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SPORTS SIX  
**CLUB**

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Triumph Sports Six Club

The Courier 376

OCTOBER 2011



October 2011





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# TRIUMPH



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2011

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# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.376 Vol 33. OCTOBER 2011

Price £3.50 Free to Club Members.

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

We will only accept TXT files NO Attachments

## Courier Copy By 8th of Each Month

Articles/Area News Enquiries

Tel: (01858) 434424 Fax: (01858) 431936

## COUNCIL MEMBERS 2011

Nigel Clark, Pip Flegel, Chris Gunby,  
Claire Hill, Nigel Hill, Derek Holman,  
Simon Oliver, Jane Rowley, 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.

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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MANCHESTER AREA'S

JEZ & DEB'S

TR3

PIC FROM

GARY RUSSELL

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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

### **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

### **December 2011**

**SAT/SUN 3/4 DECEMBER 2011**  
**TSSC HQ**

**CHRISTMAS OPEN WEEKEND**  
TEL 01858 434424

**SAT 3 DECEMBER 2011**  
**TSSC CHRISTMAS DINNER DANCE**  
BARCELO HINCKLEY ISLAND HOTEL  
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www.tssc.org.uk

## **CLASSIC CAR SHOWS** (CLUB INVITED)

### **October 2011**

**SUN 16**

**TSSC STAND AT**

**THE AUTUMN NATIONAL TRIUMPH SHOW**  
**EXHIBITION HALL, DONINGTON PARK**

**DERBS. DE74 2RP**

**TEL 01484 667776**

**[www.classicshows.org](http://www.classicshows.org)**

### **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](mailto:nigel.clark@tssc.org.uk)

## *Rounding off the Year*

**A**s we move into autumn, it's time to think about the events that round off the year. October is a busy month, with the TSSC Herts & Beds All Triumph Day at Duxford on Sunday 2nd, the new Triumph and MG Show at Donington Park on Sunday 16th and the National Restoration Show at Stoneleigh Park on Sunday 23rd, with the TSSC very much involved at all three. Please look for more information on all three shows elsewhere in this issue of the Courier.

In November, we have the biggest indoor event of the year, with the Classic Car Show at the NEC on from Friday 11th – Sunday 13th. The TSSC is once again planning a spectacular display of six Triumphs, including two London to Cape Town Rally cars. We will feature a 2.5PI saloon, just built for the 2012



**On Display at the NEC Classic this year will be this 2.5PI saloon, just built for the 2012 London to Cape Town and also John Thomason's Vitesse (Zoom) which successfully completed the same rally in 1998!**



London to Cape Town. Next to this beautifully prepared thoroughbred will be the successful but battle-scarred Vitesse 6 in which TSSC members John Kipping and John Thomason completed the London to Cape Town in 1998, so a fascinating before and after comparison of this most demanding long-distance event. Do come along to the NEC to see our stand and have a chat, not to mention browsing through hall after hall of gleaming classics. And look out for the show advertisement in this issue of the Courier, with discounts on advance bookings (applies to Saturday 12th and Sunday 13th November only).

To round off 2011 in style, the Club will be throwing open its Museum and Shop for an Open Weekend on 3rd to 4th December, with the TSSC Christmas Dinner and Dance at the luxurious 4 star Hinckley Island Barcelo Hotel, a few

miles from the Club on the Saturday evening. At the Club we will be laying on refreshments and light snacks both days, discounts in the Club Shop, car of day awards, a prize draw and Bernard's Bazaar, with lots of bargains on offer to raise money for charity.

On Saturday evening, the dinner and dance will get underway with drinks in the Triumph Bar (themed for the nearby Triumph motorcycle factory), followed by a three course dinner and dancing until late. Rates for hotel rooms have been heavily discounted so why not make it a Triumph weekend and stay over? It promises to be a great night, and a wonderful way to catch up with Triumph friends old and new. Tickets are selling quickly and numbers are limited, so the advice is book soon. The booking form is in this issue of the Courier.

That's all for this month. I hope to see you at a Triumph event very soon.



# NEWS REVIEW

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

### Feed back from the Council of Management

In the August issue of the Courier an article was published "Feedback from the Council of Management" and the response from members has been very positive. The Council is keen to do all possible to improve communication within the Club and so General Secretary Vivien Thompson has offered to write regular feedback article for the Courier after every Council of Management Meeting, with the aim to keep all TSSC members as well informed as possible about the direction of the Club. The Council meeting on 18th September falls just after the print deadline for this issue of the Courier, so the next report for the September meeting will appear in the November issue of the Courier. Feedback on the November Council meeting will appear in the January issue of the Courier and so on (the apparent delay is simply due to the constraints of print deadlines).

All TSSC members are welcome to raise items for discussion at Council of Management meetings by writing to the General Secretary.

The dates of Council meetings are published well in advance in the Courier; please make certain that any items for the Council agenda reach the General Secretary at least two weeks before the date of the meeting.

**Nigel Clark**  
General Manager

### Gary Russell

It is with regret that I have to announce the resignation of Gary Russell from the position of International Liaison Secretary and Council of

Management member. I Would like to take this opportunity to wish Gary well for the future and thank him for his support and valued contribution to the club while carrying out his duties in both roles. I believe Gary will be keeping his Triumphs and TSSC membership, and I look forward to hopefully bumping into Gary at a Triumph show in the not too distant future.

Once again thank you Gary for all your help,  
Best regards,

**Dave Smith.**  
TSSC Chairman.

### New TSSC Staffordshire Area

For anyone who would like to get involved with the formation of a new area please email:  
**[triumphsportssixstaffs@gmail.com](mailto:triumphsportssixstaffs@gmail.com)**

I hope to arrange a meeting in a few weeks to move towards setting up a Staffordshire area, if you have not sent an email please do, so that you will be added to contact list and can be updated with date and venue.

Thanks

**Dave Woodward**

### Change of Address for Andrew Turner

Andrew Turner the carburettor specialist has recently moved.

His new contact details are as follows:-

The Knoll  
Bridge End  
Colsterworth  
Lincolnshire  
NG33 5NZ  
Telephone. 01476 860555





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



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# HQ OPENING TIMES

**OCTOBER** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**NOVEMBER** - OPEN AS USUAL

**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

The Club Shop will be attending the forthcoming show

**Duxford ALL Triumph Day**  
**Sunday 2nd October 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](http://www.tssc.org.uk)

## Council of Management Meetings

**NOVEMBER 20TH 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](mailto:gensec@tssc.org.uk)**  
Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting

## TSSC INSURANCE PANEL

**Footman James**

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

**Peter James**

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**Lancaster Insurance**

**0800 013 0080**

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[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail. [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

**Colin Lindsay**



## That was the SHOW that was

I thought the intermittent showers at Stafford could have been a show-spoiler until the following weekend at an event in Cheshire, where the rain came down in sheets and everything turned to mud. When shall we three meet again, eh? Not in thunder, lightening or in rain, I can tell you... so a light smattering at the International was almost a relief by comparison. For most of it, the sun shone, the cars appeared and the sellers spread their wares. I returned home with the usual pile of booty; some good



usually Hen's teeth if you require one; you could also have had a Shorrock Supercharger, provided you could work out how to fit it. My thanks goes to the West Midlands area for their Bring and Buy stall, which gave me the opportunity to move a few unwanted parts, proceeds of which bought me a replacement petrol tank... well it was for sale, and there was space in the boot, and it had a locking petrol cap...

This I just had to buy – I've recently read the original advertisement in a period magazine, so it was £2.50 worth of real nostalgia. This is a "Starlight" Parking Lamp which fits over the driver's door window glass and keeps a marker light, white to the front and red to

bargains, some essential pieces, others just impulse buys.

This year for some strange reason there were a number of Herald sump guards –



the rear, burning through the small hours. I should fit it to my modern and it may just save me a few missing door mirrors over the coming darker months.



This impulse buy is going to be harder to research – anyone ever heard of a SNIP

booster? This one appears to draw air in over the exhaust tailpipe through side vents which may – possibly – aid exhaust extraction. Am I right, or does anyone know the theory behind it? It may never see a car but still looks nice on the shelf as a talking point.

As for the cars – well, Herald numbers were down on past years, but quality was high. Firstly, I must thank Rob Newton-Allen and Chris Gunby for having their excellent cars on display, which enabled me to stock up on reference photos for coming articles and member's queries.

Where does this go? How does this fit? A picture is usually worth a thousand words so I've now assembled an entire dictionary's worth now.

There were some real beauties on the field too, and this lovely 1967 convertible in Royal Blue caught my eye, not least because of the wire wheels. Not many Heralds use wires these days, so it was a nice touch. These little details appeal to me – the Waso petrol cap,



the RAC badge.... they all add to the atmosphere.

My personal favourites this year would have to be the Heralds of the Young Members, especially Luke (sorry but I never got the surname!) with his gunmetal 1200 saloon and Dan Chudleigh's yellow 1200 Estate. Dan's



Estate is well known to me, I've a lot of photos from recent years, the roofrack and the huge front visor make it look tremendously mean as it sits poised on black wheels. This is a small-sidelight 1200 and the personal touches, such as the huge bass speaker in the rear, tell you that this car gets regular use.



Luke's 1200 saloon was a real gem, a fully original 1965 1200 in rare gunmetal, having

Vitesse bumpers, but also has a crank handle assembly for aiding starting – the aperture in



the front valence has a nifty hinged cover. I was also intrigued by the brackets screwed to the front bulkhead – apparently these were fitted by a previous owner to prevent water getting up around the bulkhead and engine, as the original wheelarch seals were thought inadequate.

Definitely the sort of vehicle I wish I'd had as a first car!

So: the usual good show, lots to bore you with in coming

been in the same family from new until earlier this year. It's covered 66,000 miles, and is now in daily use. This one not only has a set of metal

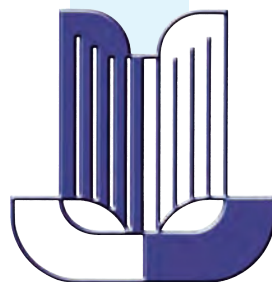
articles, and only 340-odd days to the next International at Stafford!

*Colin*



# Welcome to NEW MEMBERS

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



## THE TRIUMPH SPORTS SIX CLUB

Mark Williams	Leics
Reanne Thompson	London
Paul McCarthy	Bucks
Charles Riou	London
Greg Muir	London
Reinhard List	Austria
Brian Essery	Essex
Anthony Taylor	Kent
Tim Bailey	Berks
James Kyle	Highland
Peter Kelleher	Leics
Mark DeCoursey	USA
Victor Liburd	Beds
Nick Marshallsay	London
Donald Campbell	Angus
David Walker	Shrops
Ernest Collis	Hants
Stephen Collett	Warks Ret
David Martin	Warks
Rebecca Smith	Kent
Fred Birch	Norfolk
Diane Gane	Warks Ret
Richard Bartlett	Leics
Greg Ives	Dorset
Lee Campbell	Kent
Paul Atherton	Northants
Shaun Burnap	East Sussex
Andrew Rhind	Durham
Rebecca Bassett	Leics
Melvin Morgan	Leics
Erik Vistvik	Norway
William Macdonald	N. Ireland
Stephen Greenwood	W.Yorks Ret
Marc Bailey	Warks
Paul McClellan	Essex
Stewart Rayner	Kent Ret
Robert Pinner	West Mids
Ben Harris	Somerset
Christopher Hutton	S. Ayrshire
Jon Clarke	Leics
William Arnold	Worcs
Julian Williams	Essex
Dominic Taylor	Surrey Ret
Scott Lloyd	Cheshire

Josh Mills	Berks
Darryl Hunt	London
Samual Mountford	Staffs
Steve Cuttiford	Lincs
Peter Covell	Dorset
Steven Truss &	
Francesa Howard	Norfolk
Samuel Sutton	Somerset
Raymond Goldstone	Essex
William Eglington	Suffolk
Glenn Howard	Kent
Peter Robbins	W. Mids Ret
Edward Fletcher	London Ret
Charlotte Falconer	London
Brian Williams	Essex
Nicholas Battersby	Cumbria Ret
James North North	Yorks
Jack Weintrob	Essex
Jennifer Mustoe	Cambs
Nigel Hook	Lancs
David Guzzetta	Leics
Glen Essor	W. Mids
Andrew Coventon	Lincs
Barry McGrath	Yorks
Andy Deacon-Webb	Oxon Ret
Karen & David Perry	Glos Ret
Gordon Raper	West Yorks
John Ridley	Herts
Bryan Harrison	Lancs
Michael Richardson	Staffs
Richard Brown	Norfolk
Christopher Hawkins	Leics
David Witcombe	E. Sussex
Michael Knowles	W. Yorks
Mark Morgan	Leics
Vernon Hughes	Somerset
Liz Rooney	Pembroke
David Levett	Herts

Richard Hurst	Warks
Mark Sykes	Spain
Paul Grant	Lincs
M Brock	Devon
Terry Kearney	Middx
Douglas Moore	Leics
Martin Russell	Suffolk
Mark Rowland	Warks
Paul Johnstone	Bucks Ret
Jane Harding	Middx
Steve Hawkins	Oxon
Rob Weston	Leics Ret
Les Featherstone	Kent
Adrian Wood	Cheshire
Graham Cliff	Cheshire Ret
Ian Read	Somerset
Adam Tarrington	W. Mids Ret
Tim Dare	Middx
Paul Curtis	Hants
Colin Bednarz	Herts
Tony Christofi	London Ret
Michael Severs	Kent
Chris Hart	Essex
Mark Francis	Norfolk
Steve White	Dorset
David Shears	Hants
Laurie Benfield	Norfolk Ret
Helen Jones	N. Wales
Andrew Hall	Warks
Tristram Smith	Norfolk
Charlotte Witchard	Somerset
Stuart McBride	Kent

*Ret = Returning*

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

# CONCOURS



Tel. 01302 850740

e-mail. [vandv@fsmail.net](mailto:vandv@fsmail.net)



***Louisa & Victor  
Thompson***

## 2011 Concours Results



***Best in Show TR6 - Darren Salmon***

**A**nother International is past and once again we were treat to a display of some of the best examples of Triumphs around. I am truly indebted to all those who made it happen, sponsors, judges, my daughter Louisa who worked very hard both before the event and during it, and finally not least of course the competitors, whose dedication and enthusiasm is quite amazing.

I don't need to tell you what a challenging time this is, with this in mind I want to pay tribute to those sponsors who year in year out support our event, also this year we have had a number of new sponsors. Whilst I don't want to single anyone out I would never the less like to say a special thank you to a sponsor who its very easy to go unnoticed as they don't sponsor a trophy,

however their contribution is significant and that is Autoglym, who provide the polish for the first 30 entrants and packs for winners.

Whilst the number that entered was slightly down from last year, the standard was very high, though next year I'm hoping to see more Herald's and as it will the Spitfire and Vitesse's 50th anniversary I hope we'll have an incredible display.

### Peoples Choice

At the presentation of awards, the owner of the 'People's Choice' wasn't able to be present, and as we only have the registration we've not been able to identify the owner to present the trophy. Could the owner of the winning car (**GT6 BBH 7K**) please get in touch so we can arrange to get the trophy to you.

**Louisa and Victor Thompson**  
International Concours Organisers





## TSSC International Concours Sponsors 2011

<b>Small Saloon</b>	<b>Abingdon Triumph Spares</b>
<b>2000/2.5</b>	<b>Superflex (Chris Witor)</b>
<b>Modified</b>	<b>Classics Monthly</b>
<b>GT6</b>	<b>Moto Lita</b>
<b>Bond</b>	<b>TSSC</b>
<b>TR</b>	<b>Friends of Leics &amp; Rutland</b>
<b>Stag</b>	<b>EJ Ward</b>
<b>Unrestored</b>	<b>Yorkshire Triumph</b>
<b>Vitesse</b>	<b>Chic Doig</b>
<b>Herald</b>	<b>Jigsaw Triumph Specialist</b>
<b>Spitfire</b>	<b>Paddocks</b>
<b>Specials</b>	<b>Paint Spot</b>
<b>Cruised &amp; Used</b>	<b>Bill Sunderland</b>
<b>Peoples Choice</b>	<b>Moss</b>
<b>Master Class</b>	<b>Lancaster Insurance</b>
<b>Best in Show</b>	<b>Triumph World</b>

Autoglym Polish & Arnage Autocare

## TSSC International Concours Results 2011



### Best Herald

Sponsored by Jigsaw Triumph

**1st Rob Newton-Allen**  
**5046 MT 948 Convertible**



### Best Spitfire

Sponsored by James Paddock

**1st Derrick Binning**  
**BHE 640T Silver Spitfire 1500**

**2nd Andy Jones**  
**ODT 355E Spitfire Mk2**  
**3rd Paula Johnson**  
**PJC 559S Spitfire 1500**



### Best GT6

Sponsored by Moto Lita

**1st Julian Wadsworth**  
**SXD 846G GT6 Mk1**  
**2nd Alistair Banks**  
**RRW 446H GT6 Mk 2**



### Best Vitesse

Sponsored by Chic Doig

**1st Laurence Cain**  
**JHF 488J Vitesse Mk2**  
**2nd Nick Bareham 9598 PK Vitesse Mk 2**  
**3rd Roger Footner UOD 707J Vitesse Mk2**



### Best Stag

Sponsored by E J Ward

**1st Steve Taylor**  
**MDP 582K Stag**

**2nd Simon Footner**  
DGD 840K Stag Mk 2



### **Best TR**

**Sponsored by Friends of Leics & Rutland**

**1st Darren Salmon HVC 336N TR6**

**2nd Award Not Accepted**  
Being Returned



### **Best Small Saloon**

**Sponsored by**  
**Abingdon Spares (David Manners)**

**1st Steve Cox**

**UHJ 471 Dolomite Sprint**

**2nd Andrew Burford**

**PWD 489R Dolomite**



### **Best Bond**

**Sponsored by TSSC**

**1st Ian & Alice Blair**

**SVR 206F Bond Equippe 4s**



### **Best 2000/2.5**

**Sponsored by Superflex (Chris Witor)**

**1st Stephen Pedley GCL 777F 2000 Mk1**

**2nd Julie Hadfield**

**PWC 159R 2500**

**3rd Owen Ball NAU 234P 2500**



### **Best Cruised & Used**

**Sponsored by**  
**Bill Sunderland (TSSC President)**

**1st Dan Chudleigh**

**PRX 790B Herald 1200 Estate**



### **Best Modified/Modernised**

**Sponsored by Classics Monthly**

**1st Mark Field**

**ADU 7B Spitfire Mk 1**

**2nd Albert Faulkner**

**ADF 8 13/60**

**3rd Ian Walker**

**VWS 858K Spitfire**

## Best Unrestored

Sponsored by Paint Spot



**1st** Colin Hugh **FAH 888T Spitfire 1500**

**2nd** Bill Philpot **LAF 840P Stag Mk2**

**3rd** Peter Harding **SRE 811W Spitfire 1500**

## Best Special

Sponsored by Yorkshire Triumph



**1st** Martin Harcourt  
**Polished Ally Spitfire Special**

**2nd** Mark Farley **PDD 176D Stanbury TT**

**3rd** Paul Sutton **GKE 176D RMB Gentry**

## Peoples Choice

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**GT6 BBH 7K**

**Please Get in touch  
with Organisers**

## Master Class

Sponsored by Lancaster Insurance

**1st** Tony Simpson **GVO 401 TR6**



**2nd** Chris Gunby

**1678 VC Courier Van**

**3rd** Steve Openshaw

**RLM 504E Spitfire MK3**

## Best in Show

Sponsored by Triumph World

**Darren Salmon**

**HVC 336N**

**French Blue TR6**



All Photographs courtesy of Andy Sollis





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## Andy Wood

# Horsepower Calculations

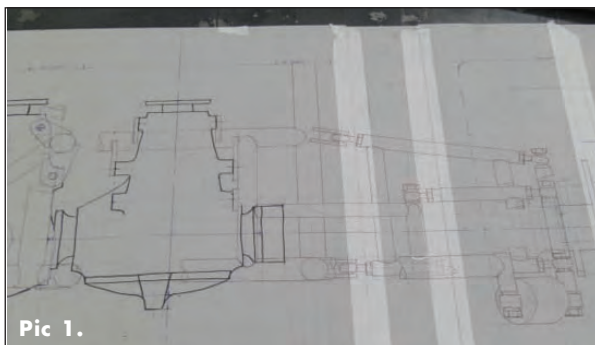
**L**ooking at my diary I've missed a month sorry about that one, as you were all sunning yourselves at Stafford spare a thought for me, we were in a tent in Scotland and it wasn't a dry place this August but fantastic scenery trust me! However 'you can't have too much of a good thing' so here we go again.

James Beaumont a name I mentioned in my second article some of you may recall, well since then James has sent a deluge of photos of his modification(s) a word I don't feel does justice to the detail and exceptional lengths that James has gone to. So let's start with the important part **'The Idea'** and what do they say *'necessity is the mother of invention'* and in James's words *'The reason for this project was because I kept snapping U/J Woodruff keys in the drive shafts, and I needed a LDS for more grip'*.

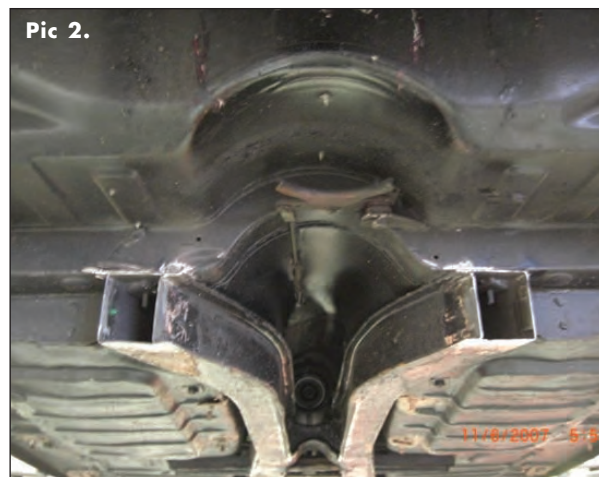
I don't think you could get a better reason.

So there you have it; the necessity. As we all know if a job's worth doing well, it's worth doing right, so start at the beginning with a drawing and again there's the detail in Picture 1.

There are bolt on modifications and what



I call re-modelling Pictures 2 & 3 show the extent of the remodelling with a fair chunk of the chassis cut away to enable



the installation of the new rear.

Like most things in life you can't beat great help and good friends and for James this was a friend who builds drag racing cars, could it get any better! As

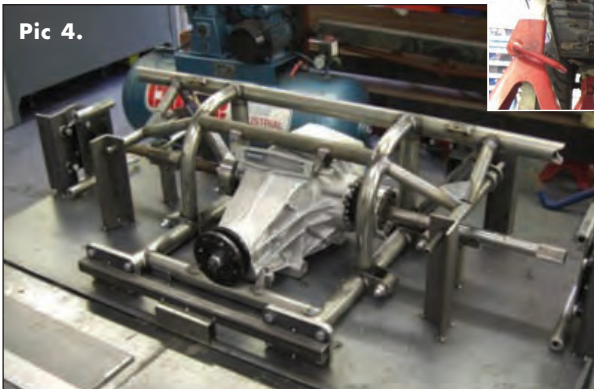


## GT6 Mk I - II - III Register



Pic 3.

James says " *We also have a friend that builds drag racing cars and bikes, he designed the suspension and framework*



Pic 4.



Pic 5.

*to fit under the car with all the loadings etc., so it was the best it could be, both on the road and on the track."* in picture 6 it's fitted (James what are those tyres?)



Pic 6.

also supplies Sierra diffs to the kit car trade. So it had to be a Sierra LSD unit 3.62 ratio, and Sierra disc brakes, custom made drive shafts and CV's. *"That was the easy bit"* as James says

This was then installed into the car and tested on a night rally in Holland. *"We only had one issue which was that we needed longer shocks for the rallying and a stronger bottom mount for the shock, which we added after the rally".*



Pic 7.



The GT6 has now been tested on 3 night rally's, 2 track days and a trip to Le Mans classic in 2010, which has proved it's 100% reliable and works perfectly. Now he's putting a V8 in to a GT6 Mk3 with the same rear end.

James: looking forward to hearing much more from you.

Back to the beginning and the most crucial and the question on all our minds, why oh why did Standard Triumph give our cars such a naff rear suspension?

I'm still trying to find it out, while owning my Triumph and doing countless pirouettes, it's not a pretty sight.

So anyone with ideas on how to improve it please send them in.

V8 in a GT6 this ignited the question what engines have been fitted to a GT6? After a search on the web I contacted Curtis at British Racecar [www.britishracecar.com](http://www.britishracecar.com) and he mentioned "*You might also enjoy the sister website: [BritishV8.org](http://BritishV8.org). We've posted several heavily modified GT6s in our Triumph photo gallery, here:*"

<http://www.britishv8.org/Photos-Triumph-Conversions.htm>

I've listed the converted GT6's below but there's many more Triumphs and other British Sports Cars on this site.

Ford 2.9 V6 (EFI) Owner: Gerald Kannenberg

Ford GT40 V8 (approximately 450 hp)



Pic 9.

*Permission*) and a Ford 5.0 V8 (EFI) Owner: Matt Kline (*picture 9 used with Permission*)

As you can see in picture 9 the filter is in front of the radiator – cold air intake, remember that one.

Now to mention a few future articles

Robert Hunziker who has owned his GT6 from new. Laurence Cochrane and his racing GT6. Kevin Hagger and his GT6 MK II/Vincent Hurricane

And just when you thought it was all over



Pic 8.

Owner: Deryle Williams (*picture 8 used with*

20

– what about this one – the very first Modified Sports Car with a record over 300 mph. This new record is 305.59 mph.

Go have a look <http://blacksaltracing.com/Home.html>.... truly amazing

For those of you who have sent me your IVR's and waiting for a response I'm working on a registration certificate to send back to you but its taking a little longer than expected, please bear with me.

Toodeloo

*Andy*

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## Lancaster Insurance

### Proud Sponsors of the International Family Weekend Stafford 2011



Once again, Lancaster Insurance was proud to be the show sponsor for the International Family Weekend which took place at the Stafford County Showground.

This year saw a wonderful array of Triumphs lined up in the sunshine in front of Bingley Hall, together with a great display inside the hall itself. The central theme for the show was "Celebrating Modified & Specials" and the three car display in front of the club stand was outstanding. A special mention must go to the 'special' aluminium bodied single-seater Spitfire, a beautifully crafted vehicle manufactured by Martin Harcourt with his aeronautical engineering skills shining through.

It was lovely to meet so many of our customers and nearly 100 visitors to our stand entered our competition to win £160 worth of tools by answering five Triumph-related questions. Some people clearly found them easy whilst others found them more testing – and no, Harry Potter was not a director of engineering!

These events are not just about cars, but also an opportunity for members and families to network and socialise. This was clearly illustrated at the Saturday night 80's themed disco, where young and old got into the party mood and boogied into the night.

Lancaster Insurance is proud to be associated with the TSSC and will continue to work closely with the club and its members to support its activities and deliver the very best service possible.

The success of the International Family Weekend was a credit to the hard work put in by the event organisers at the club. We look forward to meeting you all again at next year's event, which should be quite a celebration with the Triumph Spitfire and Vitesse reaching their 50th year.

**Lancaster Director, Lisa Joy**

# HERALD 13/60 Register



[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
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**Derek Giles**

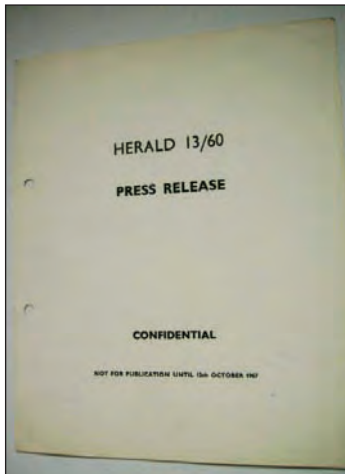
## Where it all Began?

I have had the opportunity recently to examine some of the original 13/60 launch (12th Oct 1967) material. This mainly consists of press release brochures and official photographs. So I thought, as we are now in October, you might like to see what was available. The press release (photo 1) is 17 sheets of technical specifications and a detailed description of the differences between the earlier cars and the 13/60. It also states the 1200



it finally gives the all important cost of owning this new version. These are as follows:

<b>Saloon:</b>	<b>£699. 17. 08p</b>
<b>Convertible:</b>	<b>£755. 3. 11p</b>
<b>Estate:</b>	<b>£773. 12. 08p</b>



saloon will continue in production at a cost of £627 including taxes. As can be seen this was classed as confidential. Half way through





Next we have (photo 2-3 4) 3 black and white



registered earlier in the year (the change to F was 1st August) presumably for pre launch assessment.

The next series of shots come from some of the advertising blurb issued to dealers between 1967 and 1971. Most seem self explanatory but a few that stand out to me are: 7 & 8

official press release shots all marked on the back Leyland-Triumph and not to be released until Oct 12th. Interestingly all 3 cars have 'E' suffix registrations which indicates they were



## Only two other cars measure up to the new high-performance Herald 13/60 Saloon

The 13 60 Estate and the 13 60 Convertible.

Each cat has its own safety steel chassis. Each has a spunky 4-cyl engine. Each has front discs and heavy air standard. Along with a new heavy interior. More leg room behind. And super new seats all round.

Now here's the point. Because the new Herald's 4-cyl is still running an immensely strong safety steel chassis, it can take virtually any kind of crashwork. Without fan. Without noise cut. And without having to specially reinforce the basic structure. (One of the many reasons why new manufacturers don't make convertibles any more.)

**TRIUMPH**



explaining a UDT finance package on offer via the dealers (bring back the old money!); 6 (a 1970 shot) extolling the manoeuvrability and 9 (from 1971) the golfers who are presumably using their *Wives'* cars.

I hope this has thrown some light on how things have changed in advertising and

7.



## TRIUMPH


### Examples:

Cost of Herald 13/60, say £700. 0s.0d	Cost of Herald 13/60, say £700. 0s.0d
Deposit of 25% £175. 0s.0d	Deposit of 25% £175. 0s.0d
Balance £525. 0s.0d	Balance £525. 0s.0d
Charges £ 52.10s.0d	Charges £100. 0s.0d
Amount payable £577.10s.0d	Amount payable £630. 0s.0d
12 equal monthly inst. of £48.2s.6d	24 equal monthly inst. of £25.5s.0d
Under the UDT Tax Relief Plan the instalments will be £46.6s.6d.	Under the UDT Tax Relief Plan the instalments will be £24.3s.0d.
Total credit sale price £752.10s.0d	Total credit sale price £805.0s.0d

Cost of Herald 13/60, say £700. 0s.0d	A note about the UDT Tax Relief Plan.
Deposit of 25% £175. 0s.0d	
Balance £525. 0s.0d	If you use the UDT Tax Relief Plan, the amount of your instalments can be reduced as indicated in the examples on this page, the reductions being the income tax relief on the interest. If you are not entitled to the full amount of the reduction, your tax code will be adjusted accordingly.
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Under the UDT Tax Relief Plan the instalments will be £17.3s.1d.	
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overtaking. Faster acceleration (0-50 in 12 seconds). It simply gets its way through town traffic. And in the tightest parking situations it ranges without a scrape. It also costs only space only 3 feet longer than itself. And turns full circle in only 35 feet, less than a London taxi.

Six-footers can drive it in on the people in the back for big rooms. Then there are all its other steel girder chassis, 1700 cc. bumper. All independent at front, rear and better at standard equipment, not optional.

perhaps even lifestyle over the years.

Short and sweet this month but don't forget if you have a story to tell about your car then please get in touch and see it in print here.

Cheers for now,

**Derek**

8.

### The 3 stages of getting a new Herald 13/60... or any Triumph model for that matter!

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**STAGE 3** If you want to see the car you want to buy a model will be happy to show you the car and the credit finance available!

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## Mark Blease

## Big Saloons at Stafford

**I**t was fantastic to see the big saloons and estates at Stafford again this year. The standard was again very high, and it is really pleasing that more big saloons and estates are being improved, restored and cherished, a trend that is very encouraging for the long-term survival of our often much under-valued cars.

Three cars entered the concours competition, with one more saloon entering the modified class. Congratulations to the winners this year:

**1st place** Stephen Pedley  
**GCL777F 1967 2000 saloon**

**2nd place** Julie Hadfield  
**PWC159R 1977 2500 saloon**

**3rd place** Owen Ball  
**NAU234P 1976 2500 saloon**

The winner, a beautiful Mk1 in white (Photo 1), was much admired at the show and owes much of its appeal to its originality. The owner, Stephen Pedley, explains: "The car is highly original and with low mileage at just 38000 covered in its 44 years, supported by a full set of MOT certificates, typically covering between 500 and 3000 miles per year. The car has never been welded and has mostly its original paint. It owes its present condition to its first owner, the late Mr J.A.V Watson the Managing Director of Castrol Oil in the 1960s who purchased the car upon his



retirement and was meticulous in caring for it and not over burdening the mileage. Subsequent owners have all been enthusiasts who have each cherished the car and sustained its original condition."

Stephen certainly has a car to be proud of, and has kept it in excellent condition (Photo 2). He added: "I stumbled across the car for sale at Stoneleigh and couldn't resist it as I always chose originality in preference to restoration. Since owning the car I have focused upon detailing and preventative maintenance including new tyres, stainless exhaust, nos servo and callipers, radiator re-core, engine mountings and all the usual service items.

One of the real pleasures in driving the car is sitting in the time warp interior, even listening to the original Radiomobile radio, and being propelled by the effortless automatic gearbox and smooth engine."

2.



featuring Julie's car in a future edition of the Courier.

I first saw Owen Ball's lovely Honeysuckle Mk2 at the 2010 TSSC International. Unfortunately Owen failed to secure a trophy on that occasion, but with his youthful enthusiasm undented he returned in 2011 with his car looking even more stunning (Photo 4), and this time his hard work was rewarded.

Owen explained that his car is very much a family heirloom:

Julie Hadfield's saloon, nicknamed Christine (Photo 3), has been a "work in progress" for some time now, and I have been keeping up with developments via her husband Adrian's Facebook page!

Adrian has been working extremely hard getting Christine ready for this season, and work completed includes new sills, door skins, repairs to pillars and inner



4.



3.

wings, and lower wing sections. A superb repaint in the original Tahiti blue compliments a cleaned and refurbished interior. I will be

*"The car has been family owned from new, my grandad part-exchanged a Dolomite for it in 1976. When he became too ill to drive it sat in his garage for 10 years, I then inherited it for my 21st birthday (from my father). I have had, in this last 2 years, fitted Spax adjustable dampers, CW fast road springs, fully poly-bushed, 4 Yokohama tyres, rebuilt the cylinder head, K&N filters, as well as*

*various chrome under bonnet goodies, an electric fan, rebuilt the brakes, including new pipes & braided hoses & green stuff pads, new*



5.

wheel bearings, new ball joints and a complete new front grille (ready for the concours). The interior is totally untouched in my ownership and is immaculate, even retaining the factory plastic covers on the rear door cards!!"

After catching the "concours bug" at the 2010 TSSC International, and being inspired by the cars on display, Owen decided to go even further. He adds: *"More recent work has included; 4 NOS door skins, new sill inner & outers, arches & front valance tidied up including the two sides of the car being re-sprayed in the original Honeysuckle colour. In preparation for concours this year; I cleaned the car, panels & door shuts, refurbished the wheels (black gloss paint, wet & dry polished the rims, all by hand) and I removed the front grille and cleaned, including polishing the head light rings, polished all bright work, dressed the tyres, and polished the bodywork with Zymol ph neutral polish, to look after the fresh paint. I cleaned under the bonnet & polished all of the chrome goodies (thermostat housing, K&N's, wiper motor & wheel box, inlet manifold, rocker cover, dash pot covers. I have colour coded a number of engine hoses, in blue silicone & tidied up all of the wiring in the engine bay."*

Carl Swanson also entered his lovely Mk2 complete with TR6 wheels in the modified class (Photo 5). Thanks to all the winners for the information and photographs they have provided. Thanks also to Andy Sollis for supplying photographs.

### The Saga Continues

You may recall our 1972 2000 saloon's ongoing issues with running lean and burning out spark plugs. Last month's swap back to Strombergs from SU HS4s seems to have cured the problem, since a 900-mile round trip to Normandy was completed without drama. However our attendance at the Lincoln weekend in early September was accompanied by an intermittent misfire, steadily worsening, until our attempt to return home was thwarted by a total lack of spark.

Thankfully it was quickly traced to a faulty coil, and once replaced we returned home without further problem.

The faulty coil was a fairly recent purchase from a well known and long established brand. Unfortunately the quality of modern replacement parts seems to be becoming increasingly hit-and-miss, an issue I intend to cover in a future Courier article.

Until next month!

Mark



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# Area Showtime



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**Pip Flegel**



## The Shropshire Run

by Steve Cureton - TSSC Shropshire

**T**he Triumph Shropshire Run took place on Sunday 31st July, covering over 70 miles of Shropshire's finest roads taking in some spectacular scenery along Wenlock

Edge and over the Long Mynd. This is a perfect Triumph route as it includes twisty, narrow, and steep roads but also has some nice open roads where you can press the pedal a little if you're feeling the urge to.

The run was open to all classics regardless of club affiliation, and we had members from TSSC, Club Triumph, TR Owners Club and Stag Owners Club, as well as drivers

with no affiliation to any club. We even had a guy, Peter, who used to work at the Triumph factory in its heyday and saw many of our cars on the production line.

He no longer owns a Triumph since retiring from driving (he entrusted his Triumph to Chris Allen when he gave up driving) but I'm sure he must have felt proud to see so many Triumphs gathered together.

I was first to arrive at the meeting point but the car park rapidly filled up with other Triumphs, 30

including a TR7 (unfortunately the car had developed a terrible misfire so Tom & Dai had to quickly switch to their BMW), Heralds, Spitfires, GT6, 2000 and a host of Stags. A total of 21 Triumphs turned up, and we even had a Fiat 1/9 join us for the first few miles.

After 20 miles we arrived at Church Stretton and were soon climbing a steep narrow hill



with passing places on the left and a sheer drop of hundreds of feet into Cardingmill Valley to the right, and eventually arrived at the top of the Long Mynd, one of Shropshire's finest beauty sites, where we stopped to regather and make sure everyone's cars were okay after the climb.

After using the spectacular backdrop to take a few photographs we set off again across the top of the Long Mynd and dropping down towards Rattlinhope via some very narrow and

## Area Showtime

twisty lanes eventually arriving at the main stop-off at the foot of the Stiperstones where there was a mad rush to make use of the facilities on

Everyone agreed it had been a great day, the route was ideal, the weather had remained mostly sunny, and it was a great social event - what could have been better?

The day would not have been so good without the support of everyone who turned up (and encouragement from those couldn't be there) so I'd like to say a very big thank you to everyone involved.

**Steve Cureton**



offer at the local tea room.

We set off again on the final and longest leg, again through some wonderful countryside heading back via Craven Arms and the ancient town of Much Wenlock, passing through Broseley and finishing up at the Woodbridge Inn at Coalport for refreshments. This pub is set on banks of the river Severn with a great view of the river and the ancient bridge leading back towards Ironbridge.





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Door hinges 607824	£20.00 each
Boot hinges	£43.50 pair
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Vitesse (exchange gearbox)	£265.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£150.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£20.50
Herald new alternative distributor (exchange)	£59.00
Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50
13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£4.50

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Boot catch 611225	£10.50

### TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£285.00
Door skins YKC74/75	£48.50
Body shell FHC with sunroof	£3,015.00
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LH rear wing Coupe, original	£305.00
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Petrol tank retaining strap TKC131	£8.00
Petrol tank	£175.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£85.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£265.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
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Brake pressure valve TKC 3667	£41.00
Recon exchange brake caliper	£46.00
Brake shoes 5 speed GBS813	£15.00 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£135.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£45.00
Clutch kit TR8 Q/H	£110.00

### STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£290.00
Recon exchange J Type overdrive	£290.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£14.00
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£94.50

### TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunnion 142377/8	£22.50
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£16.00
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£290.00
Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50
Boot spare wheel cover	£65.00

### SPITFIRE MK I & II & III

Spitfire Mk III bonnet	£730.00
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Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£45.00
Front inner wheel arch 706548/9	£36.50
Bonnet hinge tubes 811679/811680	£40.00 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£55.00
Door skins	£58.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£75.00
Boot lid 575787	£375.00
Dash top cover 714482	£35.00
Vinyl hood Mk III inc zip window	£140.00
Chrome bonnet catch 607663	£37.50
Rear lamp assembly 208532/217025	£45.00
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£265.00
Rear leaf spring 305894	£99.50
Recon exchange brake caliper type 12	£46.00

Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£15.50 pair
Front wings 909663/4.....	£49.50
Front wheel arch outer 909351/2.....	£45.00
Front wheel arch inner 909797/8.....	£36.50
Headlamp support panel assembly 818871/2.....	£35.50
Front quarter valance 815391/2.....	£72.50
Door skins.....	£58.00
Sills non original. 903097/8.....	£42.50
Sills O.E. 903097/8.....	£62.50
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Bonnet hinge tube L/H-R/H 91107/8.....	£55.00
Rear wing non O.E.....	£110.00
Rear wing front repair panel.....	£18.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£165.00
Rear valance 908970.....	£75.00
Boot floor.....	£117.50
Boot lid 911327.....	£395.00
Rear inner wheel arch 725563/4.....	£125.00
Rear outer wheel arch 909661/2.....	£79.50
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Hard top rear screen seal 911040.....	£39.50
H/ top seal roof/ door glass 716183/4.....	£8.00
Front windscreen chrome insert kit.....	£36.00
Door hinges 607824.....	£20.00
Exterior door handle (black) YKC2837/8.....	£65.00
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Window regulator glazing channel.....	£75.00
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Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£58.00
Gearbox exchange.....	£265.00
Recon exchange D Type O/D Mk IV.....	£255.00
Recon exchange J Type O/D Mk IV.....	£255.00
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Recon exchange drive shaft assembly.....	£150.00
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Recon exchange brake caliper type 14.....	£41.00

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Clutch kit GCK160.....	£77.50
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Recon distributor 1500 (exchange).....	£47.50
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Recon w/wiper motor (exchange).....	£45.00
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Hoods vinyl inc zip window.....	£140.00
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Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

## GT6

Bonnet assembly Mk III 913766.....	£1,015.00
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Front wings Mk I 907154/5.....	£75.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk I/II 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk II 820073.....	£135.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
New crankshaft 308034 (exchange).....	£115.00
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£265.00
Recon exchange D Type O/D.....	£255.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£79.50
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£29.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rototex GBS750.....	£15.00
Brake shoe non rototex GBS746.....	£15.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

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Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£105.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle ZKC 701/711.....	£22.50
Boot carpet 728551.....	£22.50
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£270.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Dolomite Rear lamp assembly R/H TKC938.....	£52.50
Head lamp assembly 1300/1500 Dolo (square).....	£62.50
Headlamp bulb 1300/1500 Dolo (Square).....	£23.50
Rear screen rubber 913937.....	£36.00
Boot floor carpet 1300 F.W.D. 617831.....	£17.50
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£58.00
Dolo 1300/1500 recon exch distributor.....	£47.50
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£4.50
Service exch oil 1300 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£270.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£265.00
Gearbox exchange 18/50 3 rail.....	£265.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£42.50
Rear subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157859.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£52.50
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Sprint brake shoes Original.E. GBS780.....	£22.50 set
Dolo 1500/18-50 brake shoes GBS746.....	£15.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£13.50
Sprint wheel cylinder GWC1121.....	£13.50
Tank sender 1500HL/1850HL/Sprint 215652.....	£25.00

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 Manufacturers Part No. used for reference only

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# SPITFIRE MkIV/1500 Register

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



## Derek Ford & Hugh Glossop



## Type 9's are us! -2

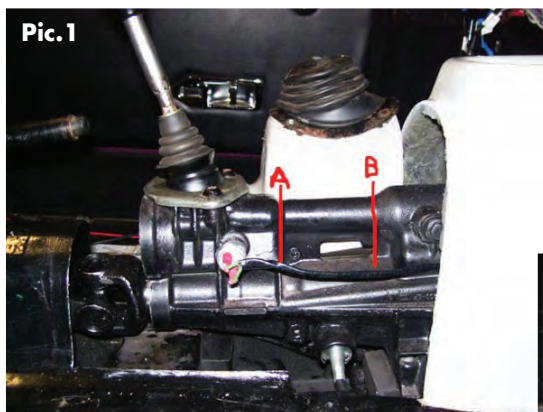
**C**ontinuing this month the excellent write up on the Type 9 five speed gearbox conversion, many thanks to Carolyn for this, so without further faffing about it's over to Carolyn

*Hugh*

*inch or a little more. Pic 1*

*So having cut the tunnel in half and roughly placed it in the car we looked at the aesthetic appeal of its relation to the handbrake. It's about now that we got heavily entrenched in trying to make the interior look like "nothing had ever happened" and "it came out of the factory like that".*

*I know that Hugh has done this conversion with a standard remote and didn't take the route we did so the following piece of butchery isn't really necessary but we took it upon ourselves to chop out the handbrake turret and move it back approx 2 inches, then re-drilled and shortened the bracket that holds the cable to the handbrake wound up all the adjustment and "job*



*Because we used a standard length remote (a shortened version is available but we paid off the mortgage recently and don't fancy taking out another one) the gearstick position moves back approx 5 inches so it became necessary to lengthen the tunnel cover accordingly, this isn't such a problem with the shortened remote but to my best guess even with the short version the stick will still move back about an*

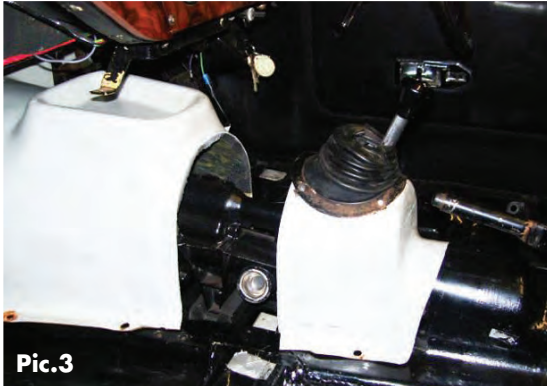


*done" Of course, we are completely up the creek without a paddle if we ever need to adjust the handbrake up because we don't*



have any adjustment left..... I feel a custom cable coming on at some point in the future.  
Pic 2

On to the gearbox tunnel cover.....There's a bit of a gap..... Pic 3



**Pic.3**

The cut line is located just behind the dash support frame and we bridged the gap with a piece of aluminium sheet, then lined with an old camping/sleeping mat, closed cell foam so it won't soak up any water and stuck in with impact adhesive. All done and fitted, complete with a small access hatch for checking/topping up gear oil( A ), it's the opposite side to the Old Triumph gearbox and also the section of aluminium sheet ( B ) fitted to "repair" some of the section of prop tunnel removed earlier to fit the box. The new piece now "shrouds the UJ". Pic 4



**Pic.4**

On to carpets now and can't wait to drive her again. The tunnel carpet was cut at the same place as the tunnel, the front section laid back

in place ,then a new piece of black carpet laid over the aluminium, the front edge of this piece



**Pic.5**

is hidden by the dash support frame.  
Pic 5

At this point, in amongst trial fitting bits of carpet we realised that having moved the handbrake backwards that the main floorpan carpet now had a hole in the middle for the handbrake to poke through which was in the



**Pic.6**

wrong place, a little more "agricultural" language and yet more head scratching was employed until a solution sprang to mind. The solution that "him in the shed" came up with was "I'll make a new handbrake gaiter from some old guttering and a bit of leathercloth", I don't know how he comes up with these ideas, I really don't. Pic 6

So having been pleasantly surprised by the outcome of the "gutter experiments" we fitted it



**Pic.7**

along with the piece of carpet that has the gearstick gaiter in it which was given a new leathercloth trim to disguise the cut edge to the front and the gearstick gaiter had to be unpicked then re-stitched to suit the new shorter stick. These were quickly followed by the

the importance of not throwing spanners around when he gets frustrated and I have re-learned just how much I love this little car and, I suppose, if I was pushed, that I might have a fleeting soft spot for that big old spanner chucker who builds me things like this.



**Pic.8**

kneepads, the lower dash cover and finally the gauges and the glovebox, well I say glovebox, it's the panel that that's got the stereo mounted

general lack of noise as this gearbox has a rather substantial rear mount and doesn't leap around on 2 little rubber cotton reels like the

in it on our car !!! Pic 7 And another view. Pic 8

So that's it, job done, conversion complete, simple really, don't know what we were worrying about when we embarked on this little project.

We have learnt quite a bit though. Julian, having delicately restored this car with me many years ago and then spent over ten years building and beating up farm machinery with huge hammers has re-learned

We've been out and covered about 400 absolutely wonderful miles, using long straight cruise roads and plenty of the tight n twisty stuff and considering we are still "running in" the new box it has performed beautifully and is very well matched to our car, and as it's running in it's just getting better.

An unexpected bonus is the improvement in handling and the

old one did.

*I can't recommend this conversion highly enough, it's fantastic !!! And if I did ever change my mind it's all reversible, we could go back to a Triumph box... .. as if !!!*

*If you fancy having a look at more (and bigger) pictures and some slightly more detailed information about the conversion have a look in the projects section of the message-board on the TSSC website.*

*Kindest regards to all*

**Carolyn.**

## Electronic Ignition

Hugh and I have had a lot of calls recently regarding ignition problems. I myself almost fell into the same trap myself fitting an electronic ignition system to a late registered 1500. As there was no ballast resistor mounted on the bulkhead (it looks like a block of chalk about 2 1/2 in long with a terminal either end) I assumed that the coil would be 12v however my learned colleague informed me that the supply wire to the positive side of the coil is ballasted internally so only 6v is supplied to the coil during normal running.

The idea is that during engine starting 12v is supplied to the coil through a separate circuit that is only live while the starter is cranking the engine, once the key flies back in the ignition switch the cable goes dead and the 6v is supplied to the live side of the coil.

The upshot of this is that fitting a 12v coil to

this system will have no effect or indeed make the car run worse.

The same goes for electronic systems including complete distributor changes.

What you will need to do is locate the ignition controlled live feed from the fuse box, don't worry we have done this bit for you, pulling the fusebox into the engine compartment will reveal a white wire on the top left hand side, check with a meter but this wire should only be live with the ignition turned on.

Solder the 12v feed to your coil/distributor onto this wire and insulate well and the car should run like a dream.

**Derek**

## Footnote.

*Unfortunately Hugh Glossop has informed us that for personal reasons he will not be able to contribute his excellent technical articles to the Courier so regularly in the coming months. However he will still be available to answer technical questions relating to Spitfire and TR7/8, although he apologises that his replies may not be quite so prompt as before.*

*I would like to thank Hugh for his outstanding contribution as a Register Secretary, and hope that he will in due course again be able give us the full benefit of his encyclopaedic Triumph know-how.*

**Nigel Clark**  
General Manager

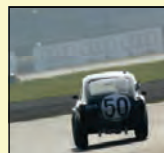


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# SPITFIRE I - II - III Register



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e-mail. [spitfires.tssc@virgin.net](mailto:spitfires.tssc@virgin.net)

**Suzie Singleton**



## How many left, Really?

I t's been a bit quiet at work lately so (don't tell anyone) but I spent an hour one morning last week looking through the stats and figures on [www.howmanyleft.co.uk](http://www.howmanyleft.co.uk) mentioned by Nigel in his column in the July 2011 Courier and the DVLA spreadsheets which the information is drawn from.

'How Many Left' does give a good overview of the current situation but the information shown is a bit misleading in some cases. For example, someone at Stafford asked me if it was true that only 17 Spitfire4s remain. Looking at 'How Many Left', if you just enter Triumph Spitfire, under Spitfire Mk1 it shows 13 for 2011, 12 for 2010 and 17 for 2009.

These figures do look low so I delved a bit deeper. With regard to the 12 licensed Spitfire Mk1 cars shown for 2010, the four quarters of 2010 show that numbers actually varied from 17 licensed in the 1st Quarter to only 12 in the 4th, with between 2 and 11 SORNed over those 4 Quarters. When I checked our Spitfire4, Sybil's, V5 I noticed that she's listed as a Triumph Spitfire - no Mk1 mentioned so she will actually come within the 1623 (for 2010) shown on HML under that designation, with no model shown on the V5. Going one further, Baby Blue's V5 simply lists her as Make: Triumph - no model listed at all!

Also, when you look at the bar charts for Vehicles licensed or SORNed in 2010, by year of registration you will find Mk1 cars shown as first registered in 2005, 1993 and 1982, I assume these are cars which had been off the road for some time and which may even have been re-registered in those



Vehicles licensed or SORNed in 2010, by year of registration

Year Licensed SORN



have been put back on the road.

## Vehicles registered for the first time, annually (2001-2010)

Year New registrations

2008	1
2007	0
2006	0
2005	1

Looking more closely at the DVLA statistics tables from which the information is derived (which can be found at [www2.dft.gov.uk/pgr/statistics/datatable-spuplications/vehicles/licensing](http://www2.dft.gov.uk/pgr/statistics/datatable-spuplications/vehicles/licensing)) you find various other anomalies. For example, in Table "VEH0124, Licensed vehicles by make and model, by year of first registration, Great Britain, annually: as at 31st December 2010" the first time the designation 'Spitfire Mk1' is used is in 1975! But, funnily enough, according to DVLA records, 4 Spitfire Mk4s were registered in 1962, 14 in 1963 and 11 in 1965 etc. Also 43 'Spitfires' were registered in 1963. Methinks those may just be our Spitfire4s lurking amongst the Spitfire and Spitfire mk4s.

So, in conclusion, due to the vagaries of DVLA's records, some from transcribing the old paper records onto computer, I think the closest we can come to recording definitive figures is that, in these records, as at 31st December 2010 they had 3532 Triumph Spitfires of some version licensed - and when you add in the total number of 3560 from "VEH0125, Vehicles with a Statutory Off Road Notification (SORN) by make and model, by year of first registration, Great Britain, annually: as at 31st December 2010", this suggests that of the more than 100,000 cars originally built, there are probably 7092 on DVLA's records registered as a Spitfire of some sort.

Just to show how unreliable the DVLA data is, neither our Standard Kenilworth nor our

years with age related plates. It could also be that they were imports from other countries, or complete rebuilds from various parts which

Standard Teignmouth show up, the make Standard and the models Kenilworth and Teignmouth aren't official designations in the DVLA records so they are lost somewhere amongst the 'Unknown' or 'Missing' tagged records.

So, there are still a good number of Spitfires - including early ones - still around and I hope we will see many of them at Stafford next year celebrating the 50th anniversary of the launch of the Spitfire. I'm already nervously anticipating the trip up as



roundtails on show so the anniversary next year gives you all almost a year's notice to get

we intend to take both Spitfires and it's quite some time since I've driven one quite so far.

Good to see several of them this year, but a bit of a shame there weren't a few more





those SORNed, in restoration, or almost completed cars back on the road for the occasion.

If you were at Stafford you would have seen this special 'trailer combo' but for those who couldn't get there I'll include it below.



And finally, I recently received an email from Mark Hall from Yorkshire saying: *"Knowing how anything remotely Triumph-related appeals to you, I thought you might like this. The photo was taken after dark, through a shop window in Upper Street, Islington, London in June 2011."*

*One day I will get round to telling you about my Mk3 Spitfire which I have had for the past 31 years."*

Now this promise is in black and white I look forward to an article from Mark on his Spitfire

for





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## Trevor Collett

## Local Heroes

I'm always pleased to come across another Triumph kit or special. Usually these days my first view of a car is through the medium of digital photographs squeezed through the wires onto my computer screen, so it is particularly pleasurable to connect with cars in the flesh, or in the metal, or in the fibreglass.

The annual classic car show at Cranleigh is about the largest car show within 45 minutes of my house. Last year I attended in the Moss, this year I took the Herald. When I say, "I took the Herald" strictly it was Jackie that took the Herald, as my previously broken left arm was still not knitted sufficiently to operate a manual shift. The show routinely attracts 1,300 interesting vehicles.

It takes a fair amount of effort to sort through 1,300 vehicles; it's tough, but someone's got to do it. The result of my filtering was two cars that qualify for inclusion in this column. To be honest I didn't have to look too hard to find the first car as it drove up to the TSSC area and parked one Herald away from mine.

The white Midge was driven to Cranleigh by Robert Garrett from his home in Sevenoaks and Robert was kind enough (not that I gave him much choice) to tell me all he knew about his

car. I was slightly disappointed to learn that Robert has only owned the car since November last year, so there is a fair bit he doesn't know about it, but he reckons he's already spent about 50 hours of his valuable spare time fettling it, and has plans for more improvements.

Before we get stuck into this particular Midge a quick resume of the marque: the Midge was a popular, thirties style roadster with a body that is built from plans. The body is made from plywood panels that are cut to shape with the help of full size paper patterns, like making a dress. The wood is covered in thin aluminium sheet and then painted. The Midge was origi-



**Robert Garrett and his Midge**

nally intended for the Herald chassis but due to the nature of the body construction it is fairly straightforward to adapt it for the shorter Spitfire wheelbase. Another advantage of this build method is that there is no large outlay of cash at

the start for fibreglass body bits, as is the case



with most kit car builds. Also the gratifying sense of "I built that car" must be greater.

The Midge was introduced to the world's car building enthusiasts in about 1985 by John Cowperthwaite, the man responsible for the Moss range of cars, under the JC badge. Marketing rights to the Midge changed hands a few times over the ensuing years, it was one time known as the T&J Midge and then came under control of a company called White Rose Vehicles.

In theory you can still buy the plans to build a Midge today, production rights were bought by the Midge Owners and Builders Club.

[Back to Cranleigh 2011.](#)

The first thing one notices about Robert's Midge, well those ones that have seen a other Midges, is the front wings. The majority of Midges are built with cycle wings, which is in keeping with such real Thirties cars as the MG J2 Midget, the model which is generally accepted to be the inspiration for the shape of John Cowperthwaite's product.

The engine in this example is also slightly off the norm, only slightly. The first choice engine for a Triumph special like this is the 1,296 cc Herald/Spitfire unit, the next would probably be the 2-litre six. This car has a 1,500 cc

block, sourced from a 1500 / Dolomite 1500 (we can tell that by its "YC" prefix to the engine number).

There's nothing at all wrong with the 1,500 cc it's just not as popular for the more sporting special.

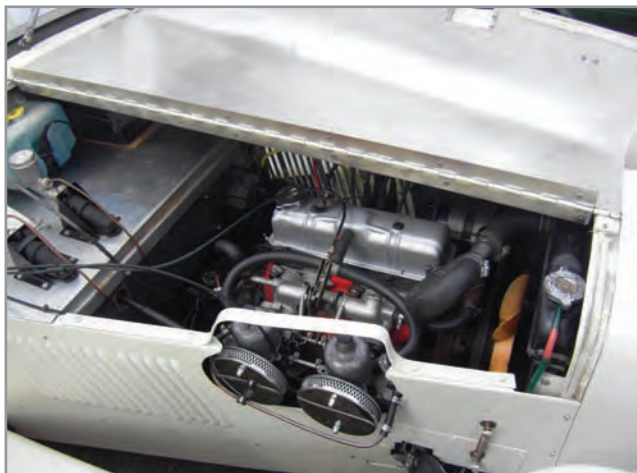
What is almost de rigueur for a car like this is twin SUs, which this car duly has. The other feature shared by many similar kits and specials is that there is not width in the engine compartment to fit two side draught carburettors.

The precise detail of the engineering solution to this problem varies from car to car; sometimes the result, in my humble opinion, can look a little unattractive and sometimes it can look quite OK. I reckon that the view of the two air filters on the side profile of this Midge looks more than OK, it is somehow right in keeping, if you know what I mean.

Moving away from the attention-grabbing body (evidenced by the amount of attention the car received from the strolling public at the show) let's consider what's holding it up. Robert believes the car is built on a lengthened Spitfire chassis. I didn't have my trusty steel tape measure on me to measure the car's wheelbase. I even tried using my GPS-enabled phone to get the coordinates of each axle line, but that told me the front wheels were in Guildford and the rear in Dorking, which didn't seem right. My engineering judgement told me that the car is indeed longer than a Spitfire, but how close it is to Herald length I don't know. I'm sure that there has been more than one special builder over the years that has started with a Spitfire/GT6 chassis, then gone to a lot of trouble cutting it and welding in new metal just to get it to Herald/Vitesse length.

As I've said, the way the main Midge body is





diameter rims really would look a lot better.

Robert had already worked this out for himself and has already forked out a wedge of hard-earned for a set of 15-inch wires.

The car currently doesn't have any hood, or heater, but Robert obviously doesn't plan much winter driving as these aren't currently on his improvement list, unless he's just really, really hard. He is planning a full tonneau though, which is vital if you don't want your sports car to fill up with water when stationary in a rain storm, which is not cool.

Oh, those head lights are from a Honda 250 and Robert wants me to tell you that the dash is a work in progress.

Just to illustrate that Robert still has much to learn about his Midge: he complained to me that he couldn't get a comfortable driving position as the steering wheel was too far away. Now, I know that some kit /special

builders do bolt the seats directly to the floor, but it's not usual. A quick fiddle around and I did demonstrate to Robert that his seats were actually on runners and did, with a bit of gentle persuasion, slide forward – always nice to feel useful.

It's good to know that this fine little car has landed with a sympathetic and resourceful owner. Robert has promised to keep us abreast of the improvements he makes over the coming months.

One Herald-based kit at the show was exciting

enough, but, lo and behold, over in the non-club area I came across a Triumph-based Gentry. Again I tackled the owner, I must have been in a bold mood that day, and this time I persuaded him to write some words about his car:

constructed, basically in plywood skinned with aluminium sheet, means that it is quite easy to make it fit any wheel base. The extra chassis length here means a very useable amount of space between the seats and the dummy fuel tank, which conceals a real Spitfire fuel tank. Those of you with an eye for proportion will



probably have already mentally clocked this car's wheels. The original Spitfire 13-inch rims are really too small in diameter for a car of this style. In this car the situation is helped by the way the wheels and tyres are well covered by the substantial wheel arches, but larger

*My name is Roger Buckler, I am retired and this is my Gentry, based on a 1968 2-litre Vitesse. I didn't build the car originally, I bought it a few years ago. I had an E-type at the time, which*

*the way back just to be safe!*

*Just as well, as I later found out, with the 4.11 diff, 6-cylinder engine and carbs out of*



**Roger Buckler and his Gentry**

*was like a high maintenance girlfriend, expensive to keep and she didn't go out with me much. So when I saw the Gentry on EBay I gave the Jaguar the elbow; the Gentry is almost as pretty but a lot cheaper to take out.*

*I travelled up by train to Derby and bought it, not knowing anything about mechanics. I then had the most frightening six hour drive back to London on the M1 (I hate driving on motorways even in normal car). The windscreen top was only three feet from*

*the road, the lorry wheels were above my head and there was no hood. The petrol gauge did not work so I topped up with fuel four times on*

*balance (like driving in second gear all the time) it was doing about 13-15 mpg.*

*One of my first actions to try and improve the fuel consumption was to replace the 4.11 diff with a 3.27, hard to get hold of and very expensive, but well worth it.*

*I fitted Spitfire front springs to lower the front wings, which were 5.5 inches above the tyres before, it looks much better now, at 2 inches.*

*I replaced the rear brake shoes as the handbrake would not hold, though I have since realised it*



*is because of the positioning of the handbrake yoke, but it does now get through the MOT without a problem. I have had the CD150*





(mustard) with the kind help of a lady machinist friend, who adjusted the fabric from an original style 1954 MGTF hood, which looks quite reasonable now. I had a problem with the engine running on for up to one minute after switching off. I am not a mechanic, and read Haynes manuals very slowly, but some bright person said it needed a decoke, which took me several weeks to complete. It made no difference.

carbs off a thousand times and refurbished all parts to try and get brown spark plugs. The big problem though is there is no room to fit air filters, but after six years of trying I have now got it to the best it will ever be? I now get about 26 mpg, which I can live with.

I have now fitted a new frame and hood

I later found out all that needed to be done was to change to hotter plugs, which solved the problem.

Thanks Roger, I hope you continue to get at least 26 fun-filled miles for every gallon you feed into your lovely motor car.





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## Nigel Clark



## Synchronise your Throttles Part 2

**L**ast month, I ran through the procedure to synchronise the throttles on Lucas PI systems, using the official method from the factory workshop manual. And the conclusion was that if all linkages are in perfect as-new condition, the factory procedure may work very well. However after the passing of many miles and quite a few years wear develops in the throttle linkages, and a different method may be needed to compensate for wear.

Having set the throttles "by the book" last month on CBJ, my CP series TR6, I was disappointed with the results. The car still refused to run smoothly at low speeds and low throttle openings. A well set up fuel-injected TR6 should be able to run smoothly at about 30 mph on a level road in top gear, with just a hint of accelerator. Under such conditions, CBJ would still run a little roughly, as if on 4 cylinders out of 6.

I was convinced that wear in the original under-slung throttle linkage was to blame.

The aim when synchronising throttles by the book is to get the butterflies in all three injector bodies just to close at tickover (air supply for tickover coming via the air bleed

valve). That is butterflies just closed, not digging into the soft alloy injector bodies and not open even by a whisker either. The throttle stop screw should just hold the linkage such that the butterflies are all in this

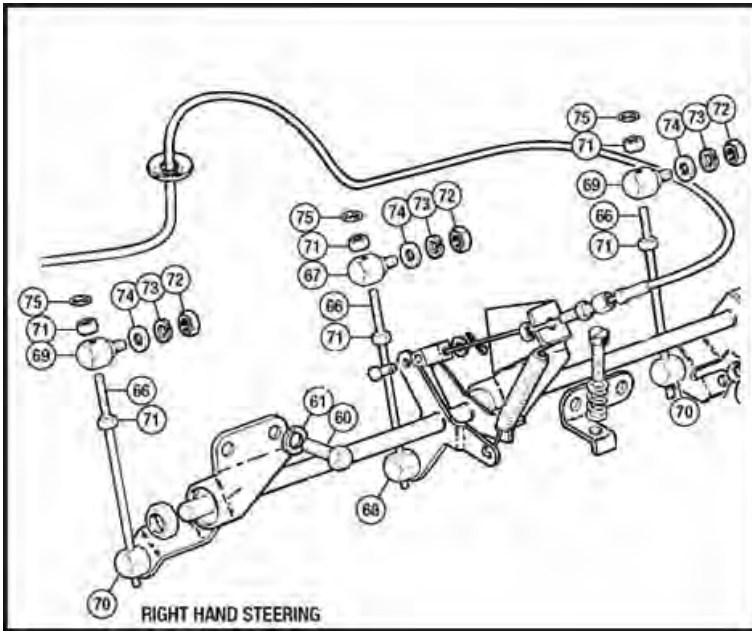
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*Since less than 2,000 TR5's were exported to all countries, it seems unlikely this period advert in Switzerland was hugely successful*



**Diagram of CP series throttle linkage, courtesy of Rimmer Brothers**

ideal position. The trunnion rods (part number 66 in the diagram) that open the butterflies on each throttle body have to be adjusted to give this ideal condition.

Now that's fine in theory. As soon as the accelerator is pressed, the cable starts to pull the linkage off the throttle stop to open the butterflies, which being properly synchronised all open in unison.

Or do they? If the linkages are worn, there is bound to be some lost motion, with the six trunnions (part numbers 67, 68, 69 & 70) on the three link rods (part number 66) likely to be the worst culprits. So as the accelerator pedal is pressed, exactly when the throttles open will depend on how much each trunnion is worn. The first few degrees of accelerator pedal travel, or the first millimetre of accelerator cable movement will merely take up the slack from the worn linkage.

Under such conditions it is very unlikely that the butterflies will open simultaneously, even if perfectly synchronised at tickover, leading

to really unbalanced, rough running at low throttle openings.

All this set me thinking about twin-carburettor motorcycle engines, and how these are synchronised. In such applications, each carb usually has its own throttle cable going back to the twist-grip. To synchronise the carbs, first tick-over is set using the throttle stop screws on each carb to get identical airflow then the throttle cables are adjusted

to make certain both carbs open at exactly the same time. The throttle slides (bike carbs tend to use slides rather than butterflies) are in effect almost hanging from the throttle cables with no slack and no lost motion.

Could the same thought process be applied to synchronising Lucas PI?

As last month, I started off by removing the air intake plenum from the injector bodies and warming the engine to full operating temperature. The cold start adjustment screw was backed off to take the choke out of play. Now comes the crucial difference in procedure (it may help to refer back to last month's article at this stage).

We need to establish a measurable airflow through each throttle. Instead of winding out the throttle stop screw to do this, I started to tighten the accelerator cable until the engine ran at 1,500 – 2,000rpm, giving an airflow reading in the range 3-5 units on the Crypton SynchroCheck. So now the butterflies are effectively "hanging" from the throttle cable, not resting on the throttle stop screw as in the factory procedure. In this condition with the butterflies suspended from the throttle cable,



all the lost motion in the linkage is taken up. The throttle link rods (part number 66) are

screw, eliminating the risk of the butterflies digging in and damaging the throttle bodies.



### **Adjusting airflow with Crypton SynchroCheck**

now adjusted to get the same airflow reading through each throttle body, using the SynchroCheck. Tighten the lock nuts on the adjusters, recheck the airflow to make sure it is still evenly balanced and it's time to set the tickover again.

To set the tickover, loosen the throttle cable adjuster until there is just perceptible slack in the cable, at which point the throttle stop screw should just be holding the butterflies so they cannot dig into the throttle bodies. Fine tune the tickover speed using the air bleed valve and reset the cold idle speed, then refit the air intake plenum to complete the job.

So how were the results this time? I'm pleased to say that CBJ now ticks over a little more smoothly and is noticeably smoother-running at small throttle openings, so this unorthodox approach seems to be successful. One point to make is that setting the butterflies by this procedure of hanging of the accelerator cable should only be done after the factory method has been carefully followed.

Using the factory method first will establish the correct setting for the throttle stop

By one of those strange twists of fate, I had just finished trialling my unconventional approach to synchronisation when I noticed a special offer from Moss Europe. Moss have recently introduced a new design of adjustable throttle rod with ball joints at each end, to cure the problem of worn linkage. The new rod/ball joint set looks well made (see photo) and is much less expensive than a complete under-slung linkage kit. I couldn't resist and placed an order. Will this banish throttle synchronisation troubles once and for all? Tune in again next month folks...



### **New ball-jointed throttle rod kit from Moss Europe**

To finish up this month, a few jottings on 4 cylinder TR's. First, top of next page is a photo of the Signal Red TR4A of new TSSC member Richard Bartlett, on a visit to the TSSC. But I also want to pose a couple of questions for the readers of this column.

Is there too much here about 6 cylinder TR's, and would you like to see more about 4 cylinder TR's? If your reply is "yes", perhaps



**Richard Bartlett's beautiful TR4A,  
complete with Surrey top.**

I could make a couple of suggestions. It may be a long shot, but readers could consider joining together to buy me a 4 cylinder TR about which to write. I have long hankered after a TR3A in Renoir Blue and no doubt such a car could provide endless TR articles!

Alternatively, if you feel adding a second TR to my little fleet would be too much, please do write in with your own TR experiences, which I will be delighted to publish. TR tips, trips, rebuilds, stories of long-term ownership, all are most welcome.

*Nigel*

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**Dave Rumens**



## Trunnions!

**H**ello folks. To me the word trunnion sounds like one of Spike Milligan's expressions straight out of a 1950's Goon Show. Maybe I am showing my age! However, as we know it's not a comedy phrase but an engineering term. Having looked it up in the dictionary the definition states "Either of a pair of side projections on which anything is pivoted to move in a vertical plane" Hmm- that sounds weighty to me. I guess the key point is that it pivots in a vertical plane. In your case trunnions form the lower pivot point of the Vitesse front and rear suspension. A number of other vehicles also use trunnions in their front suspension as well as those using Herald derived type.

The Morris Minor, Triumph Mayflower, Standard 8 & 10 and TR2 to TR6 all have a lower front trunnions but are not interchangeable with those used in the Herald based suspension, so don't try to fit a TR4 trunnion to your Vitesse! However, one thing that is common to all is the unnerving habit of fracturing, resulting in the front wheel disappearing

upward and the affected side of the car going downward onto the road. Thank goodness it normally happens at slow speed when turning, I guess this due is to more load/torque being present under those conditions.

Trust me three wheels on your wagon is not a very good experience as piloting your car to a safe stop can be a very involving experience to say the least.

Over the years there have been a number of theories to the cause. However, seizure due to lack of lubrication, corrosion due to rust and accident damage are generally excepted as the most likely reasons that affect the threaded area of the front up-right. **Picture 1** shows the two halves of the threaded area that have fractured, the threads looked ok and there is



**Picture 1.**



**Picture 2.**

front wheel(s) has had a very hard knock then you should strip down the suspension and check for damage, this should include the threaded section of the front up-right. If there is any doubt about the condition of the threaded sections of the up-right and trunnion, **Pictures 3, 4 & 5**, then replace them with new items. Also if you are unsure of the condition of either the front or rear suspension then it is worth checking both and if necessary

**Picture 3.****Picture 5.**

no excessive corrosion present. However, there is evidence of what appears to be an old fracture which may be due to something happening in the past. The area of the fracture,

**Picture 4.**

**Picture 2**, would have gradually increased over time until finally the threaded section parted from the rest of the up-right resulting in three wheels on your wagon. If you know the

rebuilding them just in case. Remember both the up-right and the trunnion are handed, so a left hand up-right has to match with a left hand trunnion.

Moving on to the lubrication, as far as I know, up to the introduction of the Herald, grease was specified for lubricating the trunnions. Following investigation by Standard Triumph into premature wear of the trunnions they found that the grease was being extruded out under normal use. The grease could not take the pressure present. Therefore they changed the lubrication to EP 90 oil which will stay put under the pressure present during use. I understand the research took place around the time the Herald was introduced in 1959 so EP 90 was applied from day one. As far as I can tell EP 90 was introduced at some later date to the TR's. As most of us know trunnion lubrication has been an area of heavy debate for about 50 years or so! and for what it's



**Picture 6.**

worth I use EP 90 not grease. Call me manic and I know it's a messy business but I would suggest you lubricate them every 1000 miles and/or before any long journey just to be on the safe side. Remember to jack up the front and take the weight off the trunnion before applying the oil gun. If someone has used grease in the past you will need to remove the trunnion and clean out both the up-right threaded section and the brass trunnion itself. Then refit and lubricate with EP 90. In the 1960's there was an after market, non-factory, kit that replaced the trunnion with a lower ball joint. These proved to be unpopular and ceased to be available by the early 1970's

mainly because they had a bad reputation of wearing more quickly than the trunnion. I haven't seen one of these kits for the best part of forty years and it's doubtful if it would be cost effective to produce them now, so it looks like we are left with trunnions.

To end on a lighter note Willie Bennie sent in **Picture 6** of his Vitesse taken last year at the 40th. anniversary celebrations at Blair Drummond Safari park near Stirling. This was a sixties/seventies themed event, hence the style of dress! The original "**Zebra Crossing**"!!

That's my stuff for this month. *Safe Driving and keep them running on all Six.*

*David.*

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## Chris Baker

## Running Repairs

**A**s many of you may realise I haven't put an article in the magazine for a little while, partially to do with writers block and partially to do with very little really going wrong with the Spitfire or visiting many events this year however the speedometer has ceased to work so a speedo rebuild article will be in here sometime soon and if I break it in the process a buying article will be here! However I have been doing some work on the 924 and I guess removing a head and reseating valves is a pretty similar task in

and was highly pressurised so naturally came to the conclusion the head had to come off. I am planning on selling the car soon so many of you may feel I'm mad doing this to a car I'm going to sell anyway. I saw it as a learning experience which could prove very useful when something happens to another car of mine. Plus I would never sell a car that I don't think will last the next owner long before something happens.

Since I know very little about doing anything of this sort I hired a friend who was a trained mechanic. He is very thorough in his work and

I know he has built engines himself and I've seen the fantastic job he's done on his VW 20 valve turbo slotted into a 1988 VW Scirocco.

We stripped all the fuel injection lines, inlet manifold, vacuum hoses, HT leads, exhaust manifold, belts and hoses, and electrical connections directly connected to the head. Making notes of what went where and bagging all the nuts bolts and washers or alternatively reattaching them to the part they came on. We discovered that the rubber



nearly all cars. The head gasket hadn't properly gone but exhaust gases had been leaking into the coolant slightly according to a test, the car was running a little rough with a slight misfire, it sometimes blue smoked on start up and coolant had been disappearing

moulded piece which air is delivered from the mass air filter to the throttle body was split around one of the connections to the cold start valve, hmm that's the rough running problem found I imagine. We removed the cam cover and then proceeded to remove the head bolts.

## Young Members Co-ordinator

Thankfully the whole thing came apart easily and there were no sheered bolts. Upon moving the head forward slightly to remove the few hoses connected to the back, I found that one of the hoses at the back had come loose and slipped off, not completely but slightly and

followers needs replacing thankfully the cam seems in fine shape and the problem was caught early before any damage to the cam could take place. Hopefully soon the car will be back up and running as we are on the home stretch now I feel.

Tim Ravenhall has provided you with a helpful article on making a replacement voltage stabiliser!

*After the voltage stabiliser in my Spitfire started playing up just before I got it roadworthy, and a working temperature gauge is fairly essential, especially for an unknown engine, I got down to replacing it. I replaced a voltage stabiliser on my Herald about six months ago with a new one from one of the usual suppliers, and it cost more than a tenner! Too much for something that simple, surely? My brother managed to*

*find an equivalent electronic voltage regulator from Maplins for less than a pound, and with some simple soldering you can save yourself a bit of cash. Potentially a more reliable solution, especially since that expensive six-month-old regulