weeks before the meeting, COM members had been provided with a summary of all written submissions and all postings on the message board thread. The only exception to this was one emailed submission which was received a week before the meeting and a verbal summary of this was given on the day of the meeting. The summaries consisted of the numbers of comments received (both formal and message board); a list of all separate comments made (if a number of people had made the same comment the number of people making this comment was indicated) and a list of all suggestions.

Some of the comments/suggestions related directly to the rule change; others were about various issues e.g. the process of the AGM

The following is a summary of the discussion that took place and decisions that were made.

Associate membership

The views of the COM members present were as diverse as those of the members who had commented. These ranged

from abolishing associate membership altogether to allowing associate membership to anyone living in the same household. The COM discussion was around trying to offer the best value for money to members, encouraging/assisting young people to join the Club whilst avoiding some full members from feeling they were subsidising associates (some who make use of most of the benefits as full members except the Club magazine) and maintaining the financial viability of the Club (subscriptions being the Club's biggest income stream).

After very lengthy, sometimes very heated discussion and debate a proposal was agreed and voted on. The proposal is to be put forward for consideration and voting at the next AGM. The proposal is for a tier of membership:

1. Under 17s – free membership of the Kid's Club for the children of a full member.
2. 17 to 21 year olds – Young person's membership which will cost half the full membership. Currently this would be £18 if paid by direct debit or £20.50 if paid by any other method.
3. Associate membership – Spouse or co-habiting partner of a full member and living at the same address as the full member.
4. Full membership – no change.

Until the next AGM in April 2012, the new rule for Associate members voted at the 2011 AGM will not be implemented, except for anyone wishing to join as a brand new associate member.

Process of the Club's Annual General Meetings

All General Meetings have to comply with rules laid down by Companies House. This formal process has always been adhered to by the Club. It has been pointed out that formal notifications are not always read by members or even if they are their meaning and implications for members is not always

understood. To avoid any risk of lack of clarity in future, and in line with members' suggestions, in addition to the formal notification, in future it would be a good idea to have an informal write up to give clarity and examples of what the implications to members might be. It was agreed by COM that this approach will be taken for any future rule changes at AGMs.

Members had also raised the issue of why questions are not allowed to be asked on the day as it is not always possible to know in advance what you want to ask.

The reason questions have always been required to be submitted in advance is that most of the questions raised relate to the details of the Club's finances and it is not always possible to give a full answer if you do not have all the information to hand as is often the case at an AGM. The cut off point for advance questions would be just one week before the date of the AGM, to allow time to access relevant information.

What COM thought would be a good approach to for the future is that where possible, any questions are sent to the General Secretary in advance so whoever will need to respond to the question can make sure they are able to give a full answer at the AGM. Where it is not possible to submit questions in advance, that there will be opportunity after each presentation for members to ask questions or make comments, as long as members accept that it might not always be possible to answer fully at the meeting and a reply might have to be provided later in the Courier.

Communication with members

COM discussed which would be the best way to communicate the above information to members. As around half of members do not use the website forum, it was agreed that the Courier would continue to be the main method of communication with members.

Any postings on the website that needed a response from COM would on the whole be responded to by the Club's General Manager on behalf of COM. This was agreed as the

most practical solution when Nigel as moderator monitors the message board during the day when most COM members are at work. This does not mean that other COM members will not from time to time respond to a particular issue on the message board which requires them to respond instead of or in addition to Nigel.

Co-Option of people to COM

Four people had put themselves forward to join COM. The supporting information these people had submitted was circulated to COM members two weeks before the meeting with the agenda and other papers.

Discussion took place regarding possible co-option. The general agreement was that on the whole anyone wishing to join COM should put themselves forward for election at an AGM and that co-option should be the exception and only used occasionally if there is a particular reason for someone to join COM between AGMs.

General issues

COM members have tried to make themselves more visible to members to dispel the myth that we are different to grass roots members. We have spent time on club stands, taking stands to more shows around the country. Pip and Frank have a rolling programme of visiting different areas meetings. We try to attend as many area events as possible. Some COM members have attended areas meetings to carry out insurance valuations.

Despite this some members still seem to think we are apart from the general membership. We will continue to find new ways to make ourselves more visible and approachable to members.

If anyone has an issue they want to be raised at COM meetings, this can either be done by passing the issue to Pip and Frank (Area Liaison Officers) via your Area Organiser or by contacting me so items can be added to the meeting agenda.

Vivien Thompson
General Secretary
Triumph Sports Six Club



www.tssc.org.uk/herald
e-mail. herald@tssc.org.uk



Colin Lindsay

Adopt, adapt - improve!

It started with a kiss... well actually it didn't, it started with a broken Solex carb, a manifold adaptor and a spare Stromberg. I was searching eBay for Solex repair kits one day and came across a Stromberg carburettor – for which I was searching – complete with manifold adaptor, for which I was not. However, the idea intrigued me. Was it really that simple,



Solex carb, and turn up at autojumbles or auction sites all the time.



to upgrade my 1200 engine to a (hopefully, and equally debatably) better carburettor?

The pundits will tell you that it's simply not possible to fit a sidedraught carb to a downdraught manifold. Well, physically it is, since these small adaptors simply bolt to the horizontal face of the Herald manifold and by turning 90 degrees over a gentle curve arrives at the vertical face the sidedraught requires. They were a popular accessory in the 1970s for the Hillman Imp, Hillman Hunter and other cars that used the

Fitting the Stromberg meant that the Solex cable positions had to be slightly modified; by using the standard throttle mounting as a bracket I fitted a strip of metal, drilled to take the accelerator cable approximately one inch to the left of the original position and in line with the Stromberg fitting. The choke cable was a straight fit.

I've seen forum contributors arguing themselves blue in the face about the effect the adaptors have on the fuel feed and mix – after all, you have one curve to adapt from sidedraught to downdraught, then the manifold adapts the downdraught to a sidedraught again to get the fuel into the head.

How this affects the chemical and physical

attributes of the fuel, I have absolutely no idea, but the main thing is that I used one for two years on my 1200 and it worked for me.

One of the comments I received from interested parties was: *"I wish you joy in finding a needle..."* At first I tried the 6J needle from the Herald 13/60, but on finding it ran rather rich I switched to a 7A, by the simple expedient of searching the Stromberg manual for a family saloon of roughly the same size and performance with a 1200cc four cylinder engine, and using the needle they recommended. This took the Herald to the commencement of the full restoration, still on-going today, with no trace of rich running when the engine was dismantled again.

The only downside of the new angle for the Stromberg carb is that it's not exactly horizontal, so I was worried about the float chambers and the level of the fuel. There are variations, so make sure you go for the version closest to a right-angle; the shallow version shown will fit but the float chamber will be too steep for proper operation. Thankfully there were no problems that I ever encountered, but a long-term plan is to someday experiment with a Reece-Fish carburettor, so beloved by period Mini racers everywhere. These carbs are simple in design and simple to fit, but have a revolutionary

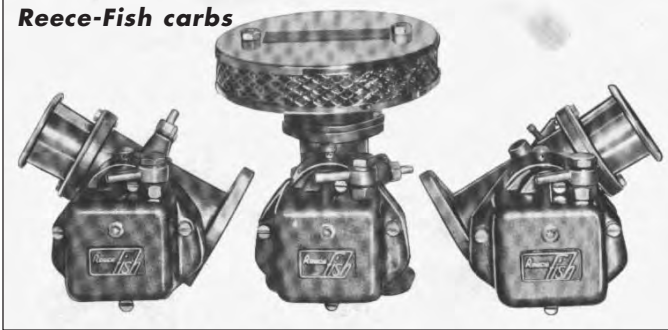
restricted solely to Strombergs – this one is for



an SU carb, and I've discovered that the SU from a Morris Minor has the float chamber at the correct angle so as to be perfectly level when fitted. I'll experiment with needles once I get one fitted and work out the routing and attachment of the cables.



Reece-Fish carbs



concept – literally – where the float chamber rotates against the carb body and so enables the carb to be positioned at any angle with the floats perfectly level. I'm still searching... and hoping...Manifold adaptors are not

Here's another one with interesting possibilities, this adaptor is water cooled, so this may help to prevent fuel evaporation.

So: the world is very definitely your oyster when it comes to experimentation, and it's not restricted to single carbs either. I'll compile an

article for future issues on the various twin-carb setups available, and believe me – there are plenty!

See you then!

Acclaim Register



www.tssc.org.uk/acclaim
e-mail. benbroadbent@btinternet.com



Ben Broadbent

Never Say, Never!

HELLO AND WELCOME TO MY FIRST ACCLAIM REGISTER. As you may recall from my Stag register article in July, the search for a Stag restoration project had taken me some 600 miles around the region with nothing being found that suited the purpose with the funds available. I was getting frustrated I wanted a

Triumph on eBay. 'A Triumph', 'Yes, a Triumph'. 'Are you sure?', 'Yes a Triumph'. 'Well, it says Triumph on the Badge'. I can't say it 'Acc' no I can't say it 'laim'. 'ACCLAIM!' There, that wasn't that hard to say. 'Triumph Acclaim!' (Pic 1) 'But it's a Honda'. 'Yes, but it says TRIUMPH on the badge'.

So why am I writing this register? The purpose of this register is the promotion of a Triumph model that celebrates its 30th anniversary this October, however, sadly there are only 376



car that could be on the road whilst being restored. If I could not have a Stag on the road, I needed a Triumph, any Triumph that I could drive! And then, 'Surely Not'. 'No way'. 'You must be JOKING', 'NEVER', 'NO NEVER'. 'OH YES', I suddenly without prior warning or thought process found I had won a

Acclaims taxed with the DVLA as stated in Nigel Clark's article in July's Courier. **Hugh Glossop** will continue to deal with 'Technical' issues about the Acclaim! Thanks Hugh.

Some people love the Acclaim, others dismiss it as not a true Triumph. However, the Acclaim can boast to be a very reliable car, it has been

commented that it was one of the most reliable cars to leave a BL factory. It can also claim very high sales figures during its brief years of availability. Along with noted reliability it can also add fuel economy, comfort, easy servicing and maintenance to its reputation. But, let us not forget that it was quick and lively, a pleasure to drive. Anyway, I had use of one in the early 1980's and loved it.

So what was the Acclaim?

It was a medium-sized family car with front wheel drive made by British Leyland from 1981 until 1984. It was used on the front cover of the 'Austin Morris Rover Triumph'



range sale brochure for Oct/Dec 1981 with the caption 'Totally equipped to Triumph'. (Pic 2) The brochure highlighted the basic specification as follows:

- It was a unitary construction four door saloon with front wheel drive. It had independent front and rear Macpherson strut suspension.

- It had a 1335cc transverse-mounted alloy four cylinder unleaded engine that used

overhead camshafts to produce 70 bhp. Using twin Keihin carburettors. The majority of the range had 155/80 tyres.

- There were two available gearboxes; the 3 speed semi-automatic (Trio-matic - which was the same as the Hondamatic, being a manually



selectable automatic transmission) and the 5 speed all synchromesh manual. (Pic 3)

- It had a top speed of approximately 100 mph and could achieve 0-60 in under 13 seconds.

- Various fuel consumption figures have been quoted, but about 36 mpg seems the average.

- The interior features included; ribbed and plain velour seat covering. The seats were based on Ford Cortina frames. (Pic 4) A rear



seat boot hatch with picnic tray (whoopee do). Cloth door trim panels and fitted cut pile carpets. Plus much much more!

A full spec is shown below, as provided in the above mentioned sales brochure. *Fig 5.*

The Acclaim was based on the Honda Ballade, a bootied version of the Honda Civic.

The engine was designed by Honda (thus reliability), the component-content requirements meant that it was built in Britain with a certain number of British manufactured components. The origins of the development can be trace back to talks between Honda and BL about the development of a small saloon in 1978, with agreements for the partnership being signed on Boxing Day 1979. In mid 1981 production began. At last BL had a car with good build quality and reliability. Comments have been made that you either loved the body shape or considered it just unattractive and boring.

The Acclaim was the final model to display the Triumph marque, but the first of the BL / Honda collaborations that produced a Rover/MG badged range of models until BL demise in the 1990's. The Acclaim provided a more luxurious interior trim than the Honda Ballade.

The Acclaim came in the usual BL trim levels, these being: L, HL, HLS with the CD being the top of the range. The CD had front and rear electric windows, chrome bumpers, headlamp washers and 165/70 tyres and optional air conditioning.

The Acclaim Mk 2 appeared in 1983 with minor changes to exterior and internal door handles, restyling of the gear knob and steering wheel, plus changes to the clock and heater controls. *(Pic 6)* The higher range models the HL and HLS were better equipped. A limited-edition Avon Acclaim appeared with leather seats and piping that

Model TRIUMPH ACCLAIM	HL	HLS	CD
Engine Capacity cc/Cylinders	1335/4	1335/4	1335/4
Bore x Stroke mm	72 x 82	72 x 82	72 x 82
Max BHP (DIN) at RPM	70 @ 5500	70 @ 5500	70 @ 5500
Max Torque kgm (DIN) at RPM	10.2 @ 3500	10.2 @ 3500	10.2 @ 3500
Gear Ratios Manual/Auto	1st/Low	2.916/2.047	2.916/2.047
	2nd/"	1.746/1.370	1.746/1.370
	3rd/OD	1.181/0.969	1.181/0.969
	4th	0.846/-	0.846/-
	5th	0.712/-	0.712/-
	Reverse	2.916/1.954	2.916/1.954
	Final Drive	4.642/3.105	4.642/3.105
Fuel consumption (all figures in mpg-L/100 km) are from officially approved tests under the Passenger Car Fuel Consumption Order 1977.			
Manual Transmission			
Constant speed driving (56 mph/90 km/h)	48.8 (5.8)	48.8 (5.8)	48.8 (5.8)
Constant speed driving (75 mph/120 km/h)	34.0 (8.3)	34.0 (8.3)	34.0 (8.3)
Simulated urban driving	32.8 (8.6)	32.8 (8.6)	32.8 (8.6)
Automatic Transmission			
Constant speed driving (56 mph/90 km/h)	42.1 (6.7)	42.1 (6.7)	42.1 (6.7)
Constant speed driving (75 mph/120 km/h)	30.5 (9.3)	30.5 (9.3)	30.5 (9.3)
Simulated urban driving	32.0 (8.8)	32.0 (8.8)	32.0 (8.8)
Towing Limits/Roof rack weights			
Max towing limit (2-up) (cwt/kg)	13.79/700	13.79/700	13.79/700
Max roof rack load (lb/kg)	110/50	110/50	110/50
Insurance Group (as recommended by the Accident Offices Association)	4	4	4
Servicing Intervals-Major/intermediate (miles)	15,000/7,500	15,000/7,500	15,000/7,500
Fuel (Star Rating)/Octane	2/91	2/91	2/91
Dimensions:			
Length in/m	161.2/4.09	161.2/4.09	161.2/4.09
Width in/m	63.0/1.60	63.0/1.60	63.0/1.60
Height in/m	52.7/1.34	52.7/1.34	52.7/1.34
Wheelbase in/m	91.3/2.32	91.3/2.32	91.3/2.32
Turning circle ft/m	32.7/9.8	32.7/9.8	32.7/9.8
Load capacity (cu ft)	9.5	9.5	9.5
Fuel tank capacity gals./litres	10.0/46	10.0/46	10.0/46
<small>Optional Extras: Air Conditioning (HLS and CD models only). Head Restraints (HLS and HLS models only. Standard on CD model). Headlamp Wash Unit (HLS model only. Standard on CD model). Push-button radio stereo cassette PR, and HLS models only. Standard on CD model). Push-button radio stereo cassette with Ukey (HLS model). Paint finish -Black, Clear. Coat Metallic. Tinted Glass (HLS model only. Standard on HLS and CD models). Treatable transmission (HLS model).</small>			



matched the body colour. It also had a wooden dashboard and door capping, plus leather door panels.

Externally it had a vinyl roof, extra sound-proofing, colour-coded headlamp surrounds, a chrome-plated grille and colour-coded wheels with chrome embellishers.

A turbo charged model producing 105 bhp, came in the form of the Avon Turbo, this had alloy wheels with 205/60 tyres, a front air dam and suede upholstery.

During 1982 and 1983, the Acclaim was to be found in the top-ten-selling cars in the UK. This was the first Triumph to be included in the list since records had begun in 1965. In total 133,625 Acclaims were built with the vast majority being sold in the UK.

The production of the Acclaim ended in the summer of 1984, when it was replaced with the Rover 200. The demise of the Acclaim was the end of the Triumph marque, Austin Rover restructured with only the MG, Rover and Austin marques being retained. The Heritage Motor Centre now has the last Acclaim to roll off the production line.

The arrival of my Acclaim.

So here I was the new owner of a Gold HL 1983 Acclaim. With 12 MOT and 6 months road tax I was keen to get out on the road. However, I had been warned

to be careful with a car that had stood in a lockup garage for 8 years. So what to do? My first mission was to read about the Acclaim on our club website. (check this out there are many good points) I then came across Andy Ellis's 'Highly Acclaimed' website that gave me excellent advice as to needs and practicalities of buying and maintaining an Acclaim. Andy suggested the cam belt needed to be changed every 45,000 miles or every 3 years. Well, my Acclaim had only done 43,000 in total but was 28 years old and had stood for 8 years. A cam belt change was therefore, a necessity. Andy also recommended a radiator flush every 2 years, again another necessity. Obviously, a service was required (Pic 7). The car had come with 12 months MOT, but the tyres on inspection were remoulds and were at least 20 years



7.



8.

old, so a set of tyres was required.

The question was should I attempt to change the cam belt myself or should I find a Triumph Specialist who would undertake the work on the Honda based car? My local Triumph Specialist is Totally Triumph in North Cheshire. But their advert did not mention the Acclaim. So what to do? I phoned Max the owner and much to my delight he told me that he ran an Acclaim as his courtesy car. We arranged for my car

to be dropped off with him later in the week. He would undertake the requested work and service during the week I was away on holiday. Anyway, to cut a long story short. Max at Totally Triumph began work on the car.

The entire car was checked out for wear and tear, with all systems being given a safety check, especially the braking system. He replaced the cam belt (Pic 8 previous page) and found the water pump was beyond its useful life. You can see the wear on the old water pump when it was placed next to the new one. (Pic 9).

Finally, Max gave the engine a good service. On returning from holiday I arrived at Totally Triumph to collect the car. Max told me everything he had found and done to the car. I asked various questions about future maintenance and jobs that might need undertaking. Max laughed and said in his usual way, 'JUST DRIVE IT, DRIVE THE CAR AND ENJOY IT'.



Well, 500 miles later it an amazing car to drive. It doesn't feel like a 28 years old car. It starts first time, it handles and brakes well and it's comfortable. I'm getting about 38 mpg and I'm wondering why I didn't buy the car I had access to in the mid 1980's.

Remember it's the 30th anniversary of the Acclaim this October. It's a car worthy of the Triumph Marque and car that needs DRIVING.

Take care until next month and **JUST DRIVE IT**, without any worries!

Ben

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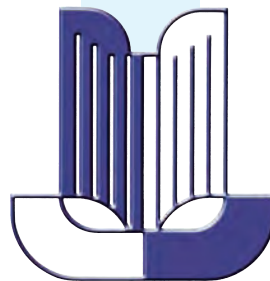
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Derek Ford & Hugh Glossop



Valve Clearances

Going to be difficult to make this one amusing but hopefully the picture of my Spitfire in its current state will give a few of you a laugh. The things I do for the TSSC.

Okay so obviously you don't have to remove the engine to check the valve clearances but I thought what the heck the

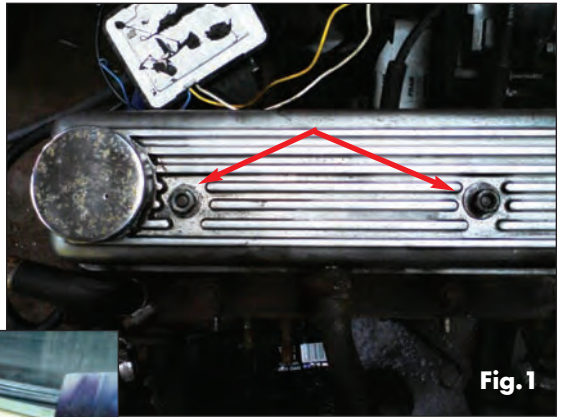


Fig. 1



to remove pieces of broken gasket from either the cylinder head or the rocker cover make this the first job and once the rocker cover is really clean run some super glue over the edge where the gasket will sit. Once dried this will hold the gasket in place and make reseating the cover much easier as the gaskets have a tendency to bow in along their length and cause an oil leak so get the new gasket fitted onto the cover before you do anything and leave it to dry.

gearbox needs overhauling the engine bay looks scruffy why not?

Start by removing the two nuts holding the rocker cover on shown in [fig1](#). The rocker cover itself may need a bit of persuasion to come off so pry gently or lever with a bar through the filler cap. Once off you may need

Moving onto the valves themselves we need to adopt the rule of nine IE. Number 1 valve down, Adjust Number 8 and so on like 2 & 7 etc. Turn the engine (moving the spark plugs here may help) until No. 1 valve has pushed the spring down as far as it will go. Now continue turning the engine over very slowly

until the spring starts to come back up. At this point stop and check the valve clearance on No. 8 valve.

The recommended clearance is 0.010in (0.25mm) cold, check this by sliding an appropriate feeler gauge in-between the top of the

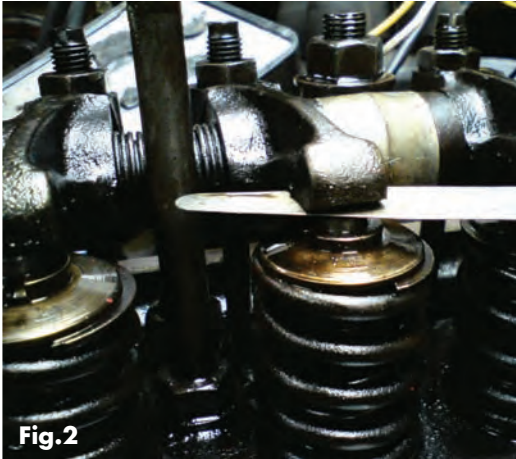


Fig.2

valve and the bottom of the rocker arm as in *fig 2*. above.

The photograph shows No. 3 valve being

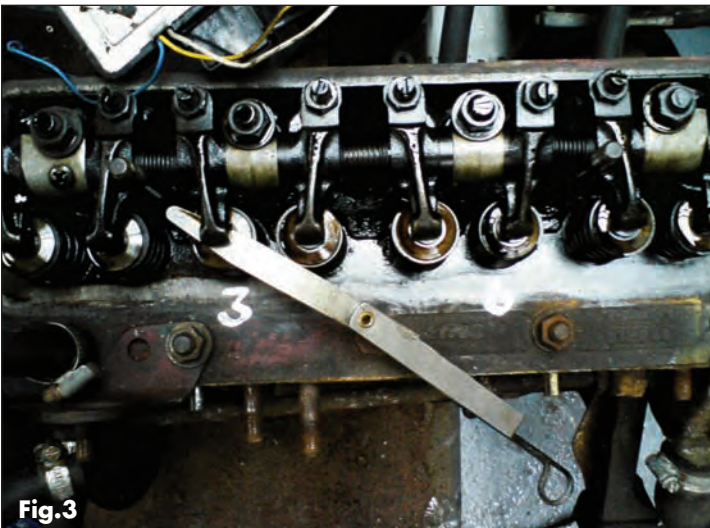


Fig.3

checked while No. 6 valve is fully open but you can work in whatever order you want. You should feel a slight drag as the feeler gauge goes through, if it is too tight or too loose you



Fig.4

will need to adjust the clearance using a screwdriver and a spanner on the other end of the rocker arm as shown in *fig 4* and yes that is my Haynes manual behind, I refer to it all too regularly.

Loosen the locknut with the spanner and then turn the screw up or down to increase or decrease the gap between the valve and rocker until the feeler gauge slides through with a slight drag, at this point tighten the locknut and recheck the gap, a little practise here will pay dividends as the gap can change when the locknut is tightened, hold the screwdriver steady at the

same time to avoid the screw turning down. Once happy with the first clearance move onto the next valve so again the rule of nine is:

Valve No.2 fully down check valve No.7

Valve No.3 fully down check valve No.6

And so on.

When finished wipe the top of the cylinder head dry and smear a thin layer of Vaseline onto the bottom of the rocker cover gasket to stop the new gasket sticking to the head, replace the rocker cover and tighten the two nuts down to 1.5 lbft (which is very little) just pinch the gasket gently, don't squash it.

Finally I now have a working scanner so I'd like to introduce *Mr. Holliday's* lovely 1500 Spitfire sent with its IVR form. I will try to include your pictures as the months go on so be patient, I'll get to you eventually.

Derek



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Dave Rumens

Events, Cooling & Fuel Pumps

H

ello folks. August is with us and this month is the main TSSC event of the year. That is the International at Stafford on the 19th/20th/21st

where it's a chance to meet old friends and chill out for the weekend. So don't miss it!

Events

Moving on from future events lets have a look

back at this year's South of England Meet (SEM). Thank goodness the weather was kind to us this year as SEM is probably the first opportunity for most of us to see old friends after the

winter break and to sell some of those unwanted Triumph parts or maybe find something you need to keep your car on the road. The Vitesse turnout was good this year, so I guess the weather must have helped. I had a wander around with the camera and came up with the following pictures. Looking at *Picture 1* you can see the Vitesse was well represented with 1600, Mk1 & Mk2 in the form of both Saloon and Convertible. *Picture 2*



Picture 2.



Picture 1.

shows a nice line of convertibles. As a past winner of the best Vitesse at SEM and winner

early 1600) 9298 PX, *Picture 4*, owned by Nick Bareham. Both cars are a credit to their owners. While I was at SEM I recognized a Vitesse once owned by one of our local area members. It is always good to see a car that you knew again, especially as it has been well cared for by the new owner, who has also made a number of improvements. BRA 818G, a Mk2 Saloon *Picture 5*, is now owned by Chris Lilley of the West Kent area. Under



Picture 3.

at a number of other events I know just how hard it is to keep a car in concours condition. Well that was over 20 years ago, I am now happy to judge and not spend all those hours preparing the car. This year I was judging the Triumph Saloon class which covers the Toledo, Dolomite and 2000 range. As there were two outstanding examples present this made my life easy, unlike the other judges



Picture 5.



Picture 4.

Chris's ownership BRA has undergone restoration which included a re-spray and fitting a sun-roof. The sun-roof is from a 1970's Ford Capri and is an improvement on the 1960's version fitted as standard.

The main improvement is the front sealing arrangement, *Picture 6*,



Picture 6.

who had a difficult time because of the very high standard of many of the cars there. I agree with the Vitesse judges choice, so on to the Best Vitesse. The first was awarded to OVV 756J a Mk2 Convertible, *Picture 3*, owned by Andy Smith. Second was awarded to (an

which reduces the likelihood of leaks in heavy rain. This is generally a problem with the original versions. Finally it is a credit to Guy, Suzie and team that the SEM is such an annual success. Thanks goes to all involved with the setting up and running of SEM.

Cooling

In August 2010 Courier I suggest the later repro rubber type bushes used to mount the radiator to the chassis may well give a greater unwanted level of insulation than the original thinner fabric type. However, it is fair to say both types of bush do provide unwanted heat insulation. As a result of this I mounted my radiator to the chassis with large non-insulating metal washers, **Picture 7**, and found a noticeable improvement in the cooling. But I did raise some concern that both the rubber and fabric mounting bushes may have been used to reduce the adverse effect of vibration on the radiator, and removing them may cause damage. To date I have not experienced any damage to the radiator.

However, I should add this was after 800 miles and more mileage may well be required to see if there is a problem.



Fuel Pumps

Over the years I have received a number of technical questions relating to the Vitesse. I though it would be a good idea if this month I included this one and my reply.

"Dave, I need a replacement fuel pump for my Mk2 so I checked a number of the websites and found there are two types available.

Which is correct for my model?"

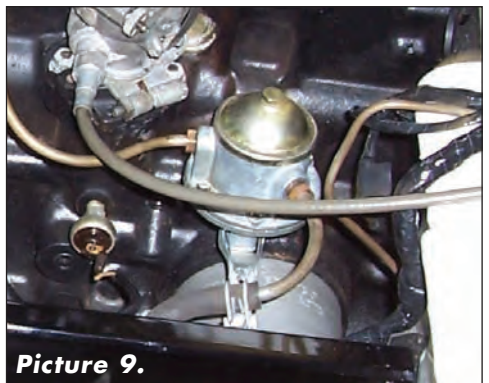
Original fuel pumps for the 1600 and earlier Mk1's (up to HC4500) have a glass bowl top, whereas the later Mk1's (HC4501 on) and all Mk2's had a domed metal top and no glass bowl. All have screw in unions for the fuel pipes. I believe the glass bowl type will work on the Mk2. Both original types are fitted with a basic fuel filter.



Original part numbers

Glass bowl type 206632 (**Picture 8**).

Domed top type 213577 (**Picture 9**).



There are a number of after market, non-original types around that don't have the glass bowl or a domed top. Some also don't have the screw union fuel pipes and have pipes that require rubber joiners, like the carbs. Not all of these pumps are fitted with a fuel filter.

That's my ramblings for this month so safe driving and *Keep them running on all six.*

David.

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Derek Giles

IVR's & Going "Topless" 2

Firstly I would like to assure any of you who have sent in IVR's in the last 3 or 4 months I will answer them as soon as I can. The delay is due to the way I receive them. I get them in batches to keep cost to a minimum; hence I don't get them as soon as you send them in.

Now back to **Tony Matravers'** saloon to convertible re-build.

I decided to use a friend, Ray Bowden's garage, he is an excellent welder, for the work. So a week

Then the donor back was treated to the same thing! This was a bit daunting, mainly as I was "in charge" as apparently he was just the



2.



1.

after the strip down, I took my car and the bits to him. We cut the top off the saloon rear end and peeled it back to the flanges (Photo 1).

hired "welder"!

Flanges were cleaned and drilled ready for spot welding. As the lower part of the wings tended to fold in there was no way the boot would shut, so a 10 ton jack was used to give the required dimensions and the mating parts were welded together.

The rear end was completed with 11 different panels welded in as well. In hindsight a better rear tub would have made things easier, but the donor was cheap and as important, local!

The passenger door was then re-skinned having not been done 10 years earlier when I changed the colour (photo 2).

The bulkhead and frame are generic to all models apart from the hood fixings which I intended to swap. The welder had other ideas and drilled large holes where the frame fasteners fit and welded nuts in carefully filling in with weld and grinding back smooth. This only took ½ hour or so and not only saved time but proved to be stronger as well! I drove the car home a working day after starting.

Many hours were spent stripping back to bare metal, prepping (photo 3) and then sprayed

Considering nothing had to be masked, taken off I felt this was a little costly! Luck dealt a part when dad (in his 13/60) pulled into a paint shop near Martock Somerset, where Garry showed an interest! He came and looked in December, a price was agreed and he would



Royal Blue cellulose by my father and me in another unit (photo 4). Due to a paint reaction



have the car in January for a month! I was nervous, someone enthusiastic, reasonable prices and honest! Would it be on time and/or a cheap job? My 30th birthday was April and I had promised



(strange series of pinholes on bonnet) we left it in the garage till the following year.

September came and the Navy paint was an excellent guide to flattening and improving the finish. I decided to have it painted professionally, quotes ranged from £1500-£2500.



my girl a trip to the coast in my Herald. Later in the month Garry phoned saying I could collect the valences, doors etc. The wait was over and the finish was superb (photo 5). The colour though was not what I expected (I had bought the paint) the suppliers had mixed it wrong! Never mind the car is not original but a bit like "Triggers Broom"! The next week was spent fitting windows, bumpers etc, something I should have done before painting but you live and learn! The car returned end of January (photo 6), the finish was great but the deal was

I would do the polishing! It had to be sanded down and then mopped! I eventually plucked up courage and it came up like glass. The dream of owning a smart convertible was coming true!



7.

Refitting continued slowed somewhat as I was also working on the head, walnut dash and magnolia dials. These don't have warning light for oil etc so needed some thought. A trip to Stoneleigh came up with a chrome bracket with warning lights!

The speedo had to be re-calibrated due to a 'J' type O/D and a new drive cable sourced.

Less than a week before my birthday the car went for an MOT and failed on binding front brakes and steering column bushes! I re-built some Vitesse calipers and uprights I intended to use later and fitted them. The column bushes came and I fitted them at 11pm, it passed the following day!

The day after I fulfilled my promise to my girlfriend and we drove to the coast. Coming back on the A 303 we broke down.

The petrol gauge **DID NOT** match what was actually in the tank!!

A set of blue e-bay MX5 seats in blue (photo 7) were fitted by the time we went on the New Forest run.

Girlfriend soon became Fiancé and the Herald was used as our wedding car (photo 8)!

Well despite some minor mishaps it seems as though Tony has made an excellent job of turning a saloon into a convertible.

All I can say is well done and enjoy



8.

the fruits of your labour!
Cheers for now,

Derek



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SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
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Suzie Singleton

Spitfire Modifications

You may remember that in my June article I asked if anyone had done any modifications or alterations to their Spitfires that they would care to share and Dennis Haward took up the challenge and sent me a letter as follows:

"For the past 10 years I have owned and improved and generally fettled a Mk3 (PBR 697J) which you kindly featured once. [Suzie note: I did indeed include Dennis' Spitfire in

radiator frame. Looks much neater. Also fitted rubber push-on edging along both top edges. On the offside I have modified the panel more.

3.. I have a period Stage 2 engine conversion by SAH Engineering which includes two twin choke Weber carburettors The ram pipes I have on the four inlets mean that the upper edge of the aluminium side panel is "lowered". I have mounted an additional section of aluminium horizontally under the Webers. This acts as a heat-shield from the 4-branch exhaust tubing. I have also had to cut a hole in the vertical panel

near the rear to let the hot air out (it doesn't all get out underneath...)

4.. The Weber ram inlets like lots of cool fresh air. I duct this from the O/S section of the front grille. (I have my "high" Mk3 bumper removed between the over-riders.) I use a domestic clothes tumble dryer flexible ducting kit for this! Works well and has lasted years.

5.. I have fitted a club-supplied oil feed pipe from the crank case up to the rocker shaft. However, I found it delivered too much and encouraged more leaks round the rocker-cover and filler cap etc. So -

I slid a short length of stiff wire up the lower section of this new pipe to restrict it. Good. Also, I have a small 'tree' of adaptors at the lower end so that I have this oil feed - and an oil pressure light - AND an oil pressure gauge!

6.. I have cut and fitted removeable/replaceable panels in/on both sides of my transmission cover (under the carpet). This means I can relatively easily access and use the gearbox filler,



my January 2005 article having had an update from him on his IVR which he'd sent in a few months earlier]. Here are some notes...

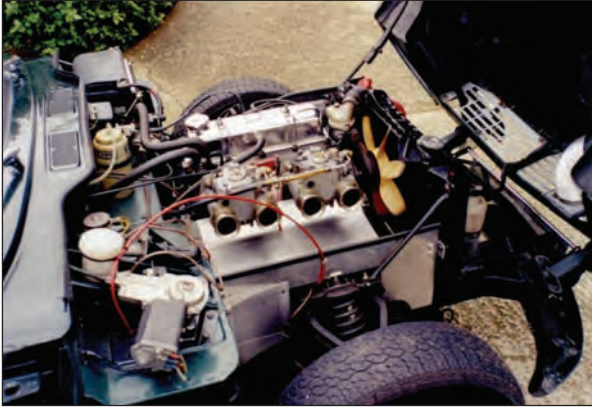
1.. I have fitted more powerful bulbs in the original headlights - v. Good.

2.. I have fitted club-supplied aluminium side panels next to the engine. I cut a small triangle off the top front leading edge of the N/S one, level with the top of the bracket on the

and the clutch slave cylinder bleed, without removing the whole transmission cover. Great.

7.. I will appreciate advice on how to get the flasher indicators monitor light on the dashboard to be brighter and so more noticeable, (but still look original) please?

8.. When I fitted overdrive I had to shorten the steel transmission tunnel by a few inches. I kept



the bit I carefully cut off and fitted it back on with screws, after I had installed the new shorter prop shaft. (Removeable).

9.. I bought a multi-model 'behind-seats' wind deflector from Rimmers when Garth was there - and had a long conversation with him about how to fit it to a Mk3 Spitfire. In the end I drilled and tapped the hood frame (!) and fitted the brackets to that! Seems to be ok.

10.. I bought a new rear spring (from Canley) which is stronger and stiffer than my old (original? 30+ years) one. However - the car doesn't sit any higher than it did before - which is a bit low for my liking. I want the whole car level (front to back) when I am in it... I have been unable to find anyone to supply me with a good, new rear-spring, with a good guaranteed "arch-height" when supplied. I have resolved my car with special increased height vertical links (+22mm max., or they catch the

balance-weights in the wire wheels) and supported this with new adjustable Spax shock absorbers - Good.

11.. Finally - my improved 4 branch exhaust system has to fit under the chassis, not through it. With two blokes and luggage on board the silencer (under the differential) can touch the road sometimes. I have made and fitted a skid-plate which prevents damage (or rip-off!) and excites/frightens following traffic as sparks emit from under the rear end ... sound is quite good too!

Hope this is of interest." Many thanks Dennis for the detailed information on the work done to your car. I would imagine there are many people out there with perhaps one or two of these modifications on their car, but few with as many.

I'm happy to ask again, if anyone has any comments on any of this

work, or has done other mods they'd like to tell us about, please do let me know.

I'm always pleased when one article leads to others and, following on from the last couple of months I received another email from John Curtis in France the other day. It read:

"Hi Suzie, I thought you (and I) might like to make amends on our recent "bungle" !

I've been given this photo of a REAL SPITFIRE flying low over the Goodwood Circuit in 1998.



In fact 1998 was the very first Goodwood Revival. The pilot was Ray Hanna who unfortunately died in 2008.

I think this would be something rather special for your monthly selection. Photographer unknown."

It is a great photo and I'm happy to include it here, and if anyone does know who the photographer was, please do let me know so that we can credit him properly with this simply amazing photo.

Referring back to other articles I've written over the last couple of years regarding the various aftermarket hardtops we saw a



Williams and Pritchard fastback kit on ebay at the end of last year, complete with internal trim, parcel shelf, fuel inlet re-locator, perspex



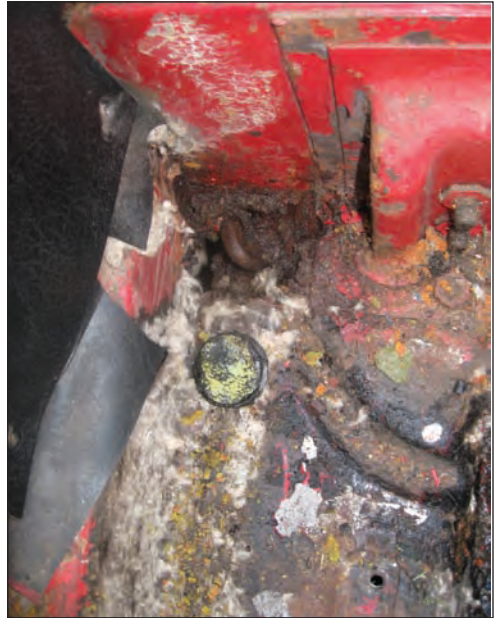
windows and original seals. I wonder what happened to this one. Does the seller or buyer read these columns? If so, would they like to update me on it?

And so on now to the Shropshire Spitfire project, this month from Steve Cureton.

Shropshire Spitfire update

You may recall that the last update from David stated we were aiming to get the Spitfire

through its MOT to enable us to be able to move it around more readily. Unfortunately a little hiccup hit our plans when trying to remove



the existing seatbelt fixings when a chunk of rotten floor came away with one of the bolts. It's not a huge hole (photo shows the fixing eye disappearing through the floor!) and we could patch it up to get it through the MOT, but as much of the offside floor is a little thin in places we have decided to drop the MOT idea and go straight for the body-off restoration.

Work on the car has temporarily been halted as we don't have sufficient space to strip the car at its current location.

I know some of you were all looking forward to seeing the car at the Triumph International show at Stafford, but don't worry, we still intend to take it along even though it will arrive on a trailer rather than under its own power.

Meanwhile we're still looking for a permanent home for the car in Shropshire, but we have received a very generous offer from one of our group members, Tim Ward who owns a factory unit in Stourport and he is happy to clear an area for the car to be housed (with help from the group). Stourport is only about

SPITFIRE I - II - III Register

30 miles from the cars current location so not too far at all, although some of our members live in the further reaches of Shropshire and into Wales.

Tim has also offered the use of his facilities to enable us to begin the body-off restoration. In exchange we have agreed to help Tim in clearing the space for the car. As a result of Tim's offer our July group meeting will take place at a pub close to Tim's unit, and will include a visit to his premises.

We are now on the lookout for body panels to complete the restoration (again Tim has offered us some of his spare GT6 panels) so if anyone has any good panels they would like to donate then please drop a line to d.embrey@talktalk.net. Once we have a list of donated panels we will know what we need to purchase from the restoration fund.

We have also recovered the spare engine from fellow group member John's garage where it has been stored for the last few months. We have removed the cylinder head and sump, and luckily discovered this engine isn't in bad condition at all. This means we now have two good engines, although we will keep both until the existing one has been fully road tested. We hope to be taking advantage of an offer made by Mark Field, of Jigsaw Triumph Specialist fame, to recondition the head and make it suitable for running on unleaded fuel.

Hopefully by the time the August edition of The Courier is published we will be able to report the car has been re-homed and we will be ready to start separating the body from the chassis.

Steve

last month we spotted another 'car trailer', this time a Ford Anglia.

My Grandad had an Anglia when I was very young. I'm sure the concept of chopping part of it off to make a trailer would never have occurred to him in the 1970s.



And, to finish this month, a couple more signs which people don't seem to have read!



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Suzie

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Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
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GT6

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**Louisa & Victor
Thompson**

Concours Tips

The International Family Weekend is looming ever larger and entries are now starting to come in a little faster. You've still got time to get your free bottle of Autoglym polish, but don't wait too long.

I'm pleased to say we've managed to recruit some additional judges, but there's always room for more, so if you're interested in getting experience, please get in touch at the contact details below and we can pair you up with a more experienced judge. You'll find the experience extremely rewarding.

Please remember if you intend to enter your car on the weekend, you can **ONLY DO THIS ON SATURDAY**. So if you know you're going to enter, save yourself the hassle and enter prior to the weekend either by phone, e-mail or snail mail. It couldn't be easier, I don't want to disappoint but because the administration of judging takes so much time, we simply can't deal with entries on the Sunday.

In addition to the classes which will be judged, there will be the Peoples Car of Show, which is voted for by you. A form will be given with your programme, only one per programme, please do not lose this as we won't have any spare forms.

Space permitting, the rules for the Concours will appear here once more, they are also available on the International Event web site.

If you have any queries please do drop me an e-mail or give me a call which will give you an immediate response, I'm sorry to say but a

negative posting on the message board does not constitute a query in this instance.

Last month we had an excellent article by Paul Griffies, this month I'd like to hand over to another very experienced Concours competitor, who also has an absolutely breathtaking car, so without more ado I'll hand you over to last years Concours Winner, **Tony Simpson**.

Cleanliness!

There are three words which I believe best describe what Concours is all about - cleanliness, cleanliness and cleanliness. So having said that how do you best go about cleaning your car to put before a judge and have it scrutinised in minor detail. Cleaning/ detailing cars properly is not a quick or easy task, however the more you clean your car the easier the task becomes. Most people prefer to take their car out onto the open road and drive them rather than spend time polishing, however if you intend to enter your pride and joy into this year's Stafford concours (go on give it a go you might enjoy it) there are a few tips I could share with you that may make the task a little easier.

Firstly time at the show is limited so do what you can beforehand. Spending a little time in the evenings after work cleaning the parts of your car which are not likely to get spoiled if it rains when you travel to the show, things such as the interior (don't forget under the seats - easy points to score), boot (including the spare wheel) and the tricky hard to clean areas under the bonnet. If you have rusty tools in the boot

give them a quick going over with a wire brush and coat of satin black spray paint, easy points to win but also easy points to lose if you don't.

the tyres are clean and sidewalls dressed accordingly. I use tyre foam applied by sponge



Best TR & Best in Show 2010, clean everything!

When cleaning the paintwork give it a good wash first to remove as much grit and grime as you can. Remember any loose grit on the surface will scratch the paint when you polish and you will then have your very own skating rink etched into the surface of your pride and joy. When doing the paintwork don't just polish the easy bits in full view, remember the judge **WILL** get on the floor and look underneath so make sure the sills are nice and clean, also check behind the bumpers and squeeze the polishing cloth into those hard to reach places which make all the difference to the overall appearance. Take the opportunity to touch up any minor stone chips but don't get carried away putting loads of paint on, use a fine brush and small dabs of paint. Another area where people tend to lose easy points are the wheels. Most people tend to have nice wheels on their cars but how many take the trouble to clean the backs, Judges will almost certainly notice this and dock you valuable points. Also on the subject of wheels make sure

which cleans and leaves a semi sheen whereas silicone spray will leave a shiny false look.

Over the years I have tried different products for various applications and one tip that I can pass on is that tyre foam can be used on a multitude of rubber and vinyl surfaces. Just put a little on a piece of cloth and wipe over. It will clean and leave a nice semi sheen on vinyl hoods, dashboards, interior trim, window rubbers, black body mouldings etc etc. Some of the best and cheapest tyre foam I used came from Wilko's at 99p a can.

I personally believe that the appearance of the under bonnet area can add much to the overall appeal of a car and hence this is an area that needs more attention. As I said earlier try if possible to do this at home before the show. Given that quite a few of our Triumph's have forward opening bonnets unfortunately we have the suspension as well as the engine on show. I must agree that when opening the bonnet and looking at an oily greasy engine and suspension the job of cleaning it up can be



— Tony Simpson

daunting. What I tend to do is not think about the whole task but tackle small areas at a time trying to get the best finish I can in that small area. Lots of small areas will lead to a pristine engine bay eventually **AND MORE POINTS FROM THE JUDGES.**

Assuming that you now have your car cleaned, polished and detailed it is now time to present the car to the judge in the best way possible. Make sure your wheels are in the straight ahead position, empty your boot and put your tools and spare wheel on display at the rear of your car in a neat and tidy manner. Now's the time to dig out the owner's manual and any original paperwork you may have with the car, again all easy points to secure. Use any last minute time up to the judges arrival to fettle your car - remember that whilst it's been sat in the hall scores of people have been milling around having a look and you will almost certainly have fingerprints on the paintwork and glass. When the judge arrives be on hand to answer any questions he may have and to open the bonnet and doors for him. **DON'T** ask have I won or how many points did I score. Usually the judge will say nothing and will give nothing away during

and nicely detailed car to take home and everyone feels better driving a clean car. See you at the show.

Tony Simpson

Many thanks Tony for this, all that remains for me to say is, in advance I'd like to thank everyone that have made the Concours a reality: sponsors, judges, helpers and of course competitors. Let's hope we have another excellent show, and we'll look forward to seeing you there.

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Our thanks go to all Sponsors of the Concours.

TSSC INTERNATIONAL CONCOURS RULES 2011

GENERAL

All cars entering must be taxed, MOT'd and insured. MOT and insurance certificate must be shown at the Concours desk prior to commencement of judging. Judges will check tax disc.

Cars can be transported to the event on a trailer; but this might be reflected in the marks awarded by the judges.

All entrants must be current members of the Triumph Sports Six Club or an invited club.

The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.

The Master Class will be judged at 2.00 p.m. on the Saturday. Entries will be allowed up until the start of judging.

Judging of the remaining classes will commence at 10.30 a.m. on the Sunday and entries will close at 5.00 p.m. on the Saturday. No late entries will be accepted.

The prize giving will take place at approximately 3.00 p.m. on Sunday.

No car must be moved until the prize giving is finished. Any car leaving before prize giving may be disqualified from the competition and any prizes forfeited.

THE CLASSES

The following classes will be held:

Master, Herald, Vitesse, Spitfire, GT6, TR, Stag, 2000/2.5, Small saloon (Dolomite, Toledo, 1300, 1500, Acclaim), Bond Equipe, Special, Modified/Modernised, Cruised and Used, Unrestored.

The winning car in each class can only enter the Master Class for the following year.

Master Class: Eligibility for the Master Class comprises winners of all classes from the 2010 International Concours event.

Modified/Modernised: Open to any Triumph that has been substantially altered from standard specification. Cars will be judged on the degree of modification and engineering standard. Cars are not expected to be in Concours condition, but should be presented to their best advantage as additional marks will be given for the overall condition of the car.

Cruised and Used: Cars must cover a minimum of 2,500 miles annually and at least two consecutive MOT certificates must be available as proof of mileage.

Unrestored: For cars that should have had no major restorative work carried out, only routine repairs and maintenance. The owners of cars entering this class will be asked what, if any work has been carried out on the car and the judges will take this into account when awarding marks.

Best in Show:

This is the premier award in the TSSC Concours. The winner will be selected from all cars entered in the competition.

INTERNATIONAL CONCOURS ENTRY FORM 2011

ABOUT YOU

Name

Address

.....

County

Postcode

Country

Telephone No

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YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
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entrants only)

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VITESSE	BOND EQUIPE
SPITFIRE	SPECIAL
GT6	MODIFIED/ MODERNISED
TR	
STAG	CRUISED & USED
2000/2.5	UNRESTORED

**NOTE: Once at Stafford
you will need to attend
the Concours desk (even
if you have entered in
advance) to obtain a token
to be able to get your car
into Bingley Hall**



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Nigel Clark

Disc Brake Pioneers

I'm afraid that the past month has flown by, and the time needed to write a full Register Secretary column has eluded me. I apologise for this; we will get back to normal service again next month, when I'm planning an article on synchronising the throttles on TR5 and 6 Lucas PI cars.

This month, there's just time for some follow up from the June Courier and an interesting insight on TR3 disc brakes. In June, I wrote of the TR3 as the first production car to be equipped with disc brakes. Ernie Knight, a TSSC member living in Illinois, wrote in to correct me:

Dear Nigel,

I am writing to correct a frequently stated error which was restated in the June 2011 issue (372) of The Courier. In your article, "Caliper Confusion", you state that the 1956 TR3 "was

the first production car in the world" equipped with disc brakes.

The 1949 and 1950 Crosleys were the first

production cars in the world to have disc brakes. They were similar in size to the Herald and available as a sedan, station wagon, pickup truck and sports car (the Hot Shot). They all had 4-wheel Goodyear/Hawley disc brakes. A 1950 Crosley Hot Shot with four wheel disc brakes won the 1951 Index of Performance at Sebring.

Crosley specials dominated the SCCA H-modified class in the '50s, to a great extent because they were the only ones that had disc brakes. Racing parts were made for



Crosleys by the Braje Company of Los Angeles. In 1948, Crosley was the world's largest producer of station wagons.



TR3A, with front discs

I realise the Crosley is not well known. However, a 4-wheel disc brake sports car which won the Index of Performance at Sebring (5 years before the TR3 was available with front discs) should not be ignored. Sincerely,

Ernie Knight

Many thanks to Ernie for setting the record straight. Quite a few authors over the years

have claimed that Triumph pioneered disc brakes with the TR3 but we now know that in fact, Triumph were the second to adopt this now universal technical improvement.

I did a little research and soon found that Crosley produced cars with disc brakes until 1952, when they ceased car manufacture entirely. Apparently the Goodyear/Hawley discs were adapted from a system used for aircraft undercarriages.

The Crosley disc brakes were considered effective in their day, but had a tendency to ice up in the cold winters of the northern United States.

Nigel



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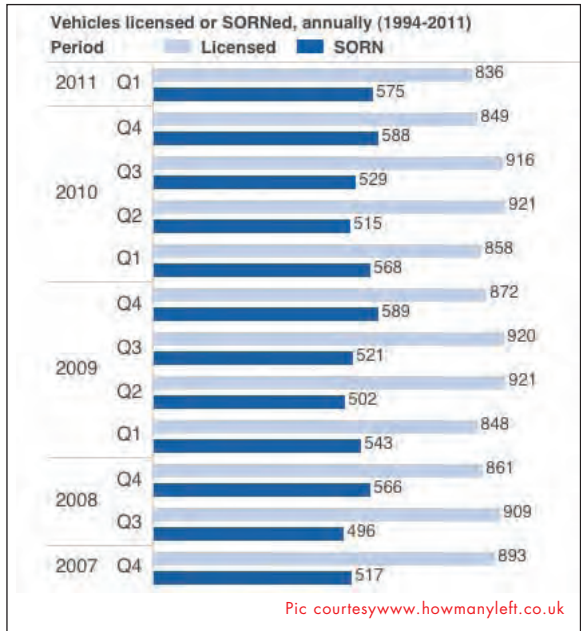
Andy Wood

Horsepower Calculations

Confession time; I have just been watching my mate Jeremy Clarkson again (actually never met the guy) but now and again he spits forth some interesting information and on Top Gear this Sunday (26th June) it was the web site www.howmanyleft.co.uk and how many of you like me jumped on the internet to have look how many GT6's there were or Triumphs generally for that matter and were shocked and stunned how few there were; 836 on the road, 575 SORN in the first quarter of 2011. Missing Triumphs generally 25,000, what, where?

So there's now an SOS, get that 575 back on the road before it becomes a ghost town (sounds like a song to me - the Specials 1981 I think) my own GT is one of these so I'd best get my finger out, but let's look at the numbers - Table 1. The number of GT6's made is approximately 40,000 I haven't been able to find out the number that were exported but if this was the same as the Spitfire 75% (50% to the USA the rest elsewhere) by my maths that's 10,000 here in the UK so with 836 on the road that's less than ten per cent shocking!

Well I suppose looking on the bright side, let's avoid the apocalypse and look at it like an investment in our pension except



the fund the value can only go up (no reason to strike supply and demand and all that). Ouch!!

Back to normality now: (NMS normality that is).

Ever heard the phrase "If you are attracted to an English sports car, you are sure to be attracted to a super charged one!!" this may be for a more traditional sports car but a sports car is a sports car in my book. So while researching anything and everything I could possibly do to a GT6 my eyes lit up when I found this web site <http://horsepowercalculators.net/the-horsepower-calculator>

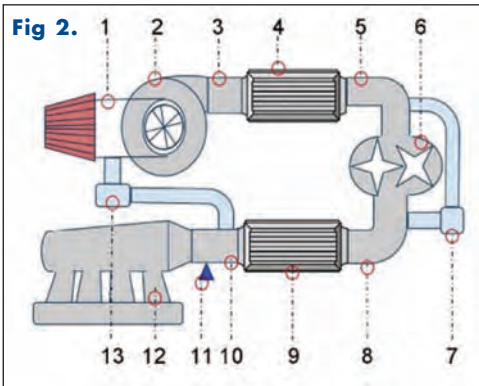
not only will it calculate the prospective BHP depending numerous factors it gives you great insight into the various sciences that go together to get the maximum power '284BHP' that would rip my LSD out of my transmission or not hopefully, but I would love to give it a go.

Haitham AlHumsi has put this program together and at the moment he is offering a free trial well worth a look, there's a lot there, it's generally based on super-charging – you can't get enough of a good thing. GT6 EFI Supercharged. I need a new badge! It's a brilliant bit of kit.

Here are Haitham's thoughts on our cars

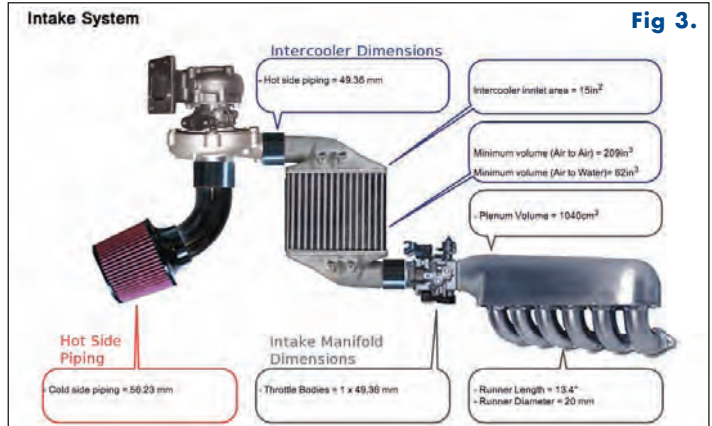
"I'm familiar with the Triumph... very beautiful car, kind of a hybrid between a Jaguar and Porsche signature front end (with the headlight and bumper) and a throwback to the 'fastback' hatchbacks like the older mustangs and Toyota Celica's."

Just to give a flavour of what this



package can do and what it shows you, I'll take you through it. First off (Step one) you need to know what you've got and what you need i.e. Acceleration and the ¼ mile time and top speed. Further along you will need the details such as Bore,

Stroke etc. Once you have put the numbers in you get the pictures in the figures shown. Figures 2 and 3 show you the intake system the interesting thing here is the length of the input runner these generally need to be as long as possible, my contact at Jenvey Throttle bodies concurs with this. The other thing is cool air how many of us have put on the K&N filters that sit over the exhaust system plus a blast of warm air from the



radiator up front and got rid of the filter box that took cool air from the front of the car, maybe we need these back but with a foam filter from the likes of Pipercross. If you have ever driven on a foggy night you may recall our cars driving with a better performance than normal, not that our cars get out in the winter these days, cold air and damp, all good for combustion.

Water injection, that's another story.

Then we're onto the exhaust system, one of the easiest ways to get more power out of any car but a science in its own right, so before you go wrapping on the exhaust heat wrap, to stop the warm air getting to the air filter, think again this can be detrimental for a whole number of reasons, the main thing here though is the size and length of the primary and secondary pipes these are something like 18" and 20" respectively. I haven't found a sport exhaust yet with anything like these numbers, these are similar for a normally aspirated engine.

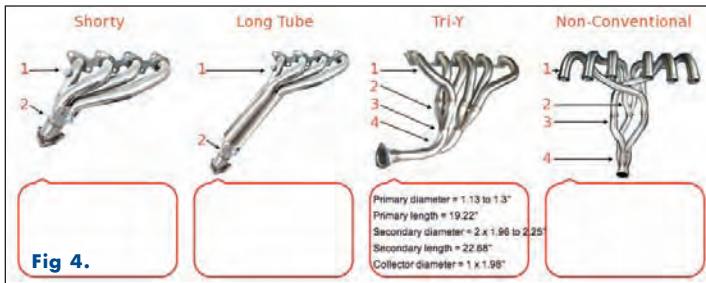


Fig 4.

At a future time we will have a good look into exhaust header design. Then we're on to the exhaust system figure 4 get this wrong and what you did at the header end will be in vain.

If you're into EFI then figure 5 gives you

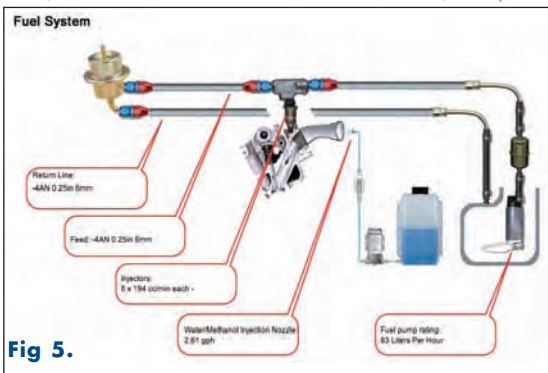


Fig 5.

some more important info fuel pressure etc.

And finally the choices which one - 'SUPER-CHARGER' and there's my favourite 'The Rotrex' this will set you back a couple of £k and that's if you do it yourself, there are spe-



cialists out there and it will cost about £5k - you can't take it with you - the cash that is.

As I said earlier a wealth of information, tell me what you think of it. You can even put one of these on a motor bike if you are completely

insane and tired of life.

And finally, finally.

One from Derek who's not from the GT6 stable, can't hold that against him too much but he's is a TSSC member and been reading our hallowed section of the courier so we'll forgive him for now he was interested to know how interchangeable parts are between Triumphs, great idea, I thought on the lines of NMS (hybrid) no less, good stuff, another member to the NMS Club. Welcome.

Have a look at 'Triumph Hollander Interchange Manual' I know my copy only cover TR's and GT's and Spitfires, but it's an interesting read and gives inter-changeable part numbers which may work across to other cars - I got this from eBay.

When you read this Stafford will be around the corner, unfortunately I won't be there but no doubt we'll catch up soon - in the meantime twitter away - Toodeloo

Andy

sr#	Manufacturer	Model	PR	Boost (psi)	Flow (cfm)	Power (hp)	Inducer (in)	Volume (L)	Eff. (%)	RPM	Type	map	Pulley (mm)
87	Ogura Clutch	TX10	2.000	15	294	196	-	0.960	-	14000	Roots	+	73
1	Eaton	M45	1.700	10	300	200	-	0.740	0.500	14000	Roots	+	73
39	Rotrex	C15-60 trim	2.550	23	300	200	1.680	-	0.710	11840	Centrifugal	+	86
9	Eaton	R410	2.200	18	309	206	-	0.410	0.720	21000	Roots	+	48
91	Sprintex	S5-150	3.040	30	323	215	-	0.590	-	15500	Screw	+	68
88	Ogura Clutch	TX12	2.000	15	356	237	-	1.160	-	14000	Roots	+	83
2	Eaton	MP45	2.000	15	360	240	-	0.740	0.670	15500	Roots	+	76
89	Ogura Clutch	TX15	2.000	15	397	265	-	1.460	-	13000	Roots	+	100
10	Eaton	R530	2.200	18	399	266	-	0.530	-	-	Roots	-	-
40	Rotrex	C30-64 trim	3.250	33	425	284	1.930	-	0.760	12600	Centrifugal	+	110

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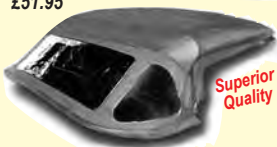


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Mark Blease

Failure to Proceed

May and June 2011 are permanently etched in my memory as “the months we couldn’t go anywhere without breaking down”. Horatio, our 1972 Mk2 2000, had established himself an enviable reputation for clocking up the miles without complaint, but those two months saw his copy book forever blotted.

As you may know from some of my previous articles, last winter was spent refurbishing Horatio’s engine bay. Despite a last minute rush to get him ready for a classic car show at the end of March, Horatio was back on the road and running well. However it soon became apparent that any attempt to travel further afield would result in a serious misfire and an embarrassing lack of power.

Having returned from the wedding of Martin & Janet Robinson, friends from the Manchester TSSC in just such a state, I decided that it must be one or more spark plugs failing so swapped them.

We had planned five weekends away in a row starting at the beginning of June, the first being a fairly local car show which was the first trip this year towing our caravan. Everything went well and we approached our second weekend away, the Dales Run, with new-found confidence.

We were returning to the campsite in Dent on Saturday afternoon when Horatio produced a most unearthly screeching sound, accompanied by a slightly louder scream

when my wife Tracy realised the passenger footwell was filling with smoke. I pulled over and opened the bonnet to find a smouldering fan belt and a seized alternator. Although I carry a fairly comprehensive set of spare parts and tools, an extra alternator was not amongst them, so a few fruitless calls were made to local spares stockists.

We were only about 10 miles away from our destination and I was confident that the battery was capable of taking us there without external charge, my only problem was keeping the water pump spinning.

The answer came in the shape of a bolt and nut from the gearbox bellhousing, two large washers from my spares box, and the pulley from the front of the now defunct alternator. A temporary fan belt tensioner was assembled (*Photos 1 & 2*) and although a little noisy it managed to apply enough tension to drive



the water pump for the remainder of the journey. In the meantime, Steve Openshaw



had very kindly offered to drive home and collect an alternator he had on a spare Dolomite Sprint engine, and we met up back at the campsite.

Comparing the two alternators revealed



another problem - the connections were different. The replacement unit had the more

usual three-pin arrangement, whereas our 2000's original unit used five connections in two plugs. Although I could have modified the wiring, I didn't really want to butcher the loom, so an alternative plan was hatched. The alternators were split, *Pic 3* and the front of the spare with its free-running bearing was used, together with the rear of the original alternator, retaining the original connections. Panic over, we enjoyed the rest of our time at the Dales Run weekend, until returning home on the Sunday evening saw the return of our misfire.

In the time I had free before the Robin Hood Rally, I decided to renew all the likely causes of a misfire - plugs and leads, electronic ignition module, coil, rotor arm and distributor cap. I also gave the carbs a once-over, balanced them and checked the mixture with a Colortune. Everything was fine, so we set off for Nottinghamshire. The weekend of the Robin Hood Rally passed without incident (unless you include dressing up as a super-hero in bin liners and tights!) but once again on our return journey the misfire reappeared.

Now I was getting really frustrated. Every component had been changed, upgraded, swapped or overhauled - some more than once - and yet Horatio still couldn't complete a long journey. Another new set of spark plugs was installed, and something I had previously missed suddenly hit me; every spark plug I removed was perfectly clean with a bright white insulator tip.

Those familiar with "the only colour page in the Haynes manual" will know that this indicates a weak mixture. With the engine running and armed with an aerosol of Easy-Start I sprayed every conceivable place I thought air could be entering the system, checking for a change in engine note. I found nothing, so the Colortune was employed again and both carbs checked. I tweaked the mixture to the rich side of normal and crossed my fingers for the Peak Run the following weekend.

Our drive into Matlock on the Saturday was accompanied by a misfire. Back at the campsite I removed the airbox and checked the carb pistons, which were moving as they

should. A few friends crowded round the open bonnet and as suggested possible causes but nothing seemed to help. In view of the suspected weak mixture, both carbs were adjusted "by ear" to give an even richer fuel to air ratio. A quick road test showed improved pulling power, so the bonnet was closed for the evening.

Sunday morning brought the Peak Run itself. Climbing a steep country lane in the convoy, we suddenly lost all power and ground to a humiliating halt, with a queue of cars behind us. A few volunteers managed to push us to one side and investigation showed that both float chambers were almost empty, so fuel starvation was the likely cause.

We had previously had problems with rust particles blocking the outlet in the tank, and although I treated the tank not long after we got the car, I feared the same. The fuel line was blown back into the tank (with the assistance of Pete, a friend with impressive lung power) and petrol flowed freely.

However attempts to prime the system using the lever on the fuel pump were unsuccessful, the pump itself seeming rather feeble. We also noticed a small kink in the flexible fuel pipe before the in-line filter. The fuel pump was one I had fitted when I refurbished the engine bay, for no other reason that it looked shiny and new. Once back at home I replaced it with the original item, and fitted a longer length of fuel pipe to eliminate the kink.

A run back into Derbyshire for the

Manchester Area Summer BBQ the following weekend towing our caravan went without a

problem. On our arrival, Jez & Deb's cat Kevin took an instant liking to Horatio (Photo 4) and promptly made himself very much at home!

The return journey was also completed without a problem - perhaps the weak replacement fuel pump was supplying insufficient fuel at

high revs, perhaps the kink in the fuel pipe was hindering supply when the engine required increased petrol flow?

Maybe there are intermittent problems with the distributor? I'm not sure yet but it was a huge relief to have completed our first long journey this year without a breakdown.

SORN in half

During a run in Derbyshire on the Sunday after our area BBQ, we passed the rear end of a Mk2 saloon sticking out from behind a dry stone wall (Photo 5). According to the DVLA, the car hasn't had a valid tax disc since 1991, and based on its current condition, and total lack of any front end, I don't think it will be getting one any time soon!

Mark



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CLUB SHOP NEWS

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by Garth Jupp

Firstly Stafford, don't forget to get your pre-orders in early this month to gain the **5% discount** and savings on postage. Please note to qualify for the discount the pre-order must be paid for at the time of placing it. This saves a lot of time at the show which is always a busy stressful time for us trying to serve several people at once.

We will be bringing a selection of new old stock that we acquired earlier in the year from a local parts supplier who was having a clear out. Come and have a browse through the crates of items you might just pick up a bargain.

New Items and Development news

Silicone Hoses, Herald 13/60 hose sets are next on the list to be made available, and also we will be able to offer the hoses in a matt finish instead of the slightly glossy finish currently on offer.

Vitesse Bumpers, I've not had any recent news on these, the last update is that there are problems with the forming of the bends, as the surface is showing signs of cracking. The manufacturers are currently looking at other alloys to see if they can get over the problem.

Service Items

The more observant of you might have noticed the small section on page 46 of the current catalogue. Due to a lack of space and time we were unable to list them all. The parts are all Quinton Hazel or another high quality equivalent.



There have been particular requests on the message board for good quality wheel bearings. Ours are not the cheapest but they are either **MADE IN ENGLAND**, or are very good quality Japanese bearings.

We are now able to offer the following parts:

Top ball joints (Her/Vit/Spt/GT6)	£16.50
Track rod ends (Her/Vit/Spt/GT6)	£11.03
Front wheel bearings (Herald/Spitfire)	£13.73
Front Wheel bearings (Vit/GT6)	£23.45
Rear wheel bearings (all non roto)	£32.30
Rear trunnion bushes (all non roto)	£14.75
Fan belt M6264 GT6 MK2 & 3	£5.63
Fan belt M6221 Herald	£4.77
Fan belt M6222 Spit MK II & III	£5.25
Fan belt M6224 Spit 1500	£5.25
Fan belt M6268 Vitesse 2 Litre	£5.68
Water pump GWP201	£66.27
Fuel pump GT6/Vit	£36.15
Fuel pump Spitfire I-IV	£25.55
Clutch kit (3 piece) Vit/GT6 2 Litre	£98.70



The clutch kit has been tried by Herts & Beds AO Pete Lewis who has reported *"It is a lot better than the cheaper ones on the market at present and gives a nice smooth clutch action with no judder"*

I shall be adding to the list of service parts as and when I can source good quality parts.

in stock. So please allow 3 to 4 weeks when placing an order, also other than 1500 Spitfire, all engines, heads and rocker shafts are customer own units only, this means we will get **YOUR** unit remanufactured. It is hard to give a definitive timescale on these as it depends on the shop loading at Ivor Searle when they get your units. The same applies for Distributor Reconditioning as well.



Finally, delivery time on certain items. Please note we do not generally keep hoods, dashes and some of the slower selling exhaust systems

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Trevor Collett

Specials Exclusives

Sorry for lack of words from me last month; a conjunction of events in the period leading up to deadline day overwhelmed several of my ambitions. One of the events that came up at me at short notice was the request from my company to go to Doha in Qatar to do a bid presentation; that was left field for me, I've only ever been on a plane three times in my life.

And then something happened that would have been really good excuse, had it happened before the deadline rather than just after – I had my forearm broken at cricket – playing a forward defence to an illegally high full toss – snapped clean. As I type this, my left arm is in a cast to above my elbow, and will be for a few more weeks until I it's X-rayed again.

Missing the rest of the cricket season is bad enough (at my age there few enough seasons left) but even worse is the holding up of my Herald rebuild.

Apart from the problem of finding time to write/compile a coherent and illuminating piece for you every month, there is the even more difficult issue of finding something to write about. And now we come to some good news; just in the last few weeks

I've had a flurry of communications from various kit car and special people that should provide, with a little extra gentle persuasion in some cases, some good copy for the next few months.

The first of these was an email from David Quick. I expect most of you know who David Quick is, no? Well you should, I've mentioned him before – he, with his wife Jan, designed, built and marketed the Stanbury TT. I reproduce here David's own words, as best I can as I had some trouble reading his typing!

Hi Trevor, I keep seeing references to the Stanbury TT and thought you might be interested in some of the story and some photographs to help it along. I had been tinkering with pre-war cars since I was about 18 and was running a Morris 8 two-seat tourer in 1982, which had



Old Number One

become quite a commitment.

I was offered an old Herald convertible that I

took on, but at the first MOT found it was held together with binder twine and needed body off welding work, which I couldn't afford. I

the photograph took shape, and after a bit of effort passed its MOT - the tester took a bit of convincing that no windscreen meant that no wipers or washers were required.

There was one major drawback, I had used Jan as my model for the seating position, she is 5-feet-2, I am 6-feet, so I sat on it rather than in it. Anyway, Jan is a draughtswoman and, working backwards, we drew up a set



Number Two

decided to take the body off myself and see what was what, and what was revealed didn't look too much different to the pre-war chassis that I was familiar with.

The front two outriggers had pretty much disappeared but laying angle iron along the stumps gave me a simple A-frame, which was dead flat between the engine and the rear axle towers. I got Jan, my wife, to sit on some planks to get an idea of the sitting position. Then I did a lot of measuring and sketching, before buying a couple of sheets of



Number Five - Appledore Special

of plans incorporating most of the lessons learnt on the prototype. I took the plans to a local fabricator and got them to chop the aluminium and to louver the various panels, while I cut the plywood frames.

Number 2 looked a lot better and we decided to share our baby with the world by producing sets of plans and/or pre-cut aluminium for home assembly.

Now I was bitten by the bug I just kept going - every model was slightly different - not just



Numbers Nine & Eleven

12mm ply and 16swg aluminium.

I got cutting with the jig saw. It was a real knife and fork job but eventually Number 1 in

down to my "manufacturing tolerances" but there always seemed to be a better, or at least different, way of doing things. I think I built

Number Seven



interest. I am really pleased to see that there is at least one still on the road. Hope this is of interest I am happy to answer any queries.

Well, wasn't that fascinating. There's nothing like getting the story straight from the horse's mouth. I have, dear readers, asked David a few technical questions on your behalf and I hope we will have a follow up on matters Stanbury TT soon. If any of you have anything you'd like to know about this intriguing Herald-based special, or have information about any other surviving examples (that's other than Mark Farley's car that I've featured a few times over recent years) get on to

me pronto.

Now I'm going to briefly mention two individual cars that came to my attention lately, which I'm sure will whet your appetites for the further in-depth attention I plan to give them in the not too distant future.

about twelve all told, sold a couple of dozen of sets of plans and about half a dozen pre-cut flat packs. The last one, for which I have no pictures and no plans, was an attempt at a 2+2, which didn't work very well, except it had a dummy slab tank concoction, which turned out very well. I still have the sketches; I always thought I would build another one, but Heralds were becoming sought after for their own sake (we ran one as a family car) as opposed to being dumped at the scrap yard, so I never got round to it.

The next would have been wider and I might have tried turning the front suspension turrets round - it sounded like a good idea to get the radiator line moved back. We have recently found the original plans and Jan is going to get them scanned for posterity. I doubt the car could be built now - I haven't kept track of things but I suspect that the single vehicle approval regs would get in the way. It was great fun while it lasted - we exhibited at the kit car shows at Stoneleigh, Bath and West and lots of local events where the car excited lots of



"Salvadori" Sammio

One is a great looking example of one of the very few Herald-based cars in production today, a Sammio. This car belongs to Peter Winston from Devon; he has christened it a "Salvadori". It was built by the Dorset-based company that invented the Sammio and I hope to find out more about its specification and its on-road performance.

The second, when I first saw a picture of it, produced the same reaction in me as it did when Editor Bernard saw the same picture, a reaction that with my wordsmithing skills is impossible to properly describe, best I can do:

WOW!

It is described by its owner, Martin Harcourt, as a Spitfire Special; yes, I know, we just have to find out more.



Martin Harcourt's Spitfire Special

Triumph Specials Display

International Family Weekend

Stafford County Showground

August 20 - 21, 2011

Talking of kit cars and specials at Triumph shows – at this year's main Club show at Stafford in August we want to put on a special show of vehicles that are associated with Triumph but are not one of the usual mainstream models.

That means all you guys and gals with Triumph-connected kits or specials qualify; your chance to get your vehicle prominently displayed at the biggest Triumph show of the year.

Contact me for more details.

Trevor

International Liaison Secretary



www.tssc.org.uk/overseas
e-mail. overseastssc@ntlworld.com



Gary Russell

Laon Historique 2011

Closed roads & Cheers

After many years of attending the Le Mans 24 Hours race, I have always been reminded that the French are just as fanatical as to their motor racing as the Brits are, little did I expect that the Triumph contingent was to get the welcome we did when we arrived in Laon, North East of Paris, the French people lined the streets with the Union Jack, seated was Granddad, Nana, Aunties, Uncles.. and all the rest of the family waving flags shouting "*Bonjour, Welcome Welcome*".



Indeed the trip down to Laon was pretty uneventful 3 Spitfires, 1 GT6 and a TR6, all in the rain, some would say not good?, Manchester to Hull, overnight ferry to Zeebrugge and then down to Laon, a round trip of about 750 miles, no problem for a sorted TR6. We were to form the parade of some 750 cars to celebrate 20 years of the Circuit Historique Laon. This is a fantastic moment in your life where you can blast around the street circuit of some 10 miles for 3



hours, during which these roads are closed to modern traffic.

Saturday was to be the run out to the Hippodrome in St Quentin as there was 750 cars the Rally, this was split into Rally A,B,C these 3 routes had different miles / km dependant on the make and model of your car, ours was "Rally A", some 110 KMS we all set off and we all quickly realised that some of us were in the wrong rally and were going in the wrong direction, our thanks need to go to Nic Openshaw who with the aid of a road map managed to get us back on



Laon

course pretty quickly once we stopped laughing. We all arrived at St Quentin for a free lunch and a drink and all the cars were



*Steve enjoying a very expensive pint...
... 6 Euro's! Hotel Ibis, Laon*

lined up for display, when you saw all the cars on display you soon realised the diversity of vehicles there was on show, then it was time to leave and spend more time going through the fantastic French countryside for the run back to Laon and the Hippodrome for a drink and a concert.

Sunday started with everyone meeting up at the station car park along with possibly every



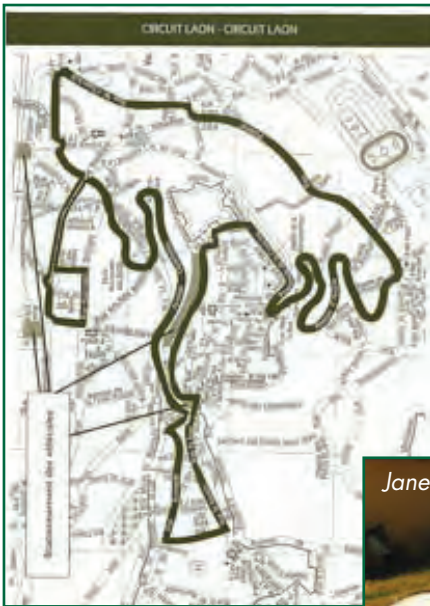
Laon

other marque of British sports car, where we were ushered onto the free trip vernacular railway up to the 12th Century citadel, where we arrived at the main square, we were greeted by the main body of cars awaiting the off from the square with the chequered flag, the red mist may have already started to descend



Town Square Laon

on some of our party. First trip was to attend the drivers briefing in the main hall of the Town Hall followed by a glass of champagne, and another, and another, Hic Hic, and then out of the blue!, a toast "God Save The Queen" From the French Vagrant he pronounced, then joys of



not a race) try telling that to the Bugatti's!.



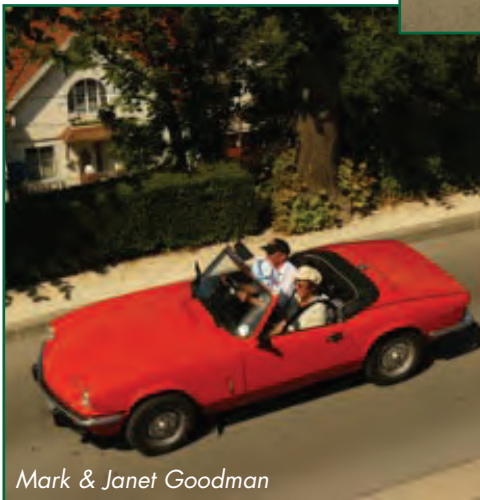
Hotel Ibis Laon

Triumph was represented by having the most



Jane Rowley

Hip Hip hurrah then another glass of Champers. The only way I can explain the atmosphere was for those people who can remember the Drivers Briefing before the start of the



Mark & Janet Goodman

sports cars in their Arsenal, way over and above what MG could muster, as we outnumbered them 3 to 1. From here on I will let the pictures do the talking. This is a fabulous event of which I will attend again in the near future, my thanks must go to Continental car tours for organising such a event.



Martin Bridge

1970s film " The Cannonball Run" it was great, even though this will never happen in the UK. Back to the cars, and 'gentleman start your engines' the noise through the streets was fantastic with all forms of vehicles with engines racing (even though we were told it's 60



French Countryside



Pushing an MG!



Neil & Jill Aston



TSSC Areas mingling



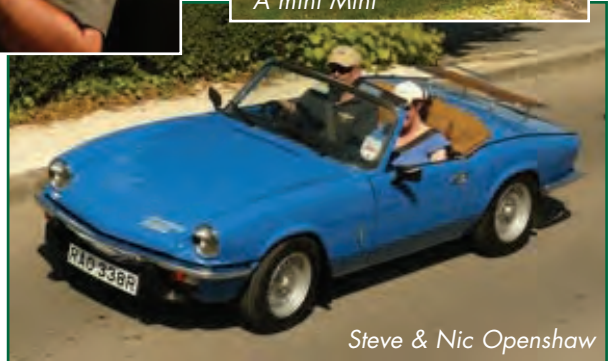
Jane & Andy TSSC Gloucester



A mini Mini



Porsches etc



Steve & Nic Openshaw



www.tssc.org.uk/stag
e-mail. benbroadbent@btinternet.com



Ben Broadbent

Supercharged Stag

Hello again, just a few weeks to go before the International at Stafford, I hope you all have your tickets. It's going to be a fantastic event this year, so get your Stags ready for Showtime. Even if you're not planning to enter your Stag for the Concours, it would be great to have as many Stags as possible at the show-ground for all to admire.

In response to my request for articles about your Stags and Stag projects I've had a great response from all over the country and even from Australia. This month **Andy Kaufman** from **Enginuity** has written in to share his experiences of Super Charging a Stag. So without further ado, it's over to Andy:

About two and a half years ago one of our good customers decided that his gorgeous well tuned Stag had become a bit lacklustre and a bit more excitement was required. After a lot of talk and various ideas tossed around, the seed of an idea came about, "why don't we supercharge it?" I thought it was a fabulous idea and luckily so did our customer.

I work for a Triumph specialist called Enginuity. We are lucky to have the legend that is Tony Hart (Hart Racing Services), who works with us. A talented engineer friend of mine, Mike Maingot, who would supercharge a skateboard if he thought it would work, along with all the Enginuity boys could see this project through to its conclusion.

Mike set about fabricating an inlet manifold that would take the chosen supercharger. This involved a lot of thought and an awful lot of alloy welding. As any Stag owner knows, the top of the air box for the carbs is very close to the under bonnet, so to trying to squeeze in a supercharger is a challenge, to put it mildly.

From the outset the plan was to utilise a twin choke Weber side draught carb for the fuelling, but where to fit it? So to sum up at this point, we now have a much modified inlet manifold with a supercharger bolted on top and thats it! So no room above the supercharger for a carb then?!

Mike fabricated an alloy manifold from the rear inlet side of the supercharger which bent to the



drivers side of the car, neatly avoiding the distributor. To this manifold we mounted a Weber, I think a 45DCOE. (pic 1) I won't bore you with all the



details but to make this all work pulleys and

mountings had to be fabricated. (pic 2) The chosen supercharger is a positive displacement type or commonly referred to a Rootes type.

For a supercharger to work correctly the pulley sizes need to be correct and the maths required to work this out is quite beyond me but not a problem for Mike, thankfully. There is an additional multi grooved pulley fitted to the existing crank driven pulley. A fabricated idler/tensioner and the pulley fitted to the front nose of the supercharger and all



3.

running with the aid of a modern multi grooved drive belt. (pic 3)

One problem came to light at this point and that is the desired size of pulley fitted to the front of the supercharger was fouling the under side of the



4.

bonnet (see what I meant about clearance issues?). (pic 4)

So after much head scratching we came to the conclusion that we could gain a few centimetres if we lowered the engine on its mounts, this we duly did and it worked.

The first run up of this combination sounded very promising, the engine fired at once and settled to an acceptable idle. (pics 5 and 6) A trial run round the block proved the concept very well, the engine didn't explode and the car did not erupt in a fireball. All systems functioned well and in this state it was given back to the owner with the under-



5.

standing that more development work would most likely be needed...It was as it turned out, because although the combination provided good power, it



6.

was a bit of a swine to drive in traffic and not too great at cold starting either.

So more head scratching what shall we try now?

Ah how about removing the carb and making it all work on fuel injection? Wunderbar!! So remove all the existing work and start again. HO HUM!!!!

We thought about various possibilities and came to the conclusion we should put together a fully mappable fuel injection system incorporating fully mappable ignition timing too...

....Sounds expensive? It was!

Mike based the whole system on an Omex system, the manifold was modified to take injectors and a bespoke fuel rail. (pic 7) The distributor was thrown away and a very clever 'Mike Maingot made pick-



7.

up' for the necessary cam sensor was fitted to the existing place now made vacant where the distributor would have been, it's a shame this item is now hidden from view as it is a thing of beauty. At this point it all gets very complicated as we now have to modify the wiring to accept all this modern witchcraft.

To cut a very long story short, it works! Very well too, we now have a fuel and ignition system that, with the addition of a laptop, can be made to do what we want and when we want, a few days on our rolling road later and we have a very useable Supercharged Stag.

So back to the customer for analysis and the result was in the real world fairly undriveable, it turns out

we now have massive fuel starvation problems.

Out with the fuel tank, cut open the front side of the tank and fabricate a swirl bowl arrangement internally with fuel pick



up within, much larger fuel pipework and a uprated Bosch fuel pump capable of providing all the fuel pressure we need, (I forgot to mention that we fitted this pump at the same time as the fuel injection) This modification of the fuel tank worked and now we DO have a fully functioning and fine running Stag.

As strange as this seems we didn't do a final rolling road run before handing the car back to the owner, we wanted him to run it objectively, as the Stag national day was coming up with a mobile rolling road and we thought that would be a great opportu-

nity to have an unbiased reading from someone who doesn't know the car.

I was there, at the Stag Owners Club national day and obviously I had to be involved with the rolling road run. Various people asked what the power output was and I truly didn't know, but a guesstimate of 200BHP was suggested by me...well it was approx 213BHP and the guy running the rolling road was surprised at how quickly the car picked up revs. It is quick and there are various bits of video on YouTube to confirm this. So you recognise it, it has a whacking great supercharger and red cam covers. (pic 8)

The object of this exercise was not for ultimate power but to make full use of what the fantastic Stag engine has to offer There is more scope to up the power of this car but all is well for the moment, so when the owner gets bored with the power then we can tune in some more.

This project has taken about 18 months to 2 years of on and off work and an awful lot of patience from our customer. Oh and a not inconsiderable amount of money, the owner is not super rich and I have to admire him for persisting with this when many would have given up.

It has been fun and not without problems. The car has been to various track days and proved itself and was recently driven by Sir Stirling Moss at Prescott.

There is a lot more technical detail I could add but there are not enough pages in The Courier. If anyone is interested I can elaborate on any of this in the future.

So if you get overtaken by a nice looking green Stag....

....don't try and catch it!!!

Well thank you Andy, that was very enlightening and I hope you all found it very interesting. As Andy says there is a great deal more technical detail to talk about if you would like to undertake the same upgrade for your Stag. Andy works at Enginuity, so check out their website for more details. Andy has also indicated that if time permits he may be able to comment on technical issues you have experienced whilst undertaking your Stag projects. So, if any one has experienced anything unusual or mystifying write to me with your questions!

That's all for this month, remember to get to the International on August 19-20-21 at the Stafford County Showground, more information from HQ, the Courier or the Club website.

Best wishes, keep those V8's purring

Ben



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Guy Singleton

Running Repairs

Now, to start where I left off. When I wrote last month's article I thought I was going to be explaining how I solved the misfire on my 2 litre convertible - foolish!

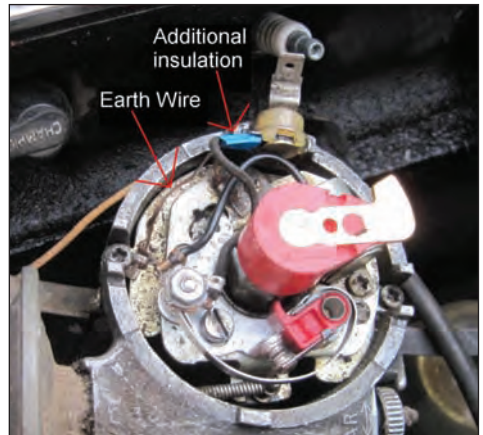
Anyway, as mentioned last month, on our return from Laon there was an intermittent misfire. The next weekend I got the car out determined to solve the problem. I swapped the coil, points and condenser - all to no avail. I then noticed that when the advance and retard vacuum pipe was disconnected the misfire went away so I thought a problem with the base plate.

There was some play on it so I swapped it for another and at last got all six cylinders.

I took the car down to the SHVPS Show at the Queen Elizabeth Country Park near Peterfield with no problems.

The next time I used the car was to go to the June Andover Area meet. We had driven about 10 miles when the engine cut out completely - no spark at the points - just as it started to drizzle! Eventually, having tried swapping the coil and wobbling the cables to the points there was a spark and the car ran again but the misfire was back. Being brave - or foolhardy - and by now running late we drove on. We did get there and back but not an enjoyable run.

OK, now back to square one, looking at the distributor. The earth cable had no sheath on it (the old cloth cover had disintegrated) and it looked as if when the base plate moved on the advance and retard this could short out on the



incoming power cable - great, I thought - covered the cable - no improvement!

Now where do I go?

All the ignition components had been changed and double-checked except the coil which, when I had swapped it out on the roadside made no difference. Ah well, let's try swapping it again - Eureka!! 6 cylinders again!!!

I was just about to put the car away when I noticed that the bonnet seemed to move more



Remains of old bracket and new bracket

than usual. When I looked at the left hand bottom mounting I found that the bracket had disintegrated, beep, oh well here we go again, I found some galvanised angle iron, and made up a new bracket as can be seen in the attached photos - not a long job - but it helps that I have done it before.



Bonnet with bracket removed



New bracket fitted

The next couple of events we went to the weather wasn't being particularly co-operative



so rather than give the convertible a serious try-out I took the 2+2 to the LL Club meet at Hollycombe and to Midsummer Madness.

Finally a date for your diaries - **The Wings and Wheels** meeting at Turweston Airfield near Brackley, NN13 5YD, on Sunday 18th September. In the last few years we have had a good turn out of Equipes - let's keep this up!

No need to book in - just turn up and enjoy the day.



SPITFIRE VS. SPRITE

THE ULTIMATE DOGFIGHT - PART 1

by Jamie Brown

Photographs Christine Brown



One of the standard modern-day motoring clichés is the desire for an equally modern-day successor to the MG Midget/Austin Healey Sprite (aka. Spridget) and the Triumph Spitfire – a synonym for an open-topped two-seater that’s cheap to buy and run. With the demise of cars like the MG TF and Toyota MR2 there is very little in the more affordable sports car market for buyers at present. Today’s Mazda MX-5 is now pushing £20k when you have added options - hardly cheap! True there was the Smart Roadster, launched in 2003 which

offered a cheap, simple sports car thrill for a modest price. However its gothic styling won it few fans and so was discontinued after three years in production due to poor sales. There is clearly a niche in the market here but the state of the world’s motor industry these days does not make a new sports car an attractive proposition for any car maker.

So what is the answer? Well as someone once said to me “*the way forward is back*” and no I have not gone mad. Returning to the Spridget and the Triumph Spitfire; there isn’t much in the way of parts, running gear, etc that cannot be sourced new for either of these two cars, although I should point out that



Spitfire vs. Sprite



are two examples of these sports cars at their zenith of their developments prior to the 1968 merger and both manufactured within 18 months of one another. So let's start with the car that started it all the Spridget...



restoration costs can add up very quickly! What isn't available new is generally available second-hand or reconditioned. The simple construction of both cars allows an easy inspection to be made before parting with your cash, so there's really no excuse if you get caught out. Running costs are also very low so what are you waiting for? The aim of this comparison is not to revive the age old debate of which car is best, because quite frankly it really is down to personal preference. I will of course look at each cars merits and potential pitfalls in equal measure. Going back to the mid 1960's before BMC and Standard-Triumph merged with Rover, Leyland Trucks and Jaguar to form the combine that was British Leyland, both BMC and Standard-Triumph were big rivals in the UK and especially the lucrative US market. Sports cars were the big money makers and both companies were happy to

Spridget background and driving impressions



invest in future and current products. The comparison here will consist of a 1966 Austin Healey Sprite MK III and a 1967 Triumph Spitfire MK III. So what I think we have here

When BMC first launched its Austin Healey 'Frogeye' Sprite in May 1958 it cost £679, or not much more than a four-door Morris Minor; this really was fun motoring on the cheap. Both weight and price were kept to a minimum even bumpers were an extra. The bonnet and front wings were a one-piece unit, hinged from the back, which swung up to allow good access to the engine compartment. The 948cc A-Series engine, steering and suspension were derived from the Austin A35 and Morris Minor respectively. However, the engine was



carburetors and a close-ratio gearbox. The bodywork was completely revamped, with the headlights migrating to a more conventional position in the wings, either side of a full-width grille. At the rear, styling borrowed from the soon-to-be-announced MGB gave a similarly more modern look, with the added advantages of an opening boot lid and

upgraded with twin 1 1/8 inch SU carburetors outputting 43 bhp. The front suspension was a coil spring and wishbone arrangement, with the arm of the Armstrong lever shock absorber serving as the top suspension link. The rear axle was both located and sprung by quarter-elliptic leaf springs, again with lever-arm shock absorbers. There were no exterior door handles, you reached inside to open the door



conventional rear bumper bar.



- car crime presumably was not really an issue in these days. There was no boot as such - access to the spare wheel and rear storage was gained by tilting the seat-backs forward and reaching under the rear deck - a process likened to potholing by many owners!

When the Mark II arrived it used the same 948cc engine but with larger twin 1 1/4 inch SU



It may come as no surprise that MG designers including Syd Evener had a hand in designing

Spitfire vs. Sprite

that version. The result was a far less eccentric-looking, but more attractive car which carried little extra weight. Given the MG Car Companies involvement with the design, an MG version of the car was soon introduced in May 1961 as 'the new Midget', reviving a model name which had been a great success for the company in the 1930s.



The car which appears in this article, is a lovely 1966 Mark III Sprite owned by Meredith Hutchins. Meredith has owned the car for just over a year now and has already put significant investment into getting the car driving as well as it does now. A doctor's car previously, it had not been run for over 5 years so a lot of re-commissioning was needed, but as the body was totally rust free Meredith felt the investment was justified. Owners of any 1990's Rover may notice the colour is Tahiti Blue and although obviously not standard does suit the car very well in my opinion. Originally Meredith's car was Old English White but was re-sprayed in this colour some years ago. The car has been upgraded to the Mark IV spec 1275cc engine. Using the development seen on the Mini-Cooper 'S', albeit in a de-tuned form of the engine, gives 65 bhp as opposed to the 76 bhp of the Cooper-'S'. The Spridget

used a different cylinder head casting that was common to other BMC 1300 cars, whereas the Cooper 'S' had a special head with extra-large valves: however, these valves caused many 'S' heads to fail, due to cracking between the valve seats hence why this spec has was not applied to other cars. Performance was not an

issue when I was able to drive the car for a brief period; the Spridget has a much rawer feel than the MGB I am used to. Getting in and out is an issue even for a 22 year old whose height and long back count against him! The closeness of the dashboard and steering wheel reminds me of the "Big Healeys". However once you are in, all is well and starting the engine gives an evocative A-Series roar through the sports exhaust. Up to about 60 mph the Spridget feels very nippy indeed with

the A-Series appearing easier to rev than the Triumph unit in the Spitfire. But by any sensible motoring measures the car is outclassed with a top speed of 'only' 95mph, most supermini hatchbacks these days are quicker, and most will beat the Spridget away from a standing start too, but that is missing the point totally. Handling is very neat and tidy - basically 'point and shoot the car' and it will always go where its driver asks it without any fuss. The car doesn't think for you, nor does it do the work for you - it's a partnership between you and the machine. And all this fun for under £6,000...! A bargain!

The choice is huge for a Spridget and as with its bigger brother the MGB it lived a long life so there are lots of examples out there to choose from. My choice would be a Mark IV 1275cc variant (Mark III Midget) which would need to have been made between 1966 -



strong, and in order to meet US federal regulations, large black plastic bumpers (usually called rubber bumpers, despite not actually being rubber) were added to the front and rear and the ride height was increased. The A-Series engine was dropped to be replaced by the 1493cc unit from the Spitfire (ironically!) and a modified Morris Marina gearbox with synchromesh on all four gears. The last car was made on December 7, 1979, after over 260, 000 of all models had been made.



1968; classic styling with the additional power the 1275cc engine gives. Unfortunately after this date and especially by the mid 1970s the Midget (the Sprite was dropped in 1971) had become a spent force and by this time was showing its age in many areas. British Leyland had more pressing issues to sort than replacing a couple of ageing sports cars and most of the money they had for this side of the business was spent on Triumph anyway. Despite this, sales in the US were still

Part 2 on Spitfire Next Month



IN THE NEXT ISSUE OF

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Pip Flegel



Cheshire Area Evening Run

Dear Pip, attached please find some photos of the Cheshire Area run out on Thursday 2 June 2011

Photo 1. shows the folks in the car park at the Cock and Pheasant studying the itinerary and wondering what on earth is in store for them – the really narrow lanes with no passing places are scheduled for July, though.

Photo 2. is the view from the passenger mirror of the lead car somewhere around Pott Shrigley.



Photo 2

Photos 3 to 5 show the convoy stopped for photos around Saltersford.



Photo 1



Photo 3

The run started in Bollington and went through Pott Shrigley, Kettleshulme, Saltersford, Teggs Nose on its way to the Church House in Sutton.

Regards

Henry Jones
Cheshire AO



Photo 4



Photo 5



Paul Richardson[©]

Interviews with John Warren



Export Sales Director

Sales aids, product knowledge and more humour from interviews with export sales director John Warren. John related.

"I think the golden rule for any company exporting is to ensure the product is superior to that of competitors otherwise you'll have a sales catastrophe on your hands and we produced a world beater in the Vanguard thanks to Sir John Black. Sir John you see understood first hand the necessity for our company to remain competitive with his experience of taking the company forward in the years before the war, and he regularly placed emphasis to everyone in the company that competitors never stand still. On the sales side of things I remember him explaining to me soon after I joined the company that a detailed knowledge of the quality engineering designed into our cars is vital as a sales aid. He then enlarged further by pointing out how important it was to have sound knowledge of the company's sales achievements because our post war sales were indeed exemplary."

After pointing out the importance of the company being awarded the government contract to manufacture the Rolls Royce jet engine for the RAF re armament programme (circa 1952) John, with his memory reverting back to sales policy, related how he'd taken Sir John's advice a little further by actually documenting sales and production figures month by month from company records, which constantly escalated during the era of Sir John Black's leadership. After relating that his knowledge of exports sales figures 'off the cuff' began to become somewhat of an irritant because other staff in the sales and publicity departments were constantly ringing him up for 'calendula sales reports'- he followed on.

"But turning back the clock a couple of years or so before that I remember very clearly taking Sir John's sound advice on company research and made a continual study of our achievements. Particularly in our continuing export successes, and I developed



Export Director John Warren

quite an armoury of our sales successes especially with all the facts and figures of our associate companies abroad."

"This reminds me of a story that I think might amuse you just before I was promoted to export director. I was present at the Brussels Motor Show when an English gentleman arrived at our stand and began admiring the Vanguard. I engaged in polite conversation with him and began to describe the technical details of the Vanguard and its continuing export sales successes in all four corners of the globe. He was very receptive to my sales chat as it were, and became particularly interested with my knowledge of our assembly plant in Belgium, the Imperia Company. After explaining the workings of the plant to him in some detail and quoting production figures, he smiled widely and explained quite unobtrusively, and in gentle informative manner, how he'd been involved with the plant's conception through negotiations with the Belgian government on Sir John's behalf. The man in question turned out to be Sir George Rendel our Ambassador in Belgium and I suppose the moral of my story is look before you leap. Dear Freddy Troop, who became our European Service Manager, thought the episode thoroughly amusing and at the usual dinner that evening for all our

European distributors, he'd organised the place settings and put a note neatly within the folds of my serviette upon which he'd written. 'You are sitting opposite Sir George Rendel, who I believe you know quite well now.'

As readers will remember, John often related amusing anecdotes during interviews some of which were published in my previous articles in Courier. John was essentially a gentleman who quite contentedly enjoyed laughing at himself. He was also extremely astute and had rocketed to become export sales director in approximately five years after first joining the company as an area sales representative.

Another story I found highly amusing was a story he related about John Murrel who eventually became service manager of the company.

"We had an exceptionally good social side within the company with inter departmental fancy dress parties and such in Christmas periods, and John Murrel at the time had just become manager of our CKD department in charge of streamlining the packaging and crating up of all the parts for the Vanguard and Ferguson tractors we shipped abroad for final assembly at our assembly plants overseas. Anyway the following Friday, after John had started his new job, his secretary had brought to work a long, colourful and rather splendid frilly dress she'd altered to fit John for a staff fancy dress party that evening organised by the sales department together with an old fashioned, but rather prettily decorated ladies frilly bonnet that tied on under his chin with pink ribbon. I was walking through the main corridor to our staff canteen for lunch on the day in question, when I bumped into Sir John walking into the building through the main entrance who demanded in his usual fashion when disturbed by something amiss 'What the bloody hell's going on inside Murrell's office.' I replied 'Why Sir John is anything the matter,' and Sir John retorted firmly but in slightly bemused manner that about half a dozen of our staff were dodging too and from the offices of John Murrel and Alan Hanson of our planning department, wearing skirts and dresses. Accordingly, Sir John instructed me to tell them all to go the press room annex and try on their corsets etc. in there. His reasoning being that he'd walked past John Murrel and Alan Hanson's offices with Lord Hives, head of Rolls Royce, who he was escorting to the car park, and Lord Hives had likened the somewhat unkempt and surprise dress show to a stage act at the Moulin Rouge in Paris."

John also became quite friendly with some of the drivers in my father's works competition team and recalled. *"I remember, when your father started his competition department, Lyndon Mills, our Home Sales Manager, drove for Ken in one or two rallies and Lyndon and his wife Beryl were such pleasant people. I also became acquainted with some of Ken's Le Mans drivers, including Keith Ballisat, who I remember as a most charming, pleasant and engaging natured man. He never seemed the type to be a racing driver, but you can never tell a book from its cover as they say, and he was also in charge of the Shell petrol company's competition department sponsorship business, which was used to good effect by your father."*

"I became somewhat fascinated with the mentality of those drivers I met, because they seemed such fun loving care free people, which tended to cover up the fact that their motor racing activities were always dangerous. I suppose the driver who I knew best was Bobby Dixon, because he owned our Standard Distributorship in Carlisle and regularly attended our stand at the Earls Court Motor Show to further his business. Now Bobby was a real character, who smoked like a trooper, and he became a member of Ken's Le Mans team in our company's first Le Mans race.."

"This reminds me, and I can't quite remember what year this was off hand, but Bobby turned up at the Scottish Motor Show trade day wearing a pair of those very plain national health issue glasses that had an elastoplast covering the lens of one eye. Thinking he must have developed some sort of eye problem, I asked him what had happened to which he replied that he'd had a splinter in his eye from chopping sticks for his fire, and his eye had become infected. After playing on the sympathies of Frank Higham, Lyndon Mills, Gretton Bakewell and myself, he removed these glasses after a couple of minutes and burst into laughter because there was nothing wrong with his eye. He then told us that he'd had a night out with Ninian Sanderson the night before, who was a friend of Bobby's and also a motor dealer in Scotland. As you will know, Ninian Sanderson was also a racing driver in your father's Le Mans team. Apparently Ninian had played the same practical joke on Bobby, so Bobby decided to borrow these national health glasses to give us the benefit of his sense of humour at the Scottish Motor Show." John Warren, that dear man, had the most wonderful gift of spontaneity and eloquence which made interviews with him such a pleasure.

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Spitfire



1500 Magenta. 101,000. MOT May. Tax October. Microcell seats. S/S Sports exhaust. Tonneau. Roll bar. Rosewood dash. Good condition £1,800 ONO. Don (Camberley) 01252 681363.

1500 1979. Taxed & Tested. Vermillion Red. 70,000 miles. Garaged. Tidy car. History. Good runner £2,000 OVNO. Dave (Herts) 0788 909 2711.

MKIII and 1500. Both T&T. Garaged. Stainless steel exhausts, Hardtops. Mechanically and Bodily sound. T.L.C. required. Owned 21/30 years. Spares negotiable. Both Red. £2,200/£2,500. Martin (Bournemouth) 01202 398259.

1500 1980. O/D. One family 22 years but may have been written off twice, and needs a gearbox rebuild. New T&T, little rust and goes brilliantly. £1,800. Nicholas (Wiltshire) eMail: nicholasbrakpear@yahoo.co.uk



MKIV 1974 - 1300cc, with O/D in Brilliant Red. Restored this year. New Hood, Carpets, and Tyres, full Tonneau and Hood Cover, MOT until May 2012, 32,000 miles, on SORN. Any test or Trial a Beautiful car, First to see will buy. £2,950 ono, Roger (Birmingham) 07969 024999.



MKIV 1973. Full MOT & Taxed April 2012. Snapdragon Yellow. J type Overdrive. Full stainless exhaust system.. Very tidy car. TSSC Val. £4,000. Sale at £3,400 ONO. Many spares. Malcolm (Somerset) 01278 732382.



1500 Inca Yellow 1979. T&T. O/D. 16,000 miles since body off and engine rebuild. Bills/Photos available. 4 Branch, unleaded head. Summer use only. £3,450. Mick (Preston, Lancs) 01772 335927

1500 1979. Vermillion red. 14,600 miles (genuine) MOT until June 2012. Tax until September 2011. Moto-lita steering wheel. Minilite wheels.

Stainless steel exhaust. £4,000 ONO. Graham (Derbyshire) 07734 491738.

1500 1982 Excellent condition in Inca Yellow. MOT until June 2012, taxed until November 2011. Long history, hard top, soft top, overdrive, minilites, 82,000 miles. £3,600. Terry (Hull) 01482 635213.



MKIV 1300 - 1971. Signal Red. Black Dash and Interior. Excellent Condition, Restored 19 years ago and maintained OTR since. 11 months MOT. Hardtop (needs refurb) and spare engine incl. £3,000. David. eMail: djporter1949@gmail.com

MKIV 1971. Valencia Blue (Audrey) Restored in 2006 by KD Triumph, good runner, semisports exhaust, K&N filters. 12 months MOT, email, markaheaps@hotmail.com £3,000 Mark (Brandon) 44 7866 690800



1500 1977. Present owner 13yrs. £1000's spent including many panels, respray and new interior. Stainless exhaust. Excellent condition. Daily Summer use. Tax & MOT. £2,950. Nigel (Christchurch) 01425 273698.

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Vitesse



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1500



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TR6

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MINILITE Replica 5J Wheels and Tyres. Great condition, 13", 175's on back, 155 on front, branded tyres all with less than 1000 miles. Come with chrome nuts and locking nuts. £200. P&P £35 courier. Tony (Yeovil) 07772 254065.

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HERALD Chassis Wanted! My 13/60 needs its chassis replaced. Looking for one with solid main rails. Thanks. Chris. Please eMail: chris@displaycentre.co.uk

HERALD 1200 Blue front seat (Early) wanted. Also Herald, Vitesse and Spit parts for sale. Call for details. Simon (Co. Durham) 07901 842248.

VITESSE Front Offside Wing. Has anyone got an Original Stanpart offside front wing for a Vitesse - Stanpart Number 905565? Herald 13/60 Wing may be considered. Front Original Outer Wheelarch also needed. Vitesse/Herald off side Stanpart Number - 901398. Must be an original part please. Gary (Derby) 07825 269136.

LOOKING for one large manifold clamp, part number 137845 - and it seems a waste to buy new. Graham (Hungerford) eMail: graham.ness@hp.com

COMPLETE ROOF panel wanted for 1200 Herald. North West area if possible please. D. Williams (Merseyside) 0778 4441164.

VITESSE 6 overdrive prop wanted please thanks. Nick. eMail: for@fcuksake.freeseve.co.uk

HERALD petrol tank wanted. I'm after a very good petrol tank. Will collect or arrange courier, thanks. Ed. 07886 803570.

LOOKING for the Triumph World magazine fea-

turing a Triumph 2000 convertible. Seen it on Ebay but overpriced. Anybody want to sell one??? Thanks. Alex. (Bradford) 01274 833570.

VITESSE R/N/S overrider wanted. In A1 condition. If you have a decent one you no longer need, please call me. Chris (Maidstone) 07970 849336.

TRIUMPH 1300 TC (fwd) I am looking for a serviceable front lower valance, ideally steel but fibreglass OK. Impossible? Prove me wrong PLEASE!! Lenny (South Chard) 01460 221150.

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August 2011



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AREA DIRECTORY

**DIRECTORY CHANGES TO
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PIP FLEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip1272frank@homecall.co.uk

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.

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. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news or www.brmmbrmm.com/grampiantr.bb	Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 8pm
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Best Western Bolholt Country Park Hotel Walshaw Road BURY Gt Manchester BL8 1PU	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366 Lisa Garland: 0151 5491267	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil & Lyn Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tuesday 8.30.
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 David Embery: 07701 049881	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE		The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
STAFFORDSHIRE		Lakeside Tavern - BARIASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999 From May to September	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	TBC	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Plough at St Asaph The Park Golf Club, COEDKERNEW - NEWPORT	3rd Wed 8pm. Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	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: 07825 994927	CHECK AREA NEWS FOR VENUE	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 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 SG4 9AJ	4th Mon. 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 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goodling: 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. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHEREWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wroughton: 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 The Star Inn - LIVERTON	1st Sun. Lun 3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	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 421041	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Ring AO for Details	3rd Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	Royal Forest Inn - COLEFORD GL16 7DA	2nd Tues. 8pm.

OVERSEAS Contacts

AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.
FRANCE	Ray Lomas: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY
GREECE	Nassos Sarris: 00 30 6937095200. Soulis Papatthanasiou 00 30 6977280215 Shyam.K.Chary(91) 40 7171173	ATHENS ATHENS
INDIA		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007 krishn_sk1981@yahoo.com
ITALY	Luca Bellinello: 00 39 347 7405795	MILAN. lucabellinello@fiscalinet.it
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	Emmastraat 206862 GT - OOSTERBEEK.
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	A Archibald Rd.,Kelston - AUCKLAND.
NORWAY	Knut Skoglund: + 47 91 16 17 78	Bjerkelundgata 6 B0553 Oslo NORWAY. president@tssc-norway.org www.tssc-norway.org
PORTUGAL	Carlos Camacho: 00 351 962721862	Rua Dionisio S Matias 5G - 2270 Paco des Arcos
SWEDEN	Odd Hedberg: 00 46 173 17131	Pomonagatan 45 - 742 36 OSTHAMMAR.
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46 Philip Bellamy: 0041 79 347 1221	Switzerland Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Mount Road - RIDGLEY 7321.
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.



ALO REPORT . . . ANDOVER AVON . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Frank and I have just completed an Eventathon, 6 Triumph events in 7 weeks from attending a wedding in Tyneside, we went to Tatton Park, Dales Weekend, Robin Hood Weekend, to The Peak Run, Mancos Area BBQ Kettlethulme. We have had a ball!!!! With several more to go now is the time to say a massive thank

you to all the Area Organisers and their teams that work tirelessly to give everyone a good time (Derwent Valley surpassed themselves this year with their Saturday night entertainment) and the Dales Weekend and Robin Hood events were Brilliant!! We have seen old friends and made new ones and met loads of new members. Your Event will appear some time throughout the year in the Area Show Time.

Area Draw Congratulations to **Devon Area** you have won £50 Club Shop Vouchers, **Andover** £25 and **Cambridge** £10.

Several Area Organisers and members have requested that the TSSC Rules and Regulations of the Club be published onto the TSSC Website and included into the A/O Tool Kit Packs, this will be done in the very near future.

The Area Organisers Seminar will be held at Stafford International on **Saturday 20th August at 2pm.**

Please can you forward any questions / opinions to be included on the Agenda to Pip or TSSC Chairman Dave Smith by **August 5th** please?

Unfortunately Frank and I will not be at Stafford this year however Dave Smith (TSSC Chairman) will be there to answer any of your questions, remember this is your chance to ask your questions and to voice your opinions.

Claire Hill International Family Weekend Event Organiser is looking for volunteers to help out over the weekend and Victor Thompson the International Weekend Concours Organiser is looking for volunteers to help out with judging.

Have the best time at The TSSC Family International at Stafford and enjoy yourselves. It's the place to be seen!

See you soon

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Firstly an update from the June meeting - we did get the Bond home - missing 2 or 3 cylinders at times but at least we did get back!

If you read the Bond Equipe article you will get the next update - hopefully it is now fixed but, due to other commitments we have not been far in the car since then.

Midsummer Madness went well - a great turn out from Gatwick, Southern, IOW area - but Andover - where were you?

The June meeting went well with 6 club cars out of 8 so well

done - John, no pressure on you to help make it a full house soon! I recall a very enjoyable evening but as I write this I can't recall the details! - Note to myself write the report straight after the meeting, NOT just before the deadline for submission!

The next regular meeting will be on **Thursday 11th August** and the TSSC International will be on **20th - 21st August** so hope to see some of you there.

Guy & Suzie

AVON

Tel. 01454 327059

A busy month in June to report on. First I gather that the Castle Combe action day was enjoyed by those that supported it. We were having fun on the Isle of Man for the TT racing. Thank you Jerry for helping with the organisation on the day. Jerry also joined Steve, Adrian and I think some others but can't remember who at a car show on 26th. Steve was roped into being one of the judges and missed a lot of the show but I think it all worked out ok in the end.

Meanwhile, 13 Avon area members with 4 Midlands and a Somerset member were enjoying Brean 2011. Friday started dry but by the time the evening arrived along with most of the campers, the heavens had opened. We all got wet on the inside at the pub and debated the merits of the cost of home improvement v divorce amongst other things. On Saturday, Les and myself went ahead to West Somerset railway to sort out the tickets for the trip to Minehead. We were still running in the engine on the Vitesse, so allowed plenty of time. We were soon joined by Lisa and the Midlands gang, but no sign of the remaining 4. A telephone call revealed they had been held up on the M5 and an olympic style 100m sprint took place to catch the train. On the train we had various comments such as "are we nearly there yet?" "being quiet was explained by staying away from any nagging and Chris was like a kid in a toy shop at EVERY station stop. Coming home was more relaxed and yet another evening unfolded in the pub to be followed by generous hospitality by Mick in his huge caravan awning.

JULY'S MEETING WAS HELD OUTSIDE FOR THE WHOLE EVENING!!!!!! We also welcomed some new visitors with a lovely Herald 1360 convertible (sorry I am hopeless with names, but remember faces. Hope you were not put off by the banter) We are having a bit of a rest in July before August brings the West Somerset railway car show, Hay on Wye and Stafford International Family Weekend.

See you at the next meeting on **1 August**

June

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: mark@serapeum.co.uk

Unfortunately Mark has the flu so we were without our AO for the night. David and Laura braved the overcast sky with the roof down on their 13/60 convertible. We also had Mickey and Julie from Thames area in their Vitesse, Bryan in his Spitfire 1500 and my Spitfire MkIV. We decided to sit inside this evening but close to the window so that David and I could raise our hoods if the rain started. Mickey was sporting a very nice custom t-shirt featuring a Vitesse front with his reg number. After checking his back we could not find the the boot lid.

We chatted about upcoming events including the Silverstone Classic on Friday to Sunday, the 22nd to 24th July and Stafford on **19th to 21st August**. We had a prospective member turn

BUCKS SOUTH . . . CANTERBURY CHESHIRE



TSSC AREA NEWS

up who lived nearby with a neglected MKIV Spitfire who would have stayed but had just finished a meal when he saw our cars and had to leave. Hopefully he will be able to join us next month.

We had a trip outside before the light faded to inspect Bryans paintwork as he has noticed some blisters under the paint on the nose and some patches along the side. The general opinion was that this was caused when the car was respayed and not from living under a cover on the drive.

Next months meeting will be on the **9th August** at the Shire Horse, on the A4 to Maidenhead (meetings are on the **2nd Tuesday** of every month from about 8pm).

Regards

Colin

BUCKS SOUTH Tel. 07788 436167
www.tssc.org.uk/southbucks
email carlswanson@btinternet.com

Hi all. Well, the weather again has now shown it got confused with the April and July schedules! Never mind, we carry on. A brief (for me!) review this month.

A good mix of Triumphs at the Luton show on 12th June. I was in my Rover Vitesse but saw the display of Triumphs from the TSSC stand, very impressive despite the awful weather! Tue 14th was the Ace. Dan I went along and a good turnout, but a bit down on the normal amount due to the weather. Wed 15th was the monthly meet at the Squirrel. A rather quiet evening as just Dan, Paul and Liz with the sheep and myself! Still, an enjoyable evening had by the few!

Sunday 19th I took the Rover again to the West Wycombe show. A superb venue in beautiful surroundings. Lots of variety but did see a very clean yellow Vitesse with a TSSC sticker so hello if you are the owner. Sat 25th I went to the Wooburn green show with only four other cars! There was another show about 10 minutes away, so went to that. It was nearly over but still a few to see, including two Spitfires and a Herald.

Congratulations to Tracy and Marcus from all of the South Bucks team and we wish you all the very best for the future years ahead.

Depending when you receive this, upcoming dates for your diary. **Wednesday 3rd Aug** from 12 noon till late is the Croxley Green classic car show. Croxley green is just outside Rickmansworth. As you head through the green, you will see the car park on the left. No fee, just give what you can as all for charity.

There's a BMC rally at Nene Park in Peterborough. It's basically all British built cars and huge auto jumble. I went last year and was surprised as there must have been nearly a thousand cars! **Sunday 7th Aug.**

Tues 9th is the Ace classic car night.

13th / 14th this the wings and wheels show at White Waltham which is a good show just near Maidenhead.

17th Aug is the monthly meet at The Squirrel at Penn Street. The International at Stafford is **19th/20th/21st** and at least two South Bucks members are going so if you need any help or advice about it, please let me know.

Bank holiday Monday (29th) is the Littlewick green show which is a big classic car show with lots more to see and do for all the family with a dog show, horse show, car boot sale and more! Hope to see you at an event soon and please let me know if you want any further details of any event listed.

Take care,

Carl

CANTERBURY Tel. 07810 438074
e-mail: Progers01@onetel.net
www.canterbury-triumphs.org.uk

A pleasant July evening for the meet with a good mixture of cars turning out. Peter's TR4 has now had its costly engine rebuild completed and is being gently run in. It still has an oil leak which is being sorted. Good to see it back on the road. Ray's Stag was there and running well, although it still has over-dry issues and needs some work in the hood department. Still looks smart in glossy black. Eddie has been doing some work on his 13/60 and now intends to paint the front suspension.

With help from Tim W, I've discovered that our Vitesse has chipped an exhaust valve on number 2 cylinder. As this is the second time it's done it I'm open to suggestions as to why and will be sourcing a replacement cylinder head. Anyone help? Also on the home front, the 948 is going into Ray's tender care to have its rusty wheel arches sorted as the first step on the restoration road.

Del's TR7 is now in regular daily use and is affectionately referred to as "The 7". Goes like stink, I hear.

Andy is still tinkering with the megasquirt in the 2000 and making progress, although if Mike is anything to go by, it could be a long job!

Having mentioned Mike, he has now started spraying his "Sprintfire". If the appearance matches the performance, it will look stunning.

As you will understand from the above, there's a lot of work being done on the cars, some of it in "The Duke's" car park. As we were preparing to leave, Derek discovered he had no side or panel lights! A quick fiddle under the dash with the infamous bullet connectors and, hey presto! Problem solved. I'm sure your car didn't deserve all those names, Derek!

Reg has suggested a day trip to St. Omer in France during the first week in September for a spot of lunch and, perhaps, a visit to a V2 launching site. Sounds good to me so watch this space. So for **August** we have the following events on our calendar.

Sunday 7th. Challock classic & military show

Sunday 14th. Faversham charity car & bike show

20th./21st. TSSC Stafford International Weekend

Sunday 27th. Herne Bay motor show.

If you're interested in any of these events please contact me for booking details.

Regards

Phil R

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As mentioned last month, it was the intention for three of us to travel to the Cottage Loaf in Thurstaston (a tongue twister if ever there was one) but Richard had to go to Essex or Wessex and Adrian had to be on call so Heap the Vitesse went on his own, hood down, and arrived at the Cottage Loaf to see lots of Triumphs and lots of people enjoying Triumphs. Then there was a hint of rain in the air so the hood went up, and while at the bar the heavens opened big style (but relented a little soon after that). There was a very nice Dolly Sprint, an interesting Herald or two or three, and Andy's GT6 with mega-



Cheshire Continues

jolt ignition. And then it was time to go home (it's a long way back to Macclesfield) and the hood stayed up so the driver didn't freeze (it was June after all) and the driver was reminded all the way home that the sound insulation for the back is in a box in the loft and not in the car. And then there are the gaps around the windows! Should I mention the ticking noise from Derek's Spitfire? OK, I won't.

It's been interesting to watch the weather forecast developing for the July meeting over the last few days. The weekend was quite warm and Monday was dry (so Heap went out for a play) and the forecast for Thursday was heavy rain. Now it's Wednesday and the summary for Thursday is 'sunny intervals', but the detailed forecast is light rain shower at 16:00 and hail shower at 19:00. Good job we're not due at the C&P until after 19:30, then. And on Thursday afternoon, the forecast for both 16:00 and 19:00 is heavy showers, while outside it's white clouds and sunny intervals. Methinks the weather elves are reading a different schedule!

In the end there was a drop or two of rain on the way to the C&P (the letters are still missing!) and then it was dry. Bruce (and Havoc the dog) came in a Stag. Last time they came in a GT6! And the cars set off round the Cheshire countryside but the organiser was not well. In retrospect he should have just gone straight home, but instead bailed out in Long Shoot Lane, and left the cars in Adrian's tender care.

We'll find out later what happened after that, as the report has to be in on the Friday.

As noted below, the organiser is off to Jellystone (showing his age really) in August so the run will be researched as usual and the paperwork passed to a lucky person whose job it will then be to lead the cars round the countryside. We're also hoping Yogi and Boo-boo are satisfied with their last tourist snack and won't be looking for another one.

Adrian has started talking about a modern engine in the front of a Triumph, spurred on (it seems) by the megajolt and megasquirt information gathered in Thurstaston. When it was pointed out that a lot of space is needed to remove the body from the donor car, leaving the engine, wiring, computer bits and stuff (like exhaust and petrol supply) behind and still working. And, you may need more than one go (that means more than one donor car) to get this procedure right. There's this farmer friend who has some space (and probably owes Adrian a favour or two, no doubt associated with the transfer of near to end-of-life small Peugeotts in the recent past). Watch this space. We also note the arrival of a GT6 engine at Chateau Adrian. Maybe it was safer to collect small Peugeotts?

Our next meeting is on **Thursday 4th August** at the Cock and Pheasant. It's the third and last run out of the year so 7:30 for 8 place. But the organiser will be on holiday so someone will have been seconded to lead the happy band round the countryside.

Henry

CORNWALL

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Sorry for no news last month, holidays and family matters got in the way. However, the summer is well and truly here to make up for it. Events this month (that I will report on next

month) include, two Production Car Trials (PCT) that our intrepid TR7 Team will be taking part in, the Kernow Old Vehicle Club Show, Wheels at Wadebridge, Bococonoc Steam and I'm sure many others. Please let us know where you've been, there's so much going on.

So, what has happened? Well, the major event for June was our annual camping weekend. This is traditionally held on the last weekend of June (to coincide with Glowan festival day). This year was no exception and saw us returning to the popular Polmantor site at Haleshead, St Ives. The site has been extended and the new facilities are even better than the old ones, if that's possible, although there were no lockers in the showers! Friday saw the hardy bunch of Triumph enthusiasts converge from all over Cornwall and the south of England. Our friends from Southern and Thames Areas visited us again this year. Friday evening turned out pretty bad with a good old Force 8 Southwesterly storm landing on the site.

Some of us took refuge in Brian and Wendy's caravan, thanks guys, and even Claudia admitted caravans were better than she thought ... and they can be towed by Stags! We then made for the Clubhouse and watched 'Bingo Bob' fail to get enough interest in his games and pack up early. Who said we didn't have taste, although Graham seemed a bit upset, despite protestations to the contrary! Saturday dawned a bit windy and misty, but dry. The forecast said the weather would improve during the day and it did. 11 o'clock was the witching hour for us to set off on our country drive. Mike and Claudia led us along 'One of Britain's Best Drives' beloved of Richard Wilson in his BBC4 series. Unfortunately the low cloud hid most of the fantastic views. Still, we had a nice drive stopping to admire the view at The Minnack Theatre, before one of Mike's favourite roads to Mousehole. At this point Tony decided that it was time for his traditional breakdown! With his car leaking petrol we moved on into Mousehole for lunch.

Comments as we made our winding way through the very narrow streets were good and I think the runners going the other way also appreciated us ... until we met an Emmett in a BMW. Eventually he moved a couple of car lengths back to let the 10 Triumphs through; "Shades of Port Isaac", as Venessa later remarked. These incidents are now becoming an integral part of the drive and Mike has agreed to try and include one every year in future! With time to wander around Mousehole and lunch we moved on with rooves down through Newlyn, Penzance, past Mounts Bay and through Marazion to our road back home. St Michael's Mount looked fantastic in the sun. Everyone seemed to enjoy it, so we rested up ready for the barbecue. Gathering around we cooked away, but this year Mark had a butcher competitor, but in fairness to Mark, I think he saw him off, the other guy was completely unprepared for the competition.

Sunday dawned bright, sunny and very warm. Rooves down we went in through the centre of St Ives to The Cornishman's Arms for lunch. Stuffed full, about half of us took a scenic drive through St Ives to comments from children that it must bring back memories to their parents and their parents replying that they weren't that flippin' old. Leaving St Ives we recovered the road down to Gurnards Head and back, taking in the views we had missed the day before. Then it was home time, with a chance to pull in and see Pete Martin's carved tree of St Michael and a Dragon. It was a very nice weekend, despite the weather and it was good to see so many old friends. Next year we are looking for a site near Falmouth, so if you know a good one, please let us know ... and the country drive

Meetings have remained busy, with most people talking about



TSSC AREA NEWS

events they are going to. Graham and Karen regaled us with stories of their recent trip to Circuit de Laon. This is a fantastic weekend, where Graham and Karen joined the huge Gloucester Area group. Drive out on the Friday, have a great all day country drive through the French countryside, with locals all out vying to return to a champagne reception. Sunday the roads of the very pretty medieval hill top town of Laon are closed and a circuit made up. The procession starts, but as cars drop out it gets faster and faster; Graham had tales of chasing and passing a big American car and nearly getting stopped by Les Gendarmes! Well if you will come around a corner in front of him overtaking and going like the proverbial, what do you expect? Monday is the run home, providing all the cars are still working. Some of us have been before, but lots of us want to go in future!

So on to future events:

August

Saturday 6th Boat trip from Truro to Falmouth, stopping at Treilissick for lunch, see Sally-Ann

Thursday 11th Meeting at The Hawkins Arms, Zelah from 8 pm onwards

Saturday 13th Carnell Green Vintage Rally

Fri 19th-Sun21st West of England Steam Rally, Stithians Showground

Plus, of course Falmouth Week and Fowey Regatta Week.

September

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

Fri 9th-Sun11th Swanage Festival, Dorset

Enjoy the sun, see you at a meeting

Mike

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After a cold May, June turned out to be a lot warmer but we was dodging the rain for a large part of it. The first trip in June was to the Blue Lias on Wednesday 15th. Well it rained most of the afternoon but cleared up nicely for the evening meeting. Approximately 300 vehicles turned up, a bit down on last year but still a tremendous turnout. We were well represented with at least 8 regular Coventry TSSC members and their partners with their Triumphs, most of us managed to park close to each other and enjoy a very pleasurable evening.

Next was Ashby Magna Midsummer Vintage Festival where we spent the weekend in our camper van and celebrated our Ruby Wedding with the help of Paul & Joan Cheshire and Pete & Ann Martindale and family members. A great weekend and a very well organised show with something for everyone.

Tuesday 28th June saw us at the Heart of England meet at the Griff at Bedworth, the turn out slightly down with only 40 cars but on the plus side, 12 of them were Triumphs, the majority of them owned by TSSC members. We are getting a nice group of us now turning up regularly and yes another great night with lots of chat and a few drinks.

Sunday 3rd July our first visit to Bulkington this year on a very pleasant Sunday, good weather, good company and a good collection of classic vehicles. Unfortunately no BBQ.

Tues 5th July our monthly meeting at the Bull & Butcher a poor turnout due to the rain but still 14 people and six classic cars. Our spitfire, Roger Perkins 1967 Viva HB, Clive Jones 1972 MGB, Paul Lewis in his award winning TR8 and Mick Thomas in his immaculate GT6, then Malc McBeth arrived in his Ferrari

stopped a few minutes and then roared off again as the rain came down. We all then took refuge in the snug bar for the rest of the evening. A disappointing night due to the weather but great company in the snug later.

Well we are now well and truly into July so we need you to email or phone us if you want to be part of the Saturday evening run on 23rd July at 6.30pm from the Bull & Butcher Corley Moor to the Rose Tavern at Baxterley, also the Sunday 31st visit to the Jaguar Heritage Museum followed by a run out for Sunday lunch. We will meet at the museum at 11.00am of course you can just turn up on either of these events but we cannot guarantee a meal for those not booked.

We know that some members only read this news letter in the Courier and a lot of the events have passed before you get it. If you let Angie at TSSC headquarter have your up to date email you will receive this report within 2 to 3 days of the meeting from us by email. Angie's email is info@tssc.org.uk

Forthcoming Events

Tuesday 26th July See you at the Griff again

Sunday 31st July Visit to Jaguar Heritage Museum at 11.00am followed by a drive to a hostelry for lunch

Sunday 7th August The Mary Ann Evans Hospice run from Nuneaton to Bosworth water park via Coleshill and North Warwickshire entry £10 per car for details 02476153364 or email www.maryannevans.org.uk

Sunday 14th August Fillongley show. This is our local show we have a club stand, come and join us let us have your details. Sunday 21st August Bulkington Working Mens Club Chequers Street Bulkington a meeting in conjunction with the Heart of England 11.00am till 4.00pm come and go as you please.

Saturday & Sunday 4th & 5th September The Shackerstone Family Festival for details go to the following website. www.shackerstonefamilyfestival

Our next monthly meeting Bull and Butcher Corley Moor **Tuesday August 2nd 7.00pm** also don't forget you can join us at the Griffin Inn Bedworth at the Heart of England meets on the **2nd & 4th Tuesdays** of the month from 7.00pm

Well that's all for now keep enjoying your classic motoring and hope to see a few more of you throughout July and at our **August** meeting.

Regards

Phil & Lynn

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There are times when we all look at the weather and think to ourselves why are we bothering to clean the cars to go to a show, it's only going to rain. For the first time this year the weather looked promising for the Distington Vintage show, Sunday 3rd July. It was their thirtieth annual show. What a glorious day it turned out to be, not only for us but it brought the public out in their droves as well. It was difficult at times to see our new look club stand through all the people around it. For our efforts we were awarded best club stand, beating off the likes of the Jag club and the Mini club. The smoke from our barbeque may have helped obscure them from view. Will have to remember to have a barbeque again next year. There were 8 cars on display. Phil and Ray, Bond Equipe. Roger, Acclaim. Mike and Esther, TR7. Helen & Tony, Spitfire 5. Trevor &



CUMBRIA DERWENT VALLEY . . . DEVON

TSSC AREA NEWS

Cumbria Continues

Barbara, TR8. Nigel, Spitfire 5. Ray & Gill, GT6. Anne & myself, Spitfire 3. Thanks to all for making the effort and to Trevor and Phil for setting the stand up complete with Phil's popping balloons. Hopefully the number of membership inquiries we had will come to fruition.

Forthcoming events: TSSC weekend at Stafford 19/20/21st August. A few of us are going down on the Saturday for the day, as on Sunday 21st it is the Dalemain Show, which we will be attending as normal. Entry for Dalemain is £3 per car and the entry must be in by the 7th Aug. Please let me know if you wish to attend. I have 2 spare seats in the car for the trip to Stafford on the Saturday, if anyone from the Barrow would like to go please contact me. Also give me a call if you want something bringing back from the Club Shop.

The Beach Bash - 27/28/29th August. Unfortunately I have hit a brick wall with the organising of this event and for this year have had to cancel it. I have however found something else for Monday 29th August. We are going to attend the Bootle Country Fair. It is not a car show but we have been invited to display our cars on the show field. More info can be found on their website www.blackcombecountryfair.com.

I have had a request to organise a meeting place in the south of the county for those who cannot make it to other events for various reasons. The meeting will take place at the Old Farm House pub, opposite the leisure centre, on the coast road going out of Ulverston. 7th August 12 Noon. Please feel free to turn up in anything with wheels on. Walkers will be charged. It does not have to be a Triumph. If there is enough interest for the meeting then it can become a regular meet. You don't need a concours car to enter or attend any of our events. We are always glad to see anything no matter how good or bad it looks. Beauty is in the eye of the beholder.

Safe motoring

Ray

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Hi All. First a big thank you to all who came to the Peak Run weekend. It was a record breaking weekend with the most ever campers, the highest number of people attending the Friday Night Welcome, the biggest attendance at the Saturday Party night and 101 entries in total. Those who were at the campsite enjoyed a human race night on Friday and then on our Saturday night they had then a visit from TV's Reverse Gear Team and ended the night with a disco.

Sunday's Peak Run was the best and biggest of them all, with 101 cars completing a 72 mile run in our very own beautiful Peak District, finishing at Carsington Water on a very hot summer's day.

That's enough about the Peak Run weekend. You will have to read the Courier next year to get the full Peak Run story.

On to our regular Tuesday night meeting which had lots of new faces as we held a 'welcome all' BBQ. We invited all the other local classic car clubs to join us no matter what they drive. After munching at hot dogs and burgers we all sat down for a noggin and natter, finishing the night off with a raffle.

Looks like we have made lots of new friends which we hope to see lot's more in the future.

Dates for your diary:

2nd August - Derwent Valley's Monthly Meeting at Smalley Common Ex-Serviceman's Club from 7:30pm. All welcome.

13th August - ASDA Day at Bruntingthorpe, Leicester. More details at monthly meet.

14th August - Boston 21st Classic Car Show.

14th August - Leicester area's Sunshine Rally. Brooksby Hall, Leicestershire

19th to 21st August - Triumph International Weekend, Stafford County Showground

28th and 29th August - Moorgreen Country Show. Entries close **12th August**.

6th September - Derwent Valley's Monthly Meeting. Smalley Common Ex-Serviceman's Club from 7:30pm. All welcome. Cheers

Roger

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Welcome back Lisa, whose Vitesse "Ruby" Dan has been looking after and welcome to the new members who have joined TSSC recently, we look forward to seeing you soon. Ted T also tells us that he is back in the fold, having acquired an olive green 1965 1200 saloon - he is promising it a body off restoration. Glen's Stag is now back on the road after her diff went on the Isle of Wight. Another example of the Devon bush telegraph and support system - this from Richard R-S re Annie's Herald which had problems following our run to Yeovilton - "Captain (Colin) Pugwash has been fantastic and Annie's Herald, complete with Hugh's Spitty engine, Colin's distributor, Mike Papworth's Carbs, Russell's Exhaust, Hugh's flat exhaust brackets, Mike Papworth's Gearbox and Fly wheel, Abingdon's Diaphragm Clutch and finally Dan's clutch cylinder carrier, all put together with Colin's expertise, patience and body parts, roared back up the road from St Austell on Sunday Night. Absolutely Fantastic."

What weather we had for our 3rd Trains & Triumphs at the South Devon Railway. It bucketed down all day, yet an amazing 14 Triumphs turned up at the station, with Mathew (Stag) coming from Callington, Maurice (1500 TC) from Coppelstone and Russell (with young Robbie this time) bringing his Vitesse from Exeter.

Family Chudleigh swelled the numbers by 3 and we were grateful to everyone who came, with and without their cars.

Steve reports "the North Devon sub group had a great June meeting at the Tarka Inn near Heanton, with holidaymakers Nigel (SOC) and his daughter Joanne (TSSC) bringing Joanne's Stag - they will be welcome any time! Steve T came in his TR7 V8 Works Replica and Ray & Wendy came in their Spitfire 1500. Glenn & Trish, Joan & John, Dave & Kay and Steve W, Sharon and Edith brought their moderns. The gang for the South Molton Vintage Rally were Glenn & Trish - his re-engined Herald 1500 Estate, John & Joan - Vitesse 2ltr with Shannon their grandnephew (a budding petrolhead hereafter called 'Shan' for street cred), Ray & Wendy took their Spitfire 1500, and Peter Clarke's Riley and 'Scooby' his new rescue dog. An old friend of Glenn's, Barry, was there in a nice red '67 Mk3 Spitfire. We hope to see him again. The weather was fine but windy so sheltering in Glenn's small but faithful tent was

TSSC AREA NEWS

great for bonding ! We did our turn around the ring and afterwards a great BBQ at Ray & Wendy's place where we were joined by Steve & Sharon. A totally enjoyable day. Two cars supported Bude Show on 5th June. - Glenn & Trish still testing his 1500 Estate and John & Joan in their Vitesse. A good run down the A39 'Atlantic Highway' but, as the Vitesse entered the showground, the nearside rear tyre went bang and nearly came off the wheel. As we set about changing the wheel (not easy on wet turf) someone handed over the complete valve which had shot past him as the tyre popped. We considered ourselves so fortunate because just before that we had been doing 60 mph and such a blowout could have been disastrous! A good show with over 175 cars. Only Glenn attended the Bideford Quay show, meeting Peter Clarke's Riley there. Father's Day saw two cars from North Devon go to Castle Drogo on the edge of Dartmoor, together with Jackie & Allan, Ian & Karen and Simon from South Devon and Somerset's Peter & Barbara with 'Olive' their Herald. Glenn & Trish took the Herald Estate and John, Joan & young 'Shan' their Vitesse having a swift enjoyable run down on open roads in good weather. Parking on the courtyard right outside the front door amongst the first dozen cars, by lunchtime there were around 70 cars, with the Triumph marque well represented with all types on show. The castle tour was well worth the visit and the marshalls were very interested in all the cars. There was a 3ltr Studebaker President, under restoration but in fair condition, previously owned by an Indian Maharaja in the '50s. Thankfully, an uneventful equally great trip home, stopping at Muddiford for a drink as we didn't want the day to end." (Sue - North Devon have certainly been busy - if you are in the north of the county, why not contact Steve (07968 702611) to see what they are up to next?).

The majority of Devon cars went to Woodlands show on Fathers' Day where, though being eclipsed by masses of Minis, a Triumph was reserve in the show - OK not one of ours!

Club Night at the Star was well attended as usual - we had as a guest Pete Lewis (AO Herts & Beds Area) who was holidaying in Torbay. For the first time Trevor was able to bring his low mileage Toledo - a local car sourced from Central Garage at Brixham. Shaun brought his TR8 and Gerald came along for the first time since last year's heart surgery with his Vitesse. Others there included our Stag and Steve's, Dan's Herald, Colin's 2000, Andy's GT6 and Steve F with his 2000. Still drying out from their soaking at Buckfastleigh were Mark's Spitfire and Marc's 13/60. Maurice & Mary had attended a large classic car rally whilst in Cyprus, and came back with loads of pics, and details of the event. It certainly looked good - a rally over a few days, covering something like 400 km.

At the end of June, with some cars at Cullompton Town Picnic, 4 Triumphs went to Southfork Caravan Site, Somerset on a trip organised by Colin. Colin's 2000, Dan's 2.5PI, Ian's Herald and Gary (Hugh's son from Wales) in his gas powered Acclaim. A day trip to Beaulieu Motor Museum, and John & I piled in with Dan & Steve in the 2.5PI. We all enjoyed the day which was followed back at the site by Colin's famous BBQ. Sunday was lunch and skittles at The Red House, Yeovil where the men beat the girls hollow despite Steve C being an honorary girl for the occasion.

14 made it to a short notice BBQ at our place the following week, making the most of the brilliant weather then Allan & Jackie, Steve and I went to Teign Country Show at Chudleigh on the 3rd. I took the Stag on my own for the first time - not good - firing on only 7 and driving like a pig in a poke, (the car I mean) and had to be 'rescued' by John - new plugs on the

way soon!

COMING UP IN AUGUST

Sunday 7th, we are going to Mount Edgcumbe near Plymouth for the first time. An early meet to get there together as it gets very busy later. **Thursday 11th** is the North Devon meeting and Club Night at the Star will be **Wednesday 17th**.

TSSC International at Stafford is from **Friday 19th to Sunday 21st** and we again expect to have a large contingent from Devon making the trip. Want to join us? Discounted ticket prices if you pre-book through the Club. The following weekend - **Sunday 28th** is the latest in our annual Scalextric competitions. To be held at Chillington near Kingsbridge again. Contact us for details - we will meet up beforehand to drive there.

DIARY DATES

- Sunday 7** Mount Edgcumbe Show
- Thursday 11** North Devon meeting
- Wednesday 17** Club Night at the Star
- 19 - 21** weekend TSSC Stafford International
- Sunday 28** Annual Scalextric at Chillington
- Sunday 4 September** Thornfalcon Show near Taunton

DORSET SOUTH Tel. 07920 549474

Hi All. Well the classic car season is up and running and on full throttle but unfortunately the weather was not so kind for the Best of British get together on Poole quay on Friday 17th of June. Although one Dorset South member dodged the summer downpour!! in his Herald to be one of only three cars to brave the elements (see pic).



June 26th I attended my local car clubs annual show (Transport of Yesteryear). The weather was much improved



and a great day was had by all with over a hundred cars on show, trust me to park next to the show winning car lol, a lovely concours MK2 Jaguar (see pic).

Club night on the 27th of June was also well attended and it



was great to see the Wessex area group of the TSSC make the journey up (see pic). Thanks Trevor and we will be up to one of your meets very soon promise.

Have a great summer everyone

Rob



TSSC AREA NEWS

ESSEX

ESSEX

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www.freewebs.com/essextssc

I keep promising a short report, this one should be as haven't been out much this month but you now how I can witter on and on but at least this month I have started this report with a few days to go before the deadline.

My Office Theodore has been playing up, his brakes were binding on the way back from a show two weeks ago, jacking it up and playing about with the adjustment and the cable seems to have sorted it till he spits his dummy out again with another problem. I have managed to locate another ignition lock it should be winging its way to me as I write this, no more using the old Essex boy ignition key (screwdriver) I have yet to sort out the British Racing Green colour match problems but when the weather is good I would rather be out driving the car than working on it.

OUT AND ABOUT. This is just a brief outline of what the club members have been up to for the full story go to www.freewebs.com/essextssc<<http://www.freewebs.com/essex>>

Porky's Diner Wednesday 15th June - This saw a few cars heading out mid week, not a usual occurrence but once we had made our minds up off we went. We were running late so missed the meeting point and phoned to say "see you there" once we did arrive it was a good job we had eaten as it was packed. The diner was doing food but we preferred a good old coffee instead and a wander round the cars. It was also raining on and off so not so good. The car park was full and because we were late we had to park up by the garage, but I quickly moved the car when a space became available. From the club were, John, Donna Lucy, Ian, Cheryl, Pete Di, Sue, Stuart, Steve and Maria plus just Jane and myself as Joe has scouts on a Wednesday night (he is a young leader can't let them down) Taking 2 cars would have been difficult, getting them out at home and parking at the other end. It was packed, and great to see all the cars out midweek.

St Peters church car show 18th June - This one was a new show, not just for us but for the organisers as well. As it was only down the road in Harold Wood some members met at the show John and Donna, Fiona, Ian and Cheryl, Mumma and Stuart and Pete and Di. The gazebo went up, complete with bunting and flags. Ian and John were chuffed to see both of our cars on the cover of the programme. The show field was now quite full, a good turnout for a Saturday show and especially as it was this shows first year. On the whole it was a good little show and I am sure it will grow bigger year on year.

Arreton barns Isle of Wight 19th June - As we were away on the Isle of Wight for the weekend doing the usual taking the grandparents away for their annual holiday (they get picked up a couple of weeks later we don't just leave them there) we decided that it would be rude not to attend the local car show on the Sunday at Arreton barns. This is the 4th or 5th time we have been and met up with the gang from IOW. It was great to see Angie and Graham flying the flag for the TSSC. We had a wander round the cars, Joe had a mad dash around the mini's and there were quite a few, a green mini checkmate the same as Joe's black one, and we also saw a red one on the way there. Joe took many great photos for his collection. The weather held but it was a bit windy on the field. Never mind it

was great to catch up with them, and we will see them at their club meeting on the 15th August when we are over for our annual hols.

Audrey End Classic Cars for Fathers day 19th June - 4 cars were due to be out today. 2 Heralds and 2 Vitesse's. Not a Spitfire in sight, we are taking over. On arrival at Audrey End it was straight on to the nice lawn at the front of the house. Then set up camp, which wasn't much today as 'no holes' are allowed in the grass. Which meant no gazebo, no flags and no windbreaks Lots of people were here and there was always a good crowd around our cars. We have had them called some funny things in the past, "ooh look a Triumph Theodore" and John's has even been called a Dolomite on one occasion. Today was no exception when someone remarked about Graeme's Vit, "it's a Triumph Overdrive". The afternoon was spent chilling by the cars enjoying an ice cream and soaking up the afternoon sunshine.

Whitstable classic car show. 25th June - A nice run over to Kent for today's trip. John Donna and Lucy met Steve and Maria, Dave, Paul and Alice and Mumma and Stuart at Thurrock Services. They all made it to Whitstable all ok and were parked in the allotted space. Surprisingly they had an area saved for Essex TSSC. The show was on the green which runs along the sea front and lots of cars had turned out for the day. We whiled away the time by eating cakes and drinking There were loads of people admiring the cars all day, Dave's loving it as he gets lots of interest in the Stag. John had an unbelievable offer for my Herald, £11,000, no I haven't written it wrong. It was a serious offer and he was offering cash as well. We made lots of noise going through the Dartford Tunnel before emerging on the Essex side and waving our goodbyes.

A & J Fundraisers Classic Car Show. 26th June - At the first meeting place 1 Herald 1 Rosie Spitfire 2 blue Vitesse . the 4 cars were due to meet up with the rest further down the



road. Tallulah (Spitfire) Theodor, (TR7) and a Stag. So, that was 7 cars looking good in convoy through the country lanes. We were to be boosted by another Vitesse from Kent at the show. Once at the show we put up the BIG gazebo, The gazebo was a godsend today as it was so hot. There wasn't a cloud in the sky all day and it was nice to sit in the shade for a while. Quite a few toot stalls were there, and a few bargains were obtained. Malc got the voltmeter he has been searching for, only a fiver and it even works. Ian got a Haynes manual on, wait for it, Caravans. Oh dear I think he has got the bug. Pete got a jack for the Vitesse and it only cost 50p, now that's a bargain. The biggest bargain was had by Graeme though, £1 for a whole box of assorted tools. Lot's of rusty stuff but a few handy bits and bobs. As it was so hot we spent most of the day chilling under the gazebo, eating lots of cakes. We had some of Lesley's chocolate cake followed immediately by Janet's birthday cake, really handsome along with the ice creams in the afternoon. Dave did his big quiz in the afternoon which we

TSSC AREA NEWS

UP AND COMING

Lingfield Steam and Country Show
Saturday 6th/Sunday 7th Lingfield, Surrey
 Mersea Island Festival

Saturday 13th Mersea Island, Essex
 Little Havens Classic Car Show

Sunday 14th Purleigh, Essex

Tewin Village Classic Car Show

Sunday 21st Tewin Village, Hertfordshire.

MONTHLY MEETING **Sunday 21st** The Halfway House

Herne Bay Motor Show **Saturday 27th** Herne Bay, Kent

Knebworth Classic Car Show **Sunday 28th/Monday 29th**

Knebworth House, Hertfordshire.

BIRTHDAYS Keith Dale on the 12th August. Steve Hall on the 17th August. Stuart Dains (our son in law) will be 30 on the 12th August.

Allan

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

Hi folks here's this month's review, Vicky and I took a run out in my Herald to Castle Coombe to the classic & sports car action day. Paul decided to attend too having found out where we were off to.

A run along the A46 got the day off to a good start and we arrived just in time to see the action beginning on the track. Unfortunately there was a distinct lack of traders in and around the paddock area and as has been the case in previous years the action on the track wasn't sorted out enough for my liking, the classic track sessions should be better separated from the modern sports cars/track cars.

That said the day was very enjoyable enhanced by the picnic lunch that Vicky is so good at.

The area meeting was very well attended and as usual Jane was so busy talking (I know hard to believe) that we had to remind her to hold court so that Don & Bj could find out what's on before heading home. We also found out that Bill and Ted (David & Jim) are now having to communicate via solicitors since their short engagement has taken a turn for the worse. We all hope that an amicable solution will be met soon.

The mid month pub run took us out to the Bugatti Inn at Gretton and a pleasant evening we had too. Don & Bj sampled the food and highly recommend it, the rest of us stuck to liquid refreshment and idle chit chat, also highly recommended.

The beginning of July was a lovely sunny weekend and a group of us set off to the Isle of Wight to celebrate Tracy and Marcus's wedding. We had a fantastic weekend the wedding was lovely and it was good to meet up with some of the other TSSC people too (South Bucks etc) Congratulation to the bride and groom, we wish them well and thanks for a fab weekend.

We enjoyed a sunny evening at the Worcester area to thank Steph and Sylvia for their hard work running the area we hope to continue enjoying their company as much as their other commitments will allow, thanks both.

The height of summer is upon us now so make the most of your classic and come along to enjoy an event with us really soon.

Andy

Events.

Tues Aug 2nd Pub meet at the Hunters inn.

Mon 15th Aug area meeting at the Swan inn, Coombe hill.

all enjoyed, don't know who won but it was funny. The weather was glorious all day and we were one of the last to pack up. We then enjoyed a nice top down drive home.

Biggin Hill festival fair. 2nd July - A last minute show. There was just John Donna and Lucy in the Herald and Dave in the Stag out to play at this one as some of us were camping at Walton.. On arrival a marshal greeted us he was grateful that we had come. There was no booking in to be done and best of all it was free entry. There was loads going on all day, lots of stalls to spend money and arena events to keep everyone amused. There wasn't a massive amount of cars, about 50 ish Camping at "Strangers Home" pub Bradfield, Walton car show 1st/2nd/3rd July - We had a few hardy souls for this one; the



Friday was a fantastic day to set off for camping, Janet, Joe and myself, set off at about 2pm with the Spit and the TR7 all packed and ready. We had a great journey down and in 1 hour and 15 mins we were pulling onto the site. The pub has an excellent field at the back and is tree lined, so we chose a spot that would accommodate all of us by the tree line. We went in and paid our money and then proceeded to put up camp. Up went the large gazebo again, this was handy as the whole weekend had brilliant weather. Up went our tent which we then had to move when Joe eventually decided where he was putting his 4 man tent (yes just for him). We were just putting the kettle on when Lesley Paul, Alice, Charlie and Harry arrived, Paul and Alice in the Spit and the rest in the support wagon. They were just saying hello when I pulled Ian and Cheryl with the Spit, towing the caravan. Soon camp was



organised and Ian had his electric for the kettle so all had a very welcome cuppa. Later on some of us went for pub grub. Excellent it was, although the wait was a bit long it is all cooked from fresh. Joe spent the evening playing games with the children so the 4 of them were soon worn out. We had a nice chat and a laugh at the camp site gazebo after the little ones went to bed. The following morning was very hot at 7am, early showers and kettles on, it was a long day but we did absolutely nothing, I read a whole book on my new Kindle, we chatted, read, had an ice cream went to the pub for lunch, Joe played with the children, oh and Ian and I spent the whole afternoon asleep in the tent/caravan.

Again over to the pub for the evening meal and another evening of chatting.

It all too soon came to an end. The next morning was spent packing up camp, we were tempted to stay at the site. John texted to say they were on their way, so off we went to join them. They had already arrived at the show and we had to be parked separately, never mind we had two camp TSSC's



GLoucester HALLAMSHIRE . . . HANTS & BERKS

TSSC AREA NEWS

Gloucester Continues

Fri-Sun 19th-21st Aug TSSC international weekend at Stafford county showground.

Sat Aug 27th Glos area BBQ at Vince & Jane's, Gretton Fields. Speedo's optional.

Mon 29th Aug Bredon classic show at Bredon cricket club.

Mon 29th Aug Picnic run to the Elan valley.

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Hi All. Summers here and for us the camping weekends have begun, Robin Hood weekend at Walesby was our first spot of camping. Friday teatime saw us all pitched up and ready for socialising , the Pie and peas went down a treat and we played silly games till late. Good breakfast was cooked by a few, then on to a treasure hunt which took us round local areas. Saturday also brought us all to Archery which was won by Roger from Derwent Valley, then the BBQ and back to silly games til late. Sunday was a nice run round Nottingham and finishing at the market place in Newark. A Concours prize was won by Dave Richardson from the Northants Area.



Pic Camping at Ashbourne

On to Ashbourne for our weeks hol with Dave & Angie from Northants area before the Peak Run. After seeing the sights thru the week it was time on a sunny Thursday morning to set up our garden to surprise Colin (Derwent Valley) with signs made by Dave and the gnome's in the garden with rope fencing followed by the pool. Colins face was a picture. Then we helped to set the Gazebo up with gale force winds it decided to take off and hit Adrian on the head (knocked a bit of sense into him). Friday night brought us games and laughter. The start of the Peak Run was a run into Matlock Bath we parked



pic Mark receiving his prize from Roger Buck.

our cars in the garden. What a sight it was. Then a walk along the river to the chippy for Ayrton and his hungry stomach.

Saturday nights entertainment brought the Games which this year was Reverse Gear which the Derwent Valley Area excelled themselves giving us all a first rate evening with all Areas attending joined in the fun. Sunday was another brill run round Derbyshire/Chesterfield and ending at Carsington Waters brill day very hot , Hallamshire's Mark Cliff got a placing in the concours bagging a splendid framed image of the Peak District and a trophy – well done Mark, then back to chill for our last night. BBQ flowed with the Wrights family and drinks, a large garden party followed, then a red hot morning to take camp down. A big thank you goes out to Carl and Lisa for running our meeting while we were away at Ashbourne.

We have now managed to get Christine (2500s) up and running taking her to the South Yorkshire meeting ,and by the time of reading we will have taken her to the Northants camping weekend 15th to 17th July and also Silverstone.

That's it for now, looking forward to writing about Silverstone in next months Courier.

Diary Dates

August 2nd South Yorkshire Meeting

August 15th Hallamshire Meeting

August 16th South Yorkshire Meeting

August 19th to 21st family camping weekend

August 29th Thoresby Hall (Andrew Greenwood's)

August 30th Nottingham Area Meeting

Sept 2nd to 4th Lincoln camping weekend family friendly

Sept 19th Hallamshire Meeting

Sept 23rd to 25th Mile Of Triumphs

Sept 26th Nottingham Area Meeting

Julie & Adrian

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Apologies all, I missed the Area news last month, having been a bit busy with holidays and the like around the deadline.

I've managed to get along to a few local events over the last couple of months, although I was the only one from our area it's worth mentioning a couple that I'd recommend for next year!

Firstly, I had a nice day out at the Triumph Day held at the famous Ace Café back on 11th June. A nice selection of Triumph's in the car park. I love the Ace as a venue, straight out of the 50's/60's so ideal for a classic car meeting. Good to meet up with East Berks AO Mark Smith with his lovely Wedgewood blue MK3 GT6 there. The Ace hold the Triumph car day once a year but it's well worth calling in to the venue if you are ever passing as there are always lots of interesting cars and bikes there and most weekends there is a car or bike meet for a particular marque or genre of vehicle. Be warned though, if you turn up in a Triumph and it's a scheduled meet for another marque you'll have to park outside the main car park. It was funny to see someone turn up on the day of the triumph meet in an immaculate E-Type FHC, they wouldn't let him in because it was a Triumph day. Nice to feel more special in a GT6 than an E-Type for a change!

Another event that I'd highly recommend after going along this year is the midsummer madness camping weekend arranged by Suzie and Guy from the Southern area. The great thing is that this is right on our door step at Cheriton near Winchester. Camping in the grounds of an excellent pub, the Flowerpots at



TSSC AREA NEWS

Cheriton that brews it's own excellent range of beers. The Pub is rather traditional, only open lunchtimes and evenings with a closed period through the afternoon, no Kids allowed in the bars (although there is a big heated marquee outside where kids are welcome), no mobile phones allowed in the bars! The Weather was a bit wet, especially on the Friday evening. We built a Gazebo city in the corner of the field with 5 or 6 Gazebos so everyone was able to keep out of the rain. Saturday there was a nice drive out through the Hampshire Countryside and a visit to the Army Museum of Flying at Middle Wallop which was great for my son James as he's been wanting me to take him there for ages. On Saturday evening we had a bring your own food Barbecue as the Pub had kindly let us use their Gas Barbie.

This was followed by a quiz in the Gazebo City and a Raffle where I reckon nearly everyone got at least 1 prize with some lucky winners getting several. Definitely an event for members from our area to attend, reminded me a bit of the Isle of Wight Camping weekend in atmosphere as it's a fairly laid back affair and more of a social event.

Back in June I also decided on the spur of the moment to go along to the East Berks area meeting, good to catch up with Mark and his area, plus Mickey and Julie from the Thames area were also down for the evening.

Now onto **August**, the TSSC International is on the weekend of **19th to 21st**, unfortunately this clashes with my family holiday so I'll not be able to get along so if you are going have a beer and think of me lying by the pool in Lanzarote, it's a dirty job but someone's gotta do it!

Coming Up at the start of September Carl & Beckie and Jason will be doing the Club Triumph 10 Countries run so good luck to all entering this event....

That's all for this month.

Andy

HERTS & BEDS Tel. 01582 750943
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Hi there, have to say the Luton festival of transport was a washout, deluge, someone bring the soap, horrible day, many thanks to Andrew R for arranging this mammoth event, his first year and it tipped down. I thank those who made the effort and got seriously damp, we had about 8 of the 25 cars on wet grass, the cheapo gazebo stayed dry apart from horizontal spray through the mesh windows....we all had enough by 12.30 most had left to dry out, a great shame for the charity funding.

Kimbolton Charity Classic July 10th will be reported next time but 14 of the 15 passes have been issued, if the suns out we should have a good display.

The new members listing in the courier is good as I can email new members to let them know where we meet and what we try to do.

Had an ad hoc picnic at Ashridge on Sunday 26th a really hot day, under the tree's but this only attracted Tony -TR3, Ray-Burlington, and ourselves -Vit 6 and now have an idea of holding a bigger event open to all at the Ashridge Bridgewater Monument next year.

July 25th would have seen our Best Area Car award and Nigel's doing Valuations at the pub, and **Thursday August 25th** will be our outing to Classic Restorations, Milton Keynes at 6pm (email me if you want to join).

Duxford, there will be a team briefing decided on soon to run through who does what, and I've been overrun with volun-

teers..brilliant.

My local email service has over 86 names on it and I have asked if any wish removing ...so far only 1.

Buckingham steam rail centre classic day is **August 29th** for £2 per car including occupants, and that's free admission to the centre and free steam rides. You can pre book or turn up on the day, hope to see some of you there.

TSSC international at Stafford is **August 19/20/21** you can discount pre book on line or ring HQ or pay on the day. Stop over camping is available, or do just a day trip.

Don't forget the next Pub Meetings are **August 22nd, September 26th**

Please pencil in our 18th Duxford day **October 2nd**, £11.95ea. Under 16s free, not far away, on the A505 near M11 J10.

I hope you all have some good Holiday weather.

Regards

Peter

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Firstly an apology, I missed last month's deadline for the Courier and didn't submit a monthly report, I also missed the last month's meeting due to enjoying myself at the Monaco Grand Prix and other such niceties in southern France and Italy courtesy of Azamara Cruises.

Anyway, I am pleased to report at this month's meeting there was a reasonable turnout with a couple of Spitfires (David and Colin) and my Stag. A new member joined us for the evening, Robert Garrett who lives in Sevenoaks.

Rob is currently the proud owner of a Triumph based special, a JC Midge based on a Spitfire 1500 chassis. He is currently restoring it and was very interested in Colins 1500.

Speaking of which this is now looking even better than before, Colin has even done some mechanical work himself on the car replacing bushes on the front and rear of the car.

Well done Colin, we'll have you rebuilding an engine soon! Colin is also planning to enter the Concours event at Stafford this year, we all wish him good luck.

On the Event side, by the time this is printed we will have had the Darling Buds Classic at Bethersden, an event that is always popular and I note on it's website that it is no longer accepting advance bookings - should be a good show weather permitting.

We also have out Run out on **August 14th** to the Dering Arms - we aim to leave the Cock Horse at 10.00am to get there in time for the barbeque!

A new Classic Car Show on our Calendar is the Hawkenbury Classic Car Show near Staplehurst, this is on the **3rd and 4th September** (<http://thehawkenburyinn.webs.com/classiccarshow2011.htm>) - Personally I am committed to a wedding on the 3rd so will be going on the 4th. Booking forms are on their website above.

On a more serious note I am giving notice that this is my last year as Area Organiser, my other life is now getting very busy and I cannot give the role the attention it deserves, so if anyone is willing to take over please let me know as soon as possible. I will however be arranging the annual dinner at the Cock Horse as usual.

Steve



LANCASHIRE . . . LEICESTER & RUTLAND MANCHESTER

TSSC AREA NEWS

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The past month has been a bit busy with one event or another to choose from each weekend. As a result the group has been split with personal preferences and other commitments dictating who was attending what. So in order we have:-

• Dales run at Dent – organised as usual by our west Yorkshire neighbours, I went along to this one as did seven others (5 cars in total), four of us camped and four did the B&B option which I thought was a good choice cos it was blummin cold in a tent through the night. Was it really JUNE!!!!!! That said we struck lucky with the weather for the Saturday run out round the Lakes. The event was quieter this year with twenty odd cars out on the run. Saturday night in the village hall with Alan at the helm training an up and coming bingo caller Kev 'the numbers' Ollerton. Now appearing on the golden mile.

The following weekend had three events to choose from.

• Peak Run – which Stu/Lisa, Mark/Cat, & Simon/Claire attended, I've only seen photo's of them at the event and two of the cars seem to be either being pushed around or being pulled onto a breakdown truck. What's occurring there then?

- Houghton Tower show – that Norman and Brian went to.
- Broughton hall game show – that Dennis and myself did.

• Junes meeting was again a pretty good turn-out with ten cars on the car park three of which hadn't been before, one Mk3 spit and two GT6's one being Andy's 2.5Ltr powered beast that he uses as his daily ride (when he's in the UK)

It was very good to see Tom at the meeting, we haven't seen him for some months now due to his eye's giving him some issues and wisely not driving at night. But he's still working on his Herald restoration, and to prove it brought photo's of his handy work. I have to say an excellent colour choice Tom (but I'm biased). I think all of us hope that we can do what you do at your age, only 25 years for me to wait and try !!!!.

The final Sunday

• Towneley Show in Burnley – notorious for poor weather we decided to pay on the day instead of pre booking. But it was a cracking Sunday and six of us went along to what was a very good turnout of cars and a lot of interested people looking at the cars.

That's all for now

Kevin

LEICS & RUTLAND Tel. 07774 276564

Why is it when we have our monthly meetings, the weather is always damp and dismal. Since we moved across Leicestershire to the Red Lion at Huncote, not many of us have had the chance to display our lovely cars on the pub car park for the locals to admire. We average over 30 members at each meeting and yet so far, a couple of Triumph's in the car park. Roll on summer, by which time the dark evenings will be upon us.

Are we depressed, not after the Peak Run which some of us attended in June for the first time. A few of the older members who had been to the Peak Run in the early days described it as a great way to ruin your clutch. How wrong could they be. Great organisation, superb site for the camping and excellent instructions for the run on Sunday. 101 cars took part, which could be undertaken at your own pace, and with stop-over's to

admire the scenery of Derbyshire. Several of our area travelled up on Thursday so as to not miss any of the fun. Unfortunately my Spitfire failed to make it, but fortunately for me and Nobi, Wendy only realised on the Saturday night that there was a run out around Derbyshire of about 80 miles on the Sunday. As she did not wish to drive the Stag, Nobi immediately took up the challenge which meant I could navigate for Andy. Sorry Nobi/Wendy that we held you up, what with the petrol in Andy's car staying in the tank on the very steep hills and not reaching the engine very fast. (The passengers had to get out) and my habit of reading the previous junction directions for the current junction. We got to the finish at Carsington Water well before dusk. The area had four cars with eleven members and Wendy's Stag was voted "Car of the Peak Run" so well done and a perfect finish to a great weekend.

Several members also attended the Waddington International Air Show on the Sunday, which is turning out to be one of the largest air shows in the country. 75,000 people had visited on the Saturday. Expensive show to visit but if you display your car, free for car and driver, any passengers in the boot whilst entering the ground.

Stan and Sheila went to the Bourne Car & Bike show in Lincolnshire, and it is one we may consider next year to attend as an area display.

August 7th and the area, weather permitting, hope to have a trip to Hunstanton for the day. **Sunday 14th August** is our "Sunshine Rally" Coming together nicely so we just need the sun. Then it's the TSSC International weekend at Stafford and several of us hope to turn up on the Thursday evening to set up the area camp. Tents, gazebo, caravans, motor homes, white picket fence and razor wire. Oh, and for those MG owners amongst us, potted flower display. A nice family show, not for the faint hearted.

Dave

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**CHANGE OF VENUE
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Very Very Important News First!!!!
The next Venue we are going to try is
The Best Western Bolholt Country Park Hotel
Walshaw Road Bury Gt Manchester BL8 1PU
Tuesday 2nd August.

We have now tried 2 venues and visited 5 different possibilities and for various reasons mainly size and sometimes cost none have been suitable. I think maybe the above venue could be very suitable it is large in beautiful gardens, the manager is more than helpful, it is Free as long as we service the bar and it is situated in Gt Manchester!!!! So please come along to our next meeting and check it out (if you know of somewhere more suitable please tell us)

We have just had a very busy month attending Tatton Park, Dales Weekend, Robin Hood, Peak Run & our own Area BBQ.



TSSC AREA NEWS

(I'm kna.. very tired, just writing about them!!) We will be including all these events in the Area Showtime sometime throughout the year, so look out for your event.

Tatton Park was a massive success with 40 beautiful Triumphs from our own area and Quasi (racing Spit) on display it was an awesome sight making it the biggest Triumph stand on display (That wasn't national that was just one area) Thanks to Stuart Holmes for organising such a massive event, and a big thanks goes to Scoobs, for supplying all the new stand poles and chain, Pete for decals, Mark for new flag pole stands, Gary for bringing Quasi up from Lubenham, Janet for organising drinks from around the world and the entertainment (drunk as a skunk!! how else could you try and pin a cocktail umbrella stick into someone's hair who is bald.) Thanks to everyone in our area that helped make Tatton Fantastic!!!!

Next we attended the Dales Weekend at Dent we had a smashing weekend with fantastic scenery and entertainment with Allan's infamous horse racing evening with fancy dress (Osama Bin Bag won first prize)

Only 2 blips to report first Mark's Horatio (2000) developed an alternator problem. Dr Noo to the rescue and with the odd cannibalising, several suggestions and advice and plenty of tyre kicking Horatio was soon on his way, Sunday saw it bucketing down all afternoon. That didn't stop the hilarious auto gymkhana where yours truly won first prize. Congratulations to Jez & Debs Car of Show in a stunning TR5 Steve & Nic Best Saloon and Pip & Frank Best Stag. A fantastic event Thank you Richard, Allen and the team!!!

Next The Robin Hood Weekend, wow!!!! Thanks to Claire, Nigel and all the Team, Brilliant weekend from Free pie & peas Friday night, quizzes, treasure hunts, archery, fancy dress, fun & games. Pete & Janet and Mark & Tracy won the black & white bin bag fancy dress as Super heroes Pete & Mark attracted funny looks whilst shopping for matching accessories, Y fronts, tights foil and bling, and the girls looked fantastic with their new boob jobs. We would like to introduce you to "Dolly Girl" aka (Tracy) "Stagerella" (Janet) "Captain 2000" (Mark) "Spit Boy" (Pete) and "TR Teddy" (Bumble) I told you that some of my Area are very comfortable with cross dressing (Tee hee)

The Peak Weekend What can I say guys this year you really surpassed yourselves with the entertainment!!!! "Absolutely Brilliant" Campsite fantastic, the best entertainment "Top Gear Reversed" genius we had a ball!!!!

Sunday Run to Carsington Water Park was stunning with wall to wall sunshine. Jez and Debs won 1st Place People's Choice for car of the Show with a beautiful TR5.

All these events will appear in the Area Showtime throughout the year so as they say watch this space. (But we would like to say a big thank you to Jez & Debs for a fantastic BBQ)

The Area BBQ and the Wilmslow Show will appear in Next month's Area News we have done so many events in such a short space of time that I am running out of space.

We had our Area meeting at the Cheshire Lounge with 33 members present it wasn't really big enough for us all (so we will not be attending this venue again)

We will be looking at an additional Xmas Do that will be held locally in Manchester in **January ish** that Janet has volunteered to organise.

We have plenty of interest in a Manchester Area **October 8th** weekend at Hollingworth Lake, to give us a chance to have a look at organising a future event we will also look at B/B Dave and Lynda are researching a possible car show and run weekend **10th or 11th September** at High Leigh Garden Centre so watch this space.

This news now from Gary Russell:

I was in Brighouse this morning and this fella had broken down outside the place where I was calling into, Ian does not go to any of our meetings but he has been with us as a member for a long time 92/38119.

I saw that the bonnet was up and introduced myself to see if I could help? The battery was dead so as a result he had called the AA. Ian sent me this reply

Regards
Gary

Hi Gary,

Thanks for the moral support this morning. PS AA man found a rusted through/broken LT lead (engine a lot smoother now)

Ian DT
92/38119



And finally we would like to announce we will be trying the **Bolholt Hotel Bury BL8 1PU** for our meeting in August, we have been offered a conference room a tad smaller than Barton, set in beautiful gardens with our own bar service Bar snacks will be on sale (sandwiches and Chips etc.) and as long as we service the bar as with Barton we can have the room and secure car park for Free, and it is situated in Greater Manchester so please come along and check it out!!!!

Dates to remember in August

Tuesday 2nd August Area Meeting Bolholt Hotel 8ish
Saturday 13th August Mancs in France
Fri/Sun 19/21st August Family International Weekend
Fri/Sun 3/4th SEPT Lincoln Weekend

See you Soon

Pip n Frank

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The Cars in the Car Park evening was thankfully dry and sunny if a bit chilly. It had rained hard for most of the day, so we were very lucky. We had a good turnout of cars, and very good they all looked too, especially as we were able to park them altogether. The winner was Ian's TR6, 2nd was Dave's Vitesse and 3rd was Nigel's TR7. The latter had nothing to do with the red flashing lights on the front of the grill!!! Obviously this was the secret weapon he told us about (or was it the Queen CDs on the dash?)

Don't forget to get snapping (with as high a number of pixels as you can manage) for the area calendar. We will be making our selection in **September**.

Henwick Field Fun Day was the usual hot event although there was a bit of a breeze. We had a good variety of cars: GT6, Gtfire, Moss, Vitesse, TR6, TR7 and Stag. With a good turnout



NEWBURY . . . NORFOLK NORTHANTS

TSSC AREA NEWS

Events

7th August Newbury Classic Car Show
19th-21st August TSSC International at Stafford
28th August Chippenham Lions Car Show

Keep 'em flying

Mary and Dave R.

Newbury Continues

from the local TR Register group, Triumph was the largest marque present. There was a lot of interest from the general public which was great and the organisers wanted to make a bit more of a feature of the cars by having them all drive right round the field.

The camping weekend was attended by most of our regular members which was great. Those who weren't actually camping stayed at the B&B just down the road. Roy and Helena were able to join us for the first time. The Friday was dry, calm and warm, ideal for putting tents up. Patrick's taxi system worked very well in the evening and so we all got to and from the pub without a hitch. Needless to say Ian was his usual benevolent self and volunteered to finish off all the cheese that Dave couldn't eat from the cheese platter. Most people thought the pub wasn't so good this year so Patrick will do some research and see if there is another in the area within taxi distance. Saturday was a lovely day which started off by everyone being extremely jealous of Andy's breakfast which included no less than 3 poached eggs. Nigel thought that 'Breakfast with Andy' would make a good competition prize - we shall have to bear that in mind for next year. We all did our own thing during the day: visiting gardens, going for a walk, going to the seaside, exploring Fordingbridge, eating cream teas, etc.

Everyone was at the campsite for our usual smoky BBQ in the evening and Roger came down to join us too, complete with cream cake! Colin did an excellent job sorting out the BBQs. Again Ian excelled himself with a mountain of beefburgers! (although they were thin). We spent the rest of the evening in the games room playing snooker, darts, pool and skittles. Nigel had a close encounter with a pool cue wielded by Helena! He's still having nightmares!! Thanks to Sean who did one of his famous quizzes. This provided the usual banter about the accuracy of the answers, but at least there were no science fiction questions or else we would have been there all night! Thanks also to Jean who did an unusual picture quiz. Sunday was another fine day and we packed up slowly and got ready for the photo shoot. We asked a passer-by to take a whole group shot and the picture was impressive with 9 cars: Vitesse, TR7, Gtfire, Bond, Moss, Spitfire, TR6, Stag and TVR. Lunch at Stockbridge was good. Malcolm had a full roast dinner after eating a full Hampshire breakfast at the B&B only a few hours earlier while on the other hand Sean and Carol had a small ploughman's between them. Then it was home after a super weekend, Mary taking over driving the Vitesse as Dave had done all the weekend driving.

Newbury Show is on **7th August**. Dave and I will be leaving our usual meeting place by the first gate at 9 a.m. with both TR7 and Vitesse. Don't worry if you can't get there by then, just come in and find us. The organisers want everyone in by 9.30 if possible.

A final call for all those travelling up to Stafford - please let Dave know if you haven't already done so.

Hopefully I will soon have passes for the Chippenham show on **28th August**. The closing date wasn't until 31st July and I don't know how quickly they will be issued.

Next Meetings

10th and 24th August Starting about 7.30 at the Spotted Dog, Cold Ash

NORFOLK Tel. 01603 426539
www.norfolk-tssc.co.uk

Hi everyone, hope your summer is going well. Here in Norfolk the weather has been rather warm and very dry, just ask our farmers! Indeed our meet at the Bird In Hand on Monday night was mostly spent outside in the car park and as 10 of us turned up with our cars, guess what the topic of conversation was!

When we finally made it inside to have our meeting, Yellow John & Brenda reported back on the Peaks run, which was enjoyed by all and the descriptions as to where they travelled was very interesting, especially when they remembered where they had actually gone!! Mind you I should not comment really, as I owe Brenda an apology for calling her Sue in my last report, sorry to both of you.

We also had some further reporting on the Laon trip at the end of May, for which we have some great pictures. We are hoping that Adrian and I can persuade a few more members to venture abroad with us next year and to that end and for your entertainment, Adrian may be encouraged to put together a film show for one of our winter meets.

Our first run of July was the Red Coat Rally on the 3rd, where we had some 10 cars turn out for our 50 mile run from Norwich to Stiffkey, using the green lanes and other minor roads. One comment I received was how do you find these roads! Most people seem surprised that there are still a great number of green country lanes in our county. The journey took us from ASDA to following the river Wensum towards Fakenham and then on to Walsingham, passing Nelsons birth place to the Burnhams, Holkham and then Stiffkey, with various stops on route. Good weather and a great day out.

We do have numerous other events going on, but please check the web site for these. A few I will mention, next month on the **12th - 14th August**, at Norwich show ground at Easton, the Stag Club has their international, where they are hoping to stage a Triumph Time Line, namely one of each Triumph from start to finish.

We wish them well and hope you will support them.

Next we have our own International on **19th - 21st** at Stafford Show ground, and finally on the weekend of **23rd - 25th Sept.** "The Mile of Triumphs".

That all for now folks, have a good summer.

Mark

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Hi All. Well June started as it meant to go on, busy. Nigel became 40+10 and celebrations continued over two weekends, we enjoyed these as much as Nigel, thanks to Tracey for inviting us. We just hope the tunnel is still standing after most of the brick work came away when Nigel put the canal barge into the side of it.

Robin Hood weekend started off with heavy showers all the way there, but cleared by the time we reached the camp site,

NORTH EAST



TSSC AREA NEWS

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in time for pie and peas and a chat. Saturday was a busy day, starting with breakfasts, then a brilliant drive ending up at Thorsby Park, where we parked up outside the hall, had our picnics and a stroll around the grounds. Back to the campsite for cream teas with Jonathan, Elaine and girls, then joining all the others for archery, a big well done to Grace, aged 6, for doing so well at this. Saturday night was then barbecue night, followed by rounder's and games night, where there was a lot of shaving foam, a blind fold and a plastic spoon, you had to see it to appreciate it.

Sunday came and we all had a mystery drive, ending up at Newark, where we all parked up in the market square, and left the cars for the locals to enjoy and vote for their favourite, while we went to the nearest pub to get something warm to eat and drink. Award time came and Dave walked away with Car of the Show, it was great to think people had actually stopped had a good look and voted. We would like to thank Claire, Nigel and team for a great weekend.

Deciding to make a full week of it we went straight up to the Peak Run with Julie and Adrian from Hallamshire, where we got out and about to various locations including centre parks for free (thanks to those who organised this for us) before helping to turn Julie and Adrian's tent into Hallamshire Castle for the Peak weekend, much to the surprise, shock and laughter of people when they arrived.

As the Peak weekend arrived it was all available hands helping to hold the marquee down while it was anchored, as the wind was blowing so much it blew away with one of the poles hitting Adrian on the head - we were told afterwards that the pole was not hurt in this incident.

As people arrived Friday night we heard that John and Pat had broken down in their Triumph and would be up the next day in the modern, so they arrived safely on the Saturday, in the mean time they missed a laugh with Friday night race night, with races with hobby horses and balloons between the knees, with a lot of pushing and shoving a bit of cheating it was all good fun and an enjoyable evening for all.

Saturday was a nice easy day, a drive over to Matlock Bath to line up the cars in the gardens and to enjoy the time spent in Matlock, (fish and chips on the prom, very tasty).

Then back for Saturday night games night, with reverse gear and the Twig, a great nights entertainment, brilliantly thought out and executed, the Peak team dressing up in their various outfits had to be seen.

Sunday then dawned and it was over to Belper market place, where 100 triumphs turned out, for bacon cobs, before starting the drive and ending up at Carlsington water to park up and enjoy the hot weather that had turned up.

To round the weekend off Northants group got together and had a nice meal at the local pub before joining everyone who stayed over the Sunday night for drinks at Hallamshire castle. We would all like to thank Colin and Roger and all the team for such a great weekend.

Dave and Angie.

Events coming up in **August**

Sunshine Rally **14th**

International weekend **19th/20th/21st**

Events coming up in **September**

Lincoln weekend **2nd/3rd/4th**

Mile of Triumphs **23rd/24th/25th**

IMPORTANT NOTE

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

Hi all Well what a busy and successful month we've had. More on that later though. First off, we have some new people to mention.

Rob Moore invited his pal George Kelly with wife Margaret. They have an MX5 and George is busy rebuilding a '58 Standard 10, the majority of the work is done, it's expected back on the road next year. Next up, Chris Wilson is the proud owner of a white TR6 that has 41K on it from new, it was formerly his mothers car is a one family car. Chris will also have, by the time you read this, a white TR4 on the road. Both cars have been restored down at Willow Triumph. Chris has promised to have one of them at the next meeting. Continuing with the 'invite a friend' trend, Chris Fish invited a long time friend, Ted Welding, however Ted has a plastic car! He built a Gentry up over 9 months to on the road, then took another 5 years to finish the inside. Mind you, this all started 29 years ago, the car has been recently refurbished and looked very good in the car park. It is, hopefully, going to convince Mr. Fish not to torch his worky-icket of a Gentry as it's proof they can be made to work properly. It might also had spurred Ian Goodfellow on to finish getting his back on the road, though three new grandchildren (inc twins) and a new kitchen have taken a lot of his and Fionas time up recently. Lastly, and by no means leastly, Richard Dees came over from Sunderland in his 5th Spitfire, this one is a recent purchase, the previous 4 were quite a few years ago. Richard had a bit of trouble with this one, needed some previous owner oddities correcting and then the engine went RATTLE, quite a lot. New engine fitted now, though that has developed a squeal, water pump is the suspect. We also met Eric, with a very nice GT6 MkII at Corbridge, fitted with a 2.5 engine with TR6 head.

Now onto the recent news. Lots of people attended the camping weekend in Allensford, organised with flair and accomplishment by Ken, Sandra, Lyndsey, run organised by Steve and Lisa. There was Saturday evening entertainment from 3 piece band, Brian Harrison on his banjalele (spelling?), Sunday morning entertainment from Aaron with a throwing exhibition. All in all an excellent event, so big thanks go to all, apologies if you contributed and I've missed your name off.

The following weekend we put a club display on at the MG Northumbria Classics in Corbridge show. We ended up with 15 assorted Triumphs and many thanks go to Victor, Vivien and Louisa Thompson who brought the club van, gazebo, flags and goodies up to join in. We had lots of people coming round and chatting about their Triumphs and a few with cars that have been stored for years saying 'I must get it fixed'. Hopefully that'll happen and we'll see more people out. Sorry I missed David from Hexham who was booked in but his car had a mechanical failure just before the show, see you at one of the meets soon hopefully. As we had such a good display, we managed to win the best club stand award, this was collected from the display arena by 4 of us in Michaels' Herald, with one of the 20' club flags stuck in the back, just what you need when in the enemies camp! Just to keep up with tradition, Blue (Mick and Julies dog), managed to slip (!) his lead and went straight to one of the MG stands and cocked his leg again.

Our next proper run out is up to Holy Island in **September**, the start time and location will be in the **September** news maga-



NORTH EAST NORTHERN IRELAND . . . PETERBOROUGH

TSSC AREA NEWS

North East Continues

zine, but as previously mentioned it's **Sunday the 18th** for the trip.

Rather than a christmas meal this year, we it has been suggested that we have a little do. As such, we have a provisional room booking for **Saturday 10th December**. The plan is to have some entertainment, maybe some games, bingo, quiz or similar and some musical entertainment. We'll also be doing a buffet. There'll be some sort of charge per person but nothing extravagant. Geoff has taken this on, so if you can let us know if you'll definitely be attending that would be great. The room has a 100 person capacity so partners and friends would also be welcome. Something different. The normal meeting will still be the **Sunday** before though.

Brief car news since I've gone on so long. Mine needs/has by now new front V links. Ken and Sandra have sold their Herald and are looking for a Spitfire, preferably a MkIII. Joe's search continues. Gavins' still leaks oil (though source now found!). That's pretty much it for now. Come along to the **August** meeting to see what's happening.
All the best

Mark

NORTHERN IRELAND

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Hi All. Due to family commitments and a failed MOT, the 2000 hasn't made it to many events during June. Although we still managed to visit the Kilbroney show as spectators and had a great time, the show attracted an excellent turn out as always and always great to see the club cars out in force. There were also a large number of Triumphs from other clubs and also from our colleagues in Dublin.

Well, the annual MOT proved to be the undoing of the 2000 in June, well more accurately a sticking brake caliper rendered the brake test a failure! I had freed up the caliper before the test in the hope that would cure the problem, however it had other ideas and I was forced to purchase a pair of calipers to do the job properly...maybe there is a lesson there somewhere! A huge thanks to Stephen who saw me out of a tight spot as I needed a new brake pipe the night before the test and he was able to put the correct end on the pipe and flare it. The good news is that it now has an MOT for 12 months and is stopping a lot better! Now I've just got to replace the leaking diff and we will be 100% sorted.....until the next thing goes wrong!

I was also glad to see that Frank had sorted his brakes on the Vitesse following his trip to Wicklow when he only had occasional stopping power - apparently calipers and pads cured the problem.

Here are some dates for your diary..

Saturday 6th August 2011 - Sperrins Run. We are all meeting at the Elk for 10:00am. Organiser Douglas Hogg.

Friday 19th to Sunday 21st August 2011 - TSSC International Weekend, Stafford.

Saturday 10th September 2011 - Antrim Hills Run. Organiser(s) Stephen Kernaghan and Douglas Hogg.

Saturday 8th October 2011 - Strangford run. Organisers Alan French & Paul Robinson.

Wednesday 9th November 2011 - Film Night.

Organiser Richard Rutledge.

Apologies for the short article this month as I missed the monthly meeting due to holiday commitments and had to send my report earlier than usual!

I look forward to seeing you on the **Weds 3rd August** at Nortal Social Club for the monthly meeting in as many Triumphs as possible.

Best Regards

Mark

PETERBOROUGH

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The Area went to the inaugural Baston Car and Bike Show on the 3rd of July where the organisers had managed to attract approx. 30 main dealers with 80 brand new cars and motorbikes. There were about 150 other cars of all vintages and a lot of bikes too. Angie from Headquarters kindly brought the Club Courier van across with a new gazebo and bits and bobs and had a really good day. Thank you Angie. Steve Abbott had both his Spitfire 6 and GT6 on display and had helped Angie put up the gazebo. Thanks Steve. Steve had been to the Deepings Carnival the day before with both vehicles and had an awful lot of interest too. We had 15 club cars on the Club stand swelled with the first road journey of Chris Gunby's Herald Hatchback. A lot of interest was generated in this vehicle and Chris went home with the award for the best 60's vehicle. Chris was also kept fairly busy doing valuations of club vehicles for insurance purposes. Thank you for that service Chris. It was good to see Colin and Jane out again. The Spitfire looks in fine fettle Colin.

A sunny Sunday morning on the 10th 'Heralded' the annual trip from Norman Cross to the Sporting Bears Country Fayre and Charity Classic at Kimbolton Castle. It was their 20th anniversary and they were looking to get over 800 cars. Steve Abbott believes they did as it was packed and he did not get round them all. 9 of our club cars swelled the numbers and Gary brought along his Wolseley. It was a trouble free trip and Steve suggests that next year we try and get there earlier to try and avoid the sardine effect.

After being rained on once again at Kimbolton around 2.30, Steve (having gratefully managed to shelter in the Clubs tent that Northampton Area had borrowed) went on the internet and started sourcing quotes for gazebo's. He very quickly found one and we had some phone calls around the 'committee' and decided it would be a worthwhile investment and subsequently Steve is picking it up later this week. The Peterborough Area now has a gazebo and flags! It is a blue and cream 4mt x 3mt meccano number and should fit in peoples boot. It will save us having to run to HQ for a sizeable unit. Does anyone know where we could possibly get the Clubs name and emblem printed on the sides please?

What a good turnout this evening and once gain a new couple - Peter and Linda Kelleher - who say they are going to join the Club. Peter has a Gentry and a Locost. Twas good to see Richard and Pat with Sam again. Tina brought along her son Arthur (good to see you Arthur) and she bought him a very special name badge for his car. On such a wonderful evening again, almost 30 members of the TSSC extended family and friends managed to sit outside all evening amongst 12 club cars with everybody grabbing ideas from others demon tweaks to their cars from the last meeting.



TSSC AREA NEWS

Our next meeting is the usual **2nd Monday of the month, 8th of August** at The Bertie Arms at Uffington, near Stamford, PE9 4SZ from around 8.00pm. Come and join our friendly bunch for a natter, drink and food. The only thing we bite is Pete's rolls and chips which are subsidised by the raffle. The raffle also subsidises such purchases as the gazebo – so as they say in all good causes – please give generously!

Monday the 12th of September is Ladies Night so we will need to know numbers for seats and catering for the next meeting, please. It could well be fun and frolics with a finger Buffet costing £7.50 per head but more information in at the **August** meet.

It's frightening to think that this report is destined for the August issue and summer is fast ebbing past us. Enjoy all opportunities to get out there and drive your cars and to grab some unique photo's for Pauls **2012** Calendar.

See you on the **8th of August**.

Doug

SCOTLAND CENTRAL WEST

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The July meeting was activity based. Firstly, Jacqui's rear suspension. Dave had kindly turned up with trailer full of ramps, board, tools and a large log. David supplied a t. jack. We put the car on ramps and loosened the rear pivot and spring bolts. The theory was they had been tightened with no weight on them. Jacqui drove around a bit and we retightened everything up on the ramps again. It made a little difference, but we thought the alloys and low profile tyres were not helping. The spring is also new and may need to settle with use.

Next on the list was the new tent structure which was unloaded from my Spitfire. After counting all the poles we soon had it worked out. It is a little bigger than the last one. Sides were made and holes punched using the log as a work bench. We were in the midst of construction when new younger member Ewan and father, Ian, arrived with a very smart Spitfire, yellow this time and one near the end of the production run. Good to have a new car at the Club, only purchased the week before. Martin arrived with a grin of a new father. A big baby boy Hayden is the new addition to his family, Congratulations. Martin also turned up with parts of his broken diff, so that's what you do while waiting for the baby to come!!

Having packed everything into my Spitfire again we retired inside, a very big Thank You to all at the meeting who helped with the tent and Jacqui's Spitfire that's what the Area and Club is all about.

Report on Hamilton, It was dry when I left the house I once again filled the Spitfire with gazebo and display equipment. Different setting this time a paved town centre. We met up at the organised point and picked a spot in the pedestrian area. A bit on the edge of the event but we managed to set up the gazebo and Dave was cooking. The structure was tied to the cars for ballast. The rest of the bunting and flags were set up using existing posts and buildings. A few strange looks as we all sat in the gazebo with bacon rolls, but then the rain came on. The show was busy and we had a lot of interest, possibly some defectors from other clubs. The organisers were extremely pleased we turned up, as the weather was not the best, it is true that the TSSC was used for the publicity photo. Thanks to all who turned out we managed 6 cars. We all got free lunch vouchers and a mug. The layout worked out too and

provided a focal point for the Club. The car drier out on the way home as I had put the hood away earlier.

We may go again next year but in a different place, all the other Triumphs got an Area leaflet. Quite a variety of cars, both British and American and a tractor.

Report on Riverside Museum, Glasgow, the Spitfire saw the old Museum close last year and was at the opening of the brand new building in June. It is a fitting replacement for housing Glasgow's Transport Heritage. Very modern and surprising. Very shiny outside and very greenish inside but you will like it. Opening day was wet, but once inside lots to explore, cars are varied and displayed differently on a wall and around the floor area. But, if you go to the engine room you will see a green and white Herald saloon in a special display, bonnet up with a storyboard showing how easy it is to work on. Also in the room is a VW Beetle a Ford chassis display and some accessories on display. Lots of other exhibits to spend the day looking at, and interactive screens for information. The dedication/sponsor screens are at each entrance where you can look up those who have donated. If you like boats there is a tall ship moored at the quayside too (Entry is £5 to board the tall ship, Glenlee). Entry is free to the Museum though, parking area seems small, but £1 per 3 hrs. Well worth a visit(s).

Report on Leven Show, this has turned out to be a yearly run now; we met at the Garfield Hotel for a good start just as the rain started. Four red Spitfires, a Vitesse conv and Herald conv. All set off for the beach. Now, I was leading again, so you know what is coming, plus the fact that there were hundreds of cones in the way (of the route) due to road works etc. So, having got fuel, upset the local traffic system, tried the works route to see if it was any faster, we headed in the generally right direction finally rejoining the main route. We lost one of the red Spitfire squadron to the cones, so we stopped for a break just into Fife. As he didn't come flying along the road we then opted to carry on to Leven. We arrived to find our missing person having lunch in the sun. Yes I did write sun, it turned out to be a really good day both show wise and weather wise. We had no gazebo, in case it blew into the sea, but Chef Dave was cooking again. Once again the Area was complemented on turning out and travelling the distance. The seaside snacks lunch was superb again. We met up with the East Coast members too, good to see you all again. Show over, the run home nearly ended with a major hold up; yes yours truly got a puncture (again) this time on the Kincardine Bridge, and yes in the middle, nothing to do but get off the carriageway ASAP by driving on the now mangled flat tyre. Thanks to Jacqui and John who helped out, and I was on my way again.

New tyre and tube again please. (Potholes).

Reports on West Coast Rally next month. Entries for other shows are self explanatory.

Show Dates

19-22 August - Stafford International Weekend, The Big Top Scottish Camp, Stafford Showground.
(Look for the big Scottish flag).

28th August - Kirkintilloch Canal Festival (Canal and Town Centre) Kirkintilloch. 12 noon - 5pm. Car Club entry from 9.45am. via West High Street.

17-18th September Selkirk Rally. We have been invited to join the Cumbria Area who have a stand and camping is available all weekend.

SATURDAY 22nd October Lenzie Auto jumble.
Details to follow. New venture.



SCOTLAND CENTRAL WEST SHROPSHIRE . . . SOUTHERN

TSSC AREA NEWS

Scot Central West Continues

The rest of the info from the SVVF is at www.svfv.org.uk
Next Meeting is **Wednesday 3rd August** at Lochinch.

The Area is booked in for the Kirkintilloch show on **28th August**, we have the run of the closed High Street, a very good family day out, with lots to see and do at the canal side, marina and around the town. If you fancy a great day out why not come along, you can put your Triumph on display and go off to the events of your choice, everybody welcome. We will also have a stall where we can sell items to raise Area Funds. Some have donated items already, anything goes except food. I have changed the layout to the sunny side of the Main Street. Let's see how many cars we can get on display in the sunshine.

Remember Next Meeting is Wednesday 3rd August at Lochinch. Come and join us at a show or at a meeting.
Hope to see you soon

Gregor G

SHROPSHIRE Tel. 07701 049881
www.tssc-shropshire.co.uk

We had a well attended meeting in June with four new members joining us and several Triumphs on the car park. One of the highlights of the meeting was an offer by Tim Webb to use his factory unit in Stourport to store and work on the Shropshire Spitfire. As a result of this very generous offer our next meeting on Thursday July 21st will involve a drive out to view the premises coupled with a visit to his local pub.

Fingers crossed for decent weather as this will be a great excuse to get out in the Triumphs (not that we need much of an excuse).

We are also planning our next group event which takes place on Sunday 31st July. This is a round trip of just over 70 miles starting at Madeley in Telford, passing through some glorious Shropshire countryside via Wenlock Edge, Church Stretton, the Long Mynd, Craven Arms, the Stiperstones, and finally arriving back in Telford at a riverside pub where we can talk about the day's events over a drink and a bite to eat. If you receive your copy of The Courier in time and would like to join us then contact Steve Cureton at steve_cureton@yahoo.co.uk or call 07790 490598.

Everyone is welcome to join us regardless of club affiliation or make of car.

Steve

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Hi All, first off, there will be a line up of our club cars outside the Seven Stars pub (our regular meeting place, GU32 3PG) on **Sunday August 7th** at 10.30 am, this will be for a photo shoot for our 2012 area calendar. It would be great to have as many cars as possible. After the photo shoot, if you wish to go, there will be a run to an undisclosed venue for a picnic. The venue is child friendly and the route has been devised by Neil F.

Also on **August 29th (bank holiday Monday)** there will be a run to Wisborough Green Fete for a picnic at the fete. The

meeting place for this year will be The Half Moon Pub GU29 9LL on the A 272 Just before you arrive in Midhurst at 11.00 am for coffee

Our roaming meet for June was the Hampshire Hog at Clanfield, had ten of us around the table and four club cars in the car park.

The next event was going to be the Clanfield Junior School Fayre, but due to bad weather it was postponed.

Midsummer madness report by Neil F

Who would have believed that Suzie and Guy's efforts at Midsummer Madness could be met with so much rain. It rained heavily on the Friday night, just as people were arriving to put up their tents.

On the Saturday, a run out was arranged to The Army Flying Corps Museum at Middle Wallop. About 15 cars left shortly after 10.45 using a tulip guide prepared for the route. Again it decided to rain very heavily whilst on route, and then to cap it all, it was found that near the end of the run, Neil F had chosen the only road in Hampshire to be closed, because of bridge repairs. Follow the diversion signs, but they then disappeared, fortunately replaced by signs to Middle Wallop. Lunch and a visit to the Museum was enjoyed by most. A routing back to The Flowerpots fortunately was a little better, if only someone hadn't changed the name of a pub at one of the turning points.

A quiz evening and barbeque then followed, also with a raffle and lots of prizes. Sunday morning saw some of the visitors off to Griggs Green for the Car show, whilst others made use of the Seven Stars.

Thanks to Guy and Suzie for their organisation of the weekend. Many thanks

Neil

Grand Prix De Tours in France By **Paul Taylor**

Thursday - Neil and Maxeen in their MK1 GT6 and Paul and Carolyn in their TR5 set off from Portsmouth on the fast Cat to Le Havre.. Once underway on the other side Paul noticed that the ignition light was a slight glimmer - to cut a long story short we had a quick look and had the alternator checked by a local mechanic, which proved it was duff. So we proceeded on and got to the town of Tours on battery only. The next morning a garage near our hotel was so helpful and managed to locate and fit a new alternator - problem solved.

Friday - We had to meet up with other entrants and the organisers, in the car park of a shopping mall, to register for the weekend's events. They provided us with a goody bag including a route tulip chart for the next day's run out. Saturday - All entrants for the run out met for breakfast in the grounds of a hotel, and shortly set off as soon as soon as ready. Halfway through the morning we arrived at a splendid Chateau where we were treated to a picnic of bread, pate, cheese, wine and soft drink.. Then off again for the next leg of the run, taking us on through the Loire valley to another Chateau arriving at about 1 o'clock for a 4 course lunch in The Orangery where about 400 of us were wined and dined until 3.30pm. After lunch we set off yet again, stopping halfway back to the starting point for soft drink refreshments, which were most welcome as the temperature was well into the high thirties. In total about 115 miles covered.

On to the hotel in town where we freshened up and changed into our posh clothes ready for the evening Gala Dinner held at yet another Chateau about half an hours drive from town. After canapés, Champagne and another 3 course meal we all made our way back to the hotel - absolutely shattered.

Sunday - We had to assemble on the Bridge over the Loire by 9.00am. About 200 cars were entered in the event. The



TSSC AREA NEWS

road was closed off in a 'T' shaped circuit with a chicane of concrete block on each of the three arms. Entrants were marshalled onto the circuit in groups of about ten at a time for around 6 laps, jolly good fun – a lot of broad grins from the drivers, a lot of squeals from the tyres and the female passengers. At the end of the afternoon Neil and Paul were asked if they would like to take part in the 'Parade' we agreed and the girls thought it would be very pleasant also. So we, and another 4 cars only were marshalled onto the track for what proved to be a 12 lap blast as fast as you wished – we were loving it – even the girls eventually started to enjoy – fabulous – we will go again.

Many thanks for the report Paul

The most anticipated run of the year for me has always been the Cornwall camping Weekend, and this year again has lived up to expectations.

After cancelling our meeting point and planned route (thanks to traffic jams on the A 303 with people going to the mud hole, (Glastonbury) Jackie and I met Mike and Barbara and Mickey and Julie (the Thames AOs) at Horndean on a glorious Friday morning travelling west along the coast road then joining the M5 at Exeter for about ten minutes and off onto the A30 to St. Ives.

The Journey to St. Ives had taken about six hours stopping for a cuppa near Bridport and the lunch and refuelling at Okehampton but on our arrival the weather had taken a turn for the worst and was blowing a gale with heavy rain. Luckily Vanessa , Mark and the kids had arrived earlier in the day and managed to get their Portafoad and awning up and had a nice pot of chilli and rice ready for tea which was followed by a good few pints of Betty Stoggs at the meet and greet.

Saturday , the wind had dropped but it was still overcast and misty for the run out that Mike Crewes had arranged along the coast using A, B, and C roads. We stopped off at the Minnack theatre for a look round and then on to Mousehole for lunch and to fix Tony's Vitesse that had fuel pouring out of the rear carb , due to a sticky valve. The weather had changed for the better , so we set off through Newlyn, Penzance , Marazion and then headed back to the camp site for a communal BBQ and some more beer, then later some ribs to nibble on.

Sunday was a scorcher, we had lunch at the Cornish Arms , some had decided to do some of the run we did on Saturday as the weather was so good ,Mark, Vanessa , the kids and Jackie and myself went into St.Ives to have a look round and so the kids could have a play on the beach. We later met up with Mike and Barbara and Micky and Julie after they had been on the run, in a pub in St. Ives. Monday we said our goodbyes to Mickey and Julie and Mike and Barbara as they had to head back home. We would like to thank all our friends in Cornwall for another great weekend and for making us feel so welcome.

Two Triumphs left , we headed up the Atlantic Highway to Watermouth cove , just north of Ilfracombe, where we camped for a couple of nights . We then made our way northwards to Brean in Somerset, stopping for supplies and lunch in Minehead .We promised Adam we would take him to Minehead Station to see the steam trains , but got more than we bargained for. The train standing at platform one was the Tornado the first steam locomotive to be built in Britain for more than 60 years.

On to Brean , and we had some lovely weather there and some more beer and a great day out in Cheddar gorge where the cars got a lot of attention from other visitors (in fact , the cars got a lot of attention wherever we went).

Sunday we had to pack up and head for home, unfortunately Vanessa's 2.5s had a couple of niggles , 1..the prop shaft uj was rattling 2..it kept blowing 25 amp fuses.

We had travelled over 650 miles in the past week , had a really great time with some great friends.

The Alton Show on Sunday 3rd July was attended by the two Mikes and Co. In the Stag and the Triumph Healey and Dave in his Spitfire. The show is mainly agricultural but has a lot of side shows and stalls . this year in the arena they had a Cossack rider and log choppers .The day was sunny and according to Mike G the beer tent was well stocked.

The July regular meet, again was well attended on a wet and windy evening with 20 of us crammed into the pub and 6 club cars outside. Young Aaron turned up with his freshly MOT'd Spitfire, looking very proud that he had eventually got his car to the meet. Well done young man.

August Events

August 2nd Regular meet .Seven stars pub Gu32 3Pg

August 7th Photo shoot for 2012 calendar 10.30 am
Seven stars , then run out and picnic

August 7th Goodwood Breakfast Club .
Classic Sunday pre 1966

August 7th West Berks Classic vehicle Show ,
Newbury Racecourse

August 14th White Dove Show. Kingley sports ground ,
nr. Bordon GU35 9PD

August 18th Roaming meet The Bush , Ovington SO24 0RE

August 19th,20th,21st T.S.S.C International Weekend
Stafford Show Ground

August 20th Capel Classic Car and bike show

August 28th Dunsford Wings and Wheels

August 29th Wisborough Green Fete and Picnic

(meet at the Half Moon Pub Gu29 9LL at 11 am for coffee)

That's all for this month (if your still awake Paul)

Take care

Mark

SUSSEX Tel. 01273 566593

The July meeting was another well attended one. We had yet more new faces in the shape of Robert and friend (apologies, I arrived late and forgot lots of things) who is sorting out a Midge. In fact I had misled him earlier, as I thought we had a Midge owner in the area, but it turns out Mark has sold it after a very long time (20 years? Probably more) which rather shocked me. However, the big news is that Leigh is to be a Dad. Marvellous news, big smiles all round. There was talk of changing the Spitfire, but that didn't last long. It stays. And even better, Leigh is planning to be at Stafford. Which reminds me, that is the next event. We will be meeting at Pease Pottage services at 9.30 am on **Friday 19th August** to drive up. Sorry, we will not be hanging around too long after the time to leave, we like to get there at a reasonable hour, set up, drink beer and so on. Oh, and **Friday** is fish and chips day!

I will be away for the August meeting on **Tuesday 2nd August**, but there was a fight between Ian and Martin over who will be writing the area news for the month. I suspect it may be down to an arm wrestle on the night.

As to cars, there is little progress on my Spitfire to report, but we have added a proper Mini 1000 to the fold, ready for the kids to learn to drive next year. Meanwhile I will be giving the little beastie a good thrashing, they handle like go-carts, not



Sussex Continues

having driven one for 25 years. Pete is getting involved in the engine work on the Toledo, so that will be run in on the way to Stafford, but apart from that there is little else to report. Oh, except George is on the hunt for a nice knob for his Herald. I may have found something suitable in my garage, but it is a little crusty. If anybody else has a nice shiny one, George would be most grateful.

Hope everybody is enjoying the summer with their cars, and I hope to see everybody at Stafford. I think I will need to take a few beers, I am sure I owe a few (and Ian, I will keep one for you) Cheers

Oliver

THAMES

Tel. 0777 362 3807

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www.tssc.org.uk/thames

Hello & Welcome. Well the summer has seemed to returned back to the norm sunny while you work and raining while you have time to spare. Our Vitesse has been craving attention with a new Rotoflex needed fitting and rear brake pipe which was damaged by the old Rotoflex breaking up (in time for the Woking show) and the hand brake cable which has yet to be fitted. Then the dynamo pack up whilst enjoying a trip on Midsummer's madness. Thankfully my 1300 gave up its dynamo and brackets as the Vitesse one had a longer body ready for our trip to Cornwall's camping weekend. Now the water pump has started to grumble like a steam engine. If it were a horse I would have shot it by now, but it's not and I love it to bits (plus what would I write about?)

Social Evenings at the Fox & Castle - 9th June Well Julie and I are in the Vitesse on our way to the Fox & Castle, we pick up Nina on the way. At the pub we are greeted by George B, John C, John S, Dave L, Peter R, Andy & Paul, Mike H, George N. Triumph's in the car park this evening were :- John's Herald 1200 convertible, Peter's GT6 Mk3, Mike's Herald 13/60 convertible and our Vitesse Mk2 convertible. Work on our Triumph's has been :- John's Herald has a tonneau cover fitted. Peter's GT6 has a new battery and starter motor fitted. Our Vitesse has a new Rotoflex and rear brake pipe fitted. Talk was of the Iver Heath show that George N was promoting a show for the British Legion. Julie's raffle winners were :- Mike H won a bottle of wine, John S won a keyring, Dave L won a screwdriver, Andy won a oiling can, John C won some men's toiletries. The grumpy's drivers handbook was won this month by John S (happy reading). A stressful meeting!

23rd June It is a wonderful clear summers evening in the Vitesse heading to the Fox & Castle. To keep Julie and I company to night we have George B, John C, John S, Andy K, Tony H, David H, Chris C, Ollie & Nikki, Mike H, Rob W. There were six Triumph's in the car park tonight, they were :- John C in his Mk1 2000 saloon, John S Herald 1200 convertible, Tony's TR8 coupe, Chris's Mk3 Spitfire, Mike Herald 13/60 convertible and our Mk2 Vitesse convertible. Work on our Triumph's has been :- Tony's TR8 has a fresh MoT. Rob's fitted a new relay for the Kenlowe fan on his Mk1 2000. My Vitesse has got my 1300's dynamo fitted as the old one died. Julie's raffle winners were :- Ollie won a box of chocolates, John C won a cleaning micro

cloth, John S won a can of WD40, Andy won a bottle of wine, Nikki won a ratchet screwdriver. John has returned GDH book early and Ollie won it for the next month.

Show & Events Reports - 5th June Woking Hospice Classic Car Show & Fayre. Julie and I are in the Vitesse with our show equipment in the car. This year we have a corner plot and we are soon erecting our gazebo, putting up TSSC flags, banners and bunting and parking up, Triumphs on show. Next to us is the TR Register on one side and mixed classic parking run off behind us. On stand for this years show we have John C in his Mk1 2000 saloon. David H in his Mk4 Spitfire. Our Vitesse Mk2 convertible. Trevor T in his Herald 13/60 saloon. George B in his Mk1 Vitesse convertible. Kevin in his Mk3 GT6. Then turning up hill we have Martin & Cynthia in their 1500 Spitfire. Tony & Penny in their TR8 coupe. Michael & Julie in their 1500 Spitfire. Mike H in his Herald 13/60 convertible. Peter R in his Mk3 GT6 and Chris C in his Mk3 Spitfire holding the middle ground. A great turn out and with the eleven TR's next to us a very impressive display of Triumph's. Also amongst the other 300 plus cars on show there were 3 Stags, a TR6 & 4, Herald Coupé (Toni & Barry), Sue B Spitfire 1800, Dolomite 1850, a Standard 8 and a 2000 Roadster which bagged 'car of the show'. The show was opened by Woking Hospice's Chief Executive at noon and followed by the Surrey Pipe Band. There was entertainment in the main arena through out the day by Bluey the Clown, Karen Clarke Performers, live music by Sultana. Around the showground there were lot of side stalls selling food , arts & crafts, a petting farm, Mizen's railway, Punch & Judy show and refreshments. It was a great day out, slightly spoilt by the rain falling lightly all day.

12th June Iver Heath. We arrive at the Fox & Castle in our Vitesse, waiting there are John C in his Mk1 2000 saloon & Nina J in her Mk2 Spitfire. We leave for the show field and get there far to early although there was a couple of classic cars there already . We park up in the grassy field and watch the drizzle fall from the skies while people busy themselves putting up gazebo's and setting up stalls. A little while later we are joined by Trevor in his Herald 13/60 saloon and George N in his Herald 12/50 saloon (Rose would be here later with their family in tow). We brave the rain and put up our gazebo and get a brew going. Julie and I found some bargains on one of the stalls as we wandered around the field. The club house was busy selling raffle tickets for prizes that were only donated at the start of the day as the original prizes were stolen during the night .There was also a singer and dancing to entertain the public. The BBQ stall was flat out selling some very tasty food and the bar served lovely drop of beer. A shame about the weather in what would have been a better day.

18th June Midsummer's Madness. We opted out of going down Friday after work due to the heavy downpours of rain. Although that didn't stop some, George & Chris were there earlier on Friday along with lots of others. A more relaxed start to Saturday morning saw us travelling to the Flower Pots Inn at Cheriton in the sunny weather in the Vitesse with our folding caravan in tow. Once there we pitched our home and settled in. The winds were very blustery and the showers fell heavy during the day, our old gazebo could no longer take the strain and soon collapsed that morning. The run out to Middle Wallop and visit to Museum of Army Flying was very enjoyable. On the way back we follow Guy & Suzie in to Tesco's and took the opportunity to replace the old gazebo with a new pop up one. Back at the Flower Pots we tested out the new gazebo and joined in with the quiz's, raffle, BBQ and sampling the great beer on offer. The next morning after breakfast we



folded up our little home said farewell to all and headed to Aldershot for the Parkside show .

19th June Parkside show Aldershot. We got there a round mid-day and weaved through the parked cars and the public thinking we would get turned away but we were welcomed and asked to join the other classic's already lined up (there were six more classic's after we got there). We meet up with David H in Spitfire Mk4 and Mike & Babs in their Stag, of the fifty classic cars on show there were two other Triumph's, a Mk2 saloon and a TR3, as well as a handful of motor bikes. Also some auto-jumble stalls as well as the family friendly stall, Music, refreshments and the like. A very enjoyable day.

Reports to follow :- Cornwall camping weekend, Heathrow show, Uxbridge show

Our next meetings at the FOX & CASTLE are from 8 pm in August on the 4th & 18th, in **September on the 1st, 15th & 29th**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

August

4th Social Evening at the FOX & CASTLE Old Windsor

13th Wings, Wheels & Steam White Waltham

14th White Doves Collectors Transport Show
Kingsley Hampshire

18th Social Evening at the FOX & CASTLE Old Windsor

19th TSSC International Family Weekend Stafford

20th Capel Village car & bike show Dorking

21st Cranleigh Classic Car Show Cranleigh

27th Egham Surrey Royal Show Egham

27th Rudgwick Steam & County Show Horsham

28th Wings & Wheels Dunsfold

29th Woking Summer Festival (TBC) St Johns

September

1st Social Evening at the FOX & CASTLE Old Windsor

3rd RSPCA fete & car show Chobham

15th Social Evening at the FOX & CASTLE Old Windsor

18th Surrey Classic Vehicle Gathering Tilford

23rd /25th Mile Of Triumphs Great Yarmouth

29th Social Evening at the FOX & CASTLE Old Windsor

Mickey & Julie

NORTH WALES Tel. 01492 516479

The enthusiasm of our group knows no bounds, but there are times when I fear that it might be drawn to the attention of the men in white coats - they're coming to take you away...' Take that Sunday lunchtime, high up on the Stiperstones...

They'd planned a picnic and a session of the Wobbly Club. The fact that it was raining horizontally, at something like a bucketful per minute, was not going to spoil the plans. The picnic would go ahead. For at least 30 minutes they struggled to hang on to windbreaks that threatened to become kites and enjoyed(?) their sandwiches. Between the gusts there was even a little wine taken before prevailed and they retreated to the cars.

I claim it as a privilege of age that I permitted myself to observe this example of Brits at play from the comfort of a seat on the flightdeck of the starship Hond, invited on board by Captain Sam to share a little red in a more hospitable ambience than the cockpit of my GT6. It was the same story the following Sunday, when Mick took a group to what was supposed to be a Welshpool Air Show - and I conned four other Triumphs into

following me to Erddig, that National Trust treasure near Wrexham. The Red Arrows did manage a pass at Welshpool, but nothing else except the occasional tree, was likely to get into the air.

At Erddig about a dozen other classics joined us, but both events were virtually washed out.

The local mayor expressed personal thanks to Mick and his drenched faithful. Ar Erddig, organiser Rob Jones expressed his appreciation of our presence and brought forward the prizegiving "so that you can get home and dry out". We did have the consolation that Andy's Mk 11 Spitfire took second prize, pipped only by a majestic Rover P5. And the weather did improve to permit a blast up the Horseshoe Pass on the way home.

There were happier moments during the month. We had the pleasure on Stewart joining us on the popular Chippy Run to Parkgate. Heaven knows what barriers he battled through to be with us, his MG gleaming, but it made the day for us all. Aldford village fete was a lovely day in the sun, when we met up again with our friends from Wirral. Peter's super Daimler SP250 was a wow with our lads - and the hotdogs and bacon baps were top class Cheshire!

Also top-class Cheshire was the Kingsley gardens event on July 3rd, although I had defected to the MG camp that weekend and had a cracking run along the Cotswold ridge with my brother Ed, (now a fan of the Offal club) who also joined me for the hectic Shawbury, Cholmondeley, Caerwys weekend. He fell in love with my GT after a test drive on the Cotswold caper so I'll have to keep an eye on the keys.

It was a busy and often frustrating spell on the spanner front. Young Sam had to invest heavily in Caterham-inspired modifications before he was satisfied with his Spitfire front end and Warren learned the perils of buying on e-bay when he rebuilt his GT6 front suspension. Having stripped and repainted all the 'GT6 Mk3' components he'd bought he rang me to ask why his engine should be sitting on top of his steering rack. A few minutes with the steel rule and I had to break the news that the turret he had so carefully cleaned and painted was most certainly not a GT6 item. Then he had a bit of trouble with the back carb flooding... The phone has been quiet for a couple of days, so I assume it's now all okay?

Geoff finally traced his Spitfire wiring problems to a loose terminal on the voltage stabiliser. That one had totally baffled the local garage. Brian is still having his grey cells tormented by the GT6 conversions, to the point where I think that the car is in danger of getting a serious kicking. Derrick seems to be keeping his cool and going ahead with the five-speed box in his Vitesse rebuild. We've had some interesting late night conversations dreaming up ideas for gearstick location on that one. He's ingenious, that lad. I think that's what he said, but I was dozing off at the time. Perhaps that Age Concern jibe was justified...

Stewart's awful illness has drawn attention to a few problems and focussed minds on the workload he has been carrying on our behalf. We very nearly missed Caerwys because two people genuinely believed that the other was doing the organising. We do not seem to have one individual with Stewart's enthusiasm and appetite for organising events. He has been exceptional in this respect.

Volunteers take two steps forward....

Bob



SOUTH WALES . . . WESSEX WEST MIDLANDS

TSSC AREA NEWS

SOUTH WALES Tel. 01656 861709
www.triumphwales.moonfruit.com

Well June turned out to be a poor month weather-wise and it did reflect in the clubs activities being curtailed in particular and the Classic Car scene in general, with many shows being washed out. The Barry festival of transport was badly affected. Later in the month our own club run was postponed then cancelled, so we have been busy trying to "re jig" things to catch up in July. The sun did start to shine on Sunday the 26th of June at the Brynmawr Show which saw 3 members' cars, my Spitfire, Tim's Dolomite and Brian's Herald convertible attending out of 100 entries. We were extended a very warm welcome and were thanked for our attendance by Mike from J. Lyons engineering based in Brynmawr. Mike comes highly recommended by Hugh Glossop so I have given him my 1500 engine to rebuild ready for the next season. With live music in the afternoon and plenty of activities, stalls etc. I can recommend a visit next year.

The June meeting was busy (14 attendee's) with many items for discussion, we also had an opportunity to welcome a new member Dave O'Shaunessy who brings another Spitfire 1500 to the Squadron! I know this seems a bit premature to talk "Turkey" however we have booked "The Park Golf Club" for our Christmas party on the 15th of December, details to follow.

July 3rd we had the opportunity to welcome Nigel Clark and Trudi Prettyjohns who were visiting the area so we caught up with the cancelled June run and we took them on Peter and Rob's run down to Barry, Cold Knap, back through the Vale of Glamorgan lanes to the Welsh Heritage Museum at St. Fagan's



near Cardiff. The day was brilliant with almost Mediterranean conditions which gave the run added kudos. Thanks Pete and Rob for organising another interesting run!

August "Fish & Chip" run on Thursday the 4th to Cardiff Bay please see the website for details or contact our AO Jon for details. On the 14th of August we have the "Wye bother run" which is based on one of "Britain's Best Drives" from the Fifties, again full details on website. It looks as if we will have a strong contingent going to "Stafford" this year and several of us are meeting at 11.00 am on the Friday 19th at the "Storey Arms" car park for a leisurely drive up to Stafford where we shall camp for the weekend. Everyone welcome let us know if you want to join us.

The area website <http://triumphwales.moonfruit.com> is expanding so we require more input from area members to keep it interesting! The "Sales & Wants" section is hoped to be a big help to members to keep the cost down of maintaining our "Triumphs". Cheers

Gwyn

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

The first show of the season was the Basingstoke Festival of Transport on 8th May. For this event we met up with some of our friends in the TR Drivers Club at Winchester Services and proceeded in convoy up the M3 to Basingstoke. Unfortunately the weather was not great so we were grateful of the Gazebo. Fortunately the poor weather did not put off the visitors who showed a lot of interest in our selection of Triumph's production. The adjoining field had its usual compliment of Autojumble and an interesting selection of vehicles including Commercial Vehicles as well as an impressive showing of Classics.

The following month we teamed up with our TR Driver friends again for a visit to Milestones Museum on the 5th June. We had arranged to meet up beforehand at Bishops Waltham for a convoy run through the Hampshire countryside of about 20 miles to arrive at the Museum around mid morning. The museum is an open-air museum situated in a large modern building and consists of a display of life in and around Basingstoke around the late 1800's including the growth of fledgling industries such as the local foundry and the Thorneycroft factory. We were guided around the exhibits eventually through a "time-tunnel" into a depiction of the developed town of the 1930's with its various retail shops typical throughout the country at that time. Overall, it was a very interesting day.

Our first "roving meet" was held at the Avon Causeway Hotel. The change of scenery went down well – our small display of Triumphs was joined with a showing of Vespas courtesy of the local scooter club. This month's meet will be at the Pure Drop at Ferndown – we can only wait to see what awaits us there!

At the end of the month Chris, Alan and myself ventured into deepest Dorset with a visit to our neighbours, Dorset South's monthly meet at The Red Lion at Winfrith. I, in the TR7, met up with Chris in his Spitfire purely by chance on the Upton By-Pass for what was an enjoyable drive down to Winfrith. Alan joined us later with his GT6.

We were made very welcome and had a good evening "talking triumph". We have agreed to meet up again and do some shows and runs together in the coming months.

Looking forward, to suggested events for **August:**

12th – 14th Purbeck Rally

18th Monthly Meet at The Alice Lisle

19th – 21st TSSC International Weekend at Stafford

28th Simply Classics at Beaulieu

Also **Sunday** evenings offer the chance to meet up with other Classics on the Promenade at Bournemouth between 4.00pm and 6.30pm. There is a wide and varied display of vehicles on show and it is well worth a visit.

If anyone is interested in attending any of the above events or if you have any suggestions as to events you would like to attend please do not hesitate to let me know – or come along to the monthly meeting – if you are unsure as to where we will be just give me a ring!

Trevor

WEST MIDLANDS Tel. 07969 024999

Well, here we are half way through 2011, doesn't time fly when you are having a good time, and the West Midlands Area certainly are having a good time. It amazes me how from month to month we seem to be growing stronger and stronger. Look at this month monthly meeting as an example. 50 people turned

WIRRAL NORTH YORKS



up for the meeting bringing with them 24 Triumphs. Its always interesting to see which model is most popular, but this month there was a draw with 4 Vitesse Convertibles on show, along with 4 Herald Convertibles and 4 - 1500 Spitfires.

There was also 2 - GT6's, 2 - 2000's, 2 - 1200 saloons, 1 Bond, 1 Stag, 1 Herald Estate, 1 Mk 4 Spitfire and 1 bet there are not many areas who can boast that they have on display a Triumph Roadster. What a wonderful display only ruined by some late rainfall.

It was with a great deal of pride that I was able to show to everyone, the TSSC Area of the Year Award presented to us 2 weeks ago by Pip and Frank, and thank everyone for their efforts which have led to our area winning this trophy. It makes me very proud to be your area organiser.

We had a number of visitors at this month meeting and we hope that it will not be the only time that they give us the pleasure of their company. First it was nice to see Mike Papworth travel all the way from Coventry to be with us in a nice Herald Convertible. Welcome also to Clive Read who is the proud owner of a Mk2 Vitesse, and Alan Lloyd who has a Mk 1 Vitesse. Mary and Andrew Wickett also own a Vitesse Mk 2. It was particularly pleasing to welcome a TSSC member who at the present moment is not the owner of a Triumph motor car. Graham Burns from Sheldon in Birmingham is looking for a 1200 Herald Convertible. Also I must not fail to mention Lynne Marsh, welcome Lynne.

There is one more meeting before the International at Stafford and everyone is really looking forward to our annual meet. Don't forget if you have any bits and pieces that you want to get rid of, sort them out and bring them along to the next meeting so that we can sell them for you on the bring and buy stand in the main hall at the show. I am sure quite a number of members have surplus spares stashed away at home, create some space and sell them.

Trish is compiling the food list for the International, so if you haven't given her your name, and details of when you are attending, then I am afraid you will not be included on the nose bag list. You have one further chance to do so and that will be the next meeting at the Drakes Drum on the **2nd August**.

See you there.

Cheers

Roger the very proud Dodger.

WIRRAL

Tel. 0151 339 4150

Hi de Hi folks and a "APPY AUGUST" to all our readers. Of necessity this report will be short and sweet as I am writing it well before the deadline due to our going away on a holiday to Scotland in early July.

May and June have been fairly action packed. On May 8th Wirral Classic Car Club held its annual rally at Thurstaston which was well attended despite a few showers. On the 15th May eight cars went on a run to Chirk Castle to soak up a spot of culture and history, they sure soaked up the rain as it was raining on departure from the "Tudor Rose" but the sun obliged and came out later so a pleasant day was had by all.

On the 20th May we had a long evening run out to the village pub in Bunbury out in the wilds of Cheshire, famous for its long staircase of locks on the canal which takes nearly a whole days cruising to get from top to bottom or vice versa depending on whether you are proceeding North or South. The pub serves excellent beer.

Bank Holiday Monday, the 30th May saw a few of us at the

TSSC AREA NEWS

Prestatyn Classic Car Show. Our eldest Son and his lad borrowed my "Spitfire" for the weekend 4/5th June and camped at the Tatton Park Show.

Our monthly meeting at the "Cottage Loaf" on the 7th June was well attended as we had invited the Liverpool Area and the North Wales Area to join us and a total of twenty nine cars showed up, we even welcomed a few MG's along, is there no limit to our hospitality!

On the 10th June we had another evening run to North Wales and ended up at the "Brittania Inn" at Halkyn. From the balcony of this hostelry is a superb view from Hoylake in the West to the Runcorn Bridge over the Manchester Ship canal in the East, some twenty five miles apart. On a fine night, after dark with all the lights on, quite a sight. On a fine day, Blackpool Tower is visible, some forty five miles away.

Saturday the 11th June was Burton Village Fete Day which was attended by a few of our number but the showery weather put a lot of folks off, ah! the joys of the English summer. The following Saturday was a big improvement, the sun shone all day at the Alford village fete where eight of our cars attended.

Over the weekend 25/26th June several of our number attended the Kelsall steam rally which is always very interesting.

I am pleased to say that my "Spitfire" sailed through its MOT last week with flying colours, so I look forward to another year of trouble free Spitfiring.

That's about all for now folks, I'll be back in October. We have a full programme of events for your delectation planned for July and August, everybody should have received a list from Dave, so we hope to see you there, remember, use it, or lose it. Merry Motoring.

Cheers

Ray

NORTH YORKS

Tel. 07766 354449

Hi everybody. Busy month as usual at this time of year! We've just got back from our Levisham weekend which was as usual loads of fun! Steam trains, Triumphs and a beer tent for Grace and Christine. Just about perfect!

Unfortunately I was unable to advertise the worlds shortest classic car run as it was a snap decision to hold it at the July meeting. I am assuming no one got lost on the 0.3mile run from the chippy to the pub.

Events are now all finalised please note the date change for Huby show and note it clashes with the TR show. They are always last minute when it comes to advertising!

Events / club nights

Monday 8th August - Club night at the White Swan Deighton, South of York on the A19

Monday 12th September - Club night at the White Swan Deighton, South of York on the A19

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. Plus we have been invited as the local TSSC area

Sun 31st July - Huby and Sutton Show - They have finally



NORTH YORKS SOUTH YORKS . . . WEST YORKS

TSSC AREA NEWS

North Yorks Continues

announced their date (even I'm more organised than they seem to be!) I will have the forms ready for the Aug meeting!

Saturday 27th August 2011 Cawood Craft Festival North Yorkshire area are helping Alan from West Yorks organise the now traditional "End of Year Bash"

Details as follows:- Date is **9th - 11th September 2011**. Campsite is **Bobby Bees** in Burton Flemming, E Yorks, YO25 3PT <http://bobbybee.co.uk/>

If you are interested please let us know to book you a pitch. Please send no money as you will need to pay the campsite directly on arrival. There will be a £5 per car charge for the weekend split between North Yorks area club funds and the Dalesrun charity.

For B&B try the Burton Arms On 01262 470292 http://www.theburtonarms.co.uk/The_Burton_Arms/Home.html

Anyone with any event ideas or runs in that area please let me know so we can sort it out in advance.

It's midway between Filey and Bridlington so we have the coast to explore. Filey and Bridlington will be pretty OK for parking at that time of year.

Suggestions are for a pub meal on the Friday night and BBQ on the Saturday or vice versa.

That's all this month

Rich

SOUTH YORKS Tel. 07980 010741 www.southyorkshiresstsc.yolasite.com

I'm pleased to report the new SY TSSC website has now been launched. There's lots of content, including Member's Cars, events photos, the Club Calendar, Tribunes and Courier area news. You can send messages through using the Contact Us page, and there's a Blog, for the latest news. The old website, complete with photos and some excellent old advertising videos, is also archived on the new site. Thanks to Ron for all his efforts over the years with the previous site.

Please check the new site out at this website address www.southyorkshiresstsc.yolasite.com and let me know what you think - please send me in your photos and may be a few words about your car.

Onto events and Brodsworth Hall Classic Cars for Father's Day was another enjoyable day. The weather was again very kind to us, the picnics and wine overflowed and there was a great array of classic and vintage cars and commercials. By the time you read this, we will have also been to Doncaster Classic Car & Bike Show, so I'll let you know how we get on next time.

Looking ahead, we've our meeting at the Crown on **Tues 2nd Aug**, Hallamshire meet on **Mon 15th Aug**, our Noggin n Natter/SY TSSC Kidz Klub on **Tues 16th Aug**. We're off to **Stafford Fri-Sun 19th - 21st Aug**, and returning to Brodsworth Hall on **Sun 28th Aug** (nb. Sewerby Hall, EY Thor' bred CC Show is also on this date). Into **September**, there's the Club BBQ on **Sat 3rd Sept**, our meeting/Trophy night on **Tues 6th Sept**, Rotherham Clifton Park Rally on **Sun 11th Sept**, the Hallamshire Meet on **Mon 19th**, our N & N on **Tues 20th Sept** and the Mile of Triumphs on **Fri 23rd-Sun 25th Sept**
That's all this time, hope to see you soon

Paula

WEST YORKS Tel. 01274 781814 www.tssc.org.uk/westyorks

Hi all, we had 24 members in attendance with 11 Triumphs in the car park as the weather was nice and warm it was a case of bonnets up and heads down for most, the rest all just standing around chatting, I think most heads were in and around Martin's TR6, (a very well turned out car) and also his son Richard's car with his yellow Spitfire with its new modifications. We did go inside after for the raffle and a quiz by Martin Appleby my thanks for this Martin. I would like to give Richard Baines for taking on our club web site and redesign it for us, this is going to be very good for the area, Richards job when not playing with the Triumphs at his home is web site development, so if you look on www.tsscwestyorkshire.co.uk you will see what is attached so far. If you have any new photos of your Triumphs and events you have attended along with stories about them or any snippets you think of you can email then please send them to him at rick@rickbaines.com or have a chat with him at club nights.

Dalesrun - I must apologise for not been being on site for the very start of the weekend till Saturday tea time this was due to my treatment at St James's Hospital in Leeds

My thanks go to Martin and Richard for taking over my duties greeting you all to the weekend in my absence until I arrived on Saturday tea time as you were all arriving back from the run.

Back to Saturday morning, the start of the run up to the Lake District, this was organised by Grace and Christine from the North Yorkshire area and from the feed back to me this was an excellent run and a very good day out. I would have loved to have been on the run as I have not been to that area for years, a very big thank you to you both. Richard and Stuart led the run as Grace was on her own and couldn't navigate and drive at the same time so apologies for them getting it a bit wrong a couple of times as they were unfamiliar with the route. Although they tell me they enjoyed overtaking everyone numerous times! Saturday tea time was BBQ time after being cooked on 2 big gas BBQs on loan from Margaret, the camp site owner. The night do was in the village hall for drinks and fun.

Sunday morning was taken up by a most enjoyable auto obstacle course set up and run by Richard and Dawn this was fun for all that took part in it, to gain extra points you had to dress up in wigs and make up fancy clothing etc thanks to both of you. The weather turned to black clouds so the campers started to pack up before it started to rain and it did after all was packed away in the cars so the remaining things on the week end agenda had to be done under the gazebo, the concours judging had to take place by a show of hands for the best car in each of the classes, the last remaining thing was the raffle and for me to thank you all for coming and all the work that members put into it, thanks.

I have been in contact with Knight's Stainforth Hall camp site nr Settle as they have opened up a rally field just below the camp site and toilet and shower block that we were in a few years ago, I am going over in the next week or so, more details at a later date.

Broughton hall game show, this is always a very good day out for only £3 entry fee, the weather was absolutely brilliant all day. The show is very well organised from start to finish with plenty to do and see as you would expect from a game fair. The classic car show is run by the Craven old wheels society, on the day we had around 200 classic vehicles to look at from



1920s up to the 1980s. The west Yorkshire area had a club stand with 12 club cars on display we gained the best club stand of the day thanks to you all including the two that came over the hill from the Lancashire area, let's do it all again next year.

RNLI Spurn Point it is now fully confirmed for the open day **6th August 2011** This still may cost you £3 to gain access to go to the RNLI station at the very end of Spurn head as this is a heritage coast. If you are going to have a BBQ please bring a throw away one or just a picnic, this event starts at 2.00 pm I think it may be best to meet at the pub just before you enter the Heritage site then we can go the last mile in convoy. If you want any more information just give me a call 01274 781814 this is open to all that donated to our charity for the RNLI last year

Keep your Triumph wheels turning

Alan

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 8th of Month please



THE
TRIUMPH
SPORTS SIX
CLUB

International Family Weekend

August 20th & 21st 2011

STAFFORD County Showground

Calling all Modified Triumphs

The theme for the TSSC International Family Weekend on 20th - 21st August is "Modified Triumphs"

We plan to get as many modified cars as possible in a spectacular display in Bingley Hall. If you have a modified Triumph, mild or wild, and would like to show it off at the International or simply want more information, please contact Hugh Glossop the TSSC Register Secretary for Spitfire Mk4/1500. You can contact Hugh by phone on 01591 610433 or email spitmk4and1500@tssc.org.uk.



CAMPING WEEKEND



JUBILEE PARK WOODHALL SPA September 2nd ~ 4th 2011

Join us for a relaxing weekend away, and take part in as much or as little as you want.

Convoy on Saturday

Phil's Fiendish Quiz

Raffle

BBQ

Convoy on Sunday to nearby pub for Lunch and goodbyes

	Price	No Reqd	Total
Weekend Ticket per unit* (2 nights)	£24		
BBQ per person	£4		
Electric Hookup	Free		
Grand Total			

*A "unit" is a tent, caravan, yurt , or what ever you sleep in (any number of people per unit)

Please make cheques payable to "LINCOLNSHIRE AREA TSSC"

and send them with an SAE to

Garth Jupp

16 Hermes Way

Sleaford

Lincs

NG34 7WH

Tel:01529 307302 or email garth@juppy.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

Herts & Beds Area
Present the 18th
ALL TRIUMPH DAY
at
DUXFORD

SUNDAY October 2nd 2011

£11.95 per person

Gates open 10 am

IWM Duxford discounted admission
£10.95 per person + £1.00
for Herts & Beds Lucky Number Draw

Normally £16.50 per person
FREE TRADERS PITCHES

Under 15's go Free

Discount entry kiosks Close at 2pm.

Museum Closes 6pm.



Location - Jct10. M11
Sat Navs use **CB22 4QR**

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

Traders must Pre Book Space

Any Enquiries 01582 750943

**To qualify for discounted admission, arrive before 2pm and be in your classic,
Or present this advert or your valid car club membership card.**

NOTTINGHAMSHIRE TSSC & CHURNET VALLEY RAILWAY TRIUMPHS AND TRAINS DAY



Sunday 2nd October 2011

Nottinghamshire TSSC & the Churnet Valley Railway present their 4th Triumphs and Trains Day at Froghall Station, Froghall, Staffordshire.

Join in for a 10 ¼ mile round trip through the Churnet Valley, known locally as "Little Switzerland" behind a heritage railway train for the day, enjoying the sites of restored railway stations, working canals or towpath walks. The CVR will this year be running a special service over the recently reopened Moorland & City Railway branch line to **Cauldon Lowe** on the day. This service is optional and departs **Froghall at 10:30am (an additional fee of £5 per person is charged on the day)** offering a further **15 miles** of railway on a very steep climb. Please note this will be a 2 ½ hour round trip and on this date is timetabled to be the Diesel Multiple Unit. Normal services are expected to be steam hauled on the CVR Service on this day.

Our car display will be situated in the car park at Froghall station, which will only be open for access to TSSC cars. Services will run from 10:30am to 4:30pm.



Booking form for Triumphs and Trains Day 2011

Name

Address

..... Post code

Phone No E-Mail

Registration No

Vehicle Number attending

Cost **£5.00** per car for driver and **£5.00** for the first passenger, offering "Day Rover" ticket on the CVR. (A saving of £12 for two seater car, eg Spitfire, TR6 etc.)
(Further passengers will be charged the full rate of £11 Adult, £9 Senior Citizen and £5 child)

Please send application form together with cash or cheque made payable to

**Churnet Valley Railway (1992) plc to:
TSSC T&TD, c/o Andy Sollis, 39 Whilton Close,
Sutton-in-Ashfield, Notts, NG17 3BF**

Telephone enquiries: Andy Sollis (TSSC) 01623 554212 or Ken Lupton (CVR) 01298 24992

(Disclaimer – The CVR cannot guarantee a Steam locomotive service and reserves the right to substitute with a Diesel loco with no prior notice)



Derwent Valley TSSC

present

The Derwent Valley Bowl 2011

This great event once again is being held on a
Sunday Afternoon and it's
SUNDAY 9th OCTOBER 2011.

All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and
from 'Olympic Athletes' to 'Couch Potatoes'.

We challenge you **ALL** to take on the mighty Derwent Valley.

Mixed Teams of any size will be formed from each area of the
TSSC and other local car clubs to compete for the coveted
Derwent Valley Bowl

All the usual games such as "Cock in the bucket" and "Bag in
the Hole", and "Tin Can Alley"

Doors open at 2:30pm and the fun starts from 3:00pm.

Finger buffet available at 4:30pm for only £4.25 per head.

Event finishes at around 6:00pm or until we get kicked out !!

**For more information and to confirm
attendance please phone either:**

**Colin on 01773 531580 or
Roger on 07970 619149.**

Venue:-
Smalley Common Ex-Serviceman's Club
338 Belper Road, Stanley Common
Near Ilkeston, Derbyshire.
DE7 6FY.





TSSC 1st Annual Christmas Dinner Dance

You are cordially invited to the first ever
Annual Triumph Sports Six Club
Christmas Dinner Dance
on Saturday 3rd December
at the Barcelo Hinckley Island Hotel
Hinckley, Leicestershire. LE10 3JA

*For those requiring
accommodation please
Book Direct with
Hinckley Island Hotel.
Tel 01455 898580*

*Quoting Date and
'TSSC Party Night'
Special Rates of*
Single Room £60 per night
Double Room £65 per night

*All Rooms include
Breakfast plus full use
of Hotel facilities and
the Hotel Health Club*

Christmas Party Night Package includes:

- * 3 Course Dinner
- * Disco and Dancing to
70's & 80's Music

£32 per person

**Places are Limited to 250
Please Book Early!**

Please reserve places

Name

Address

..... Postcode

Membership No.

*Send Form with Payment to: TSSC,
Sunderland Court, Main Street,
Lubenham, Leics. LE16 9TF.*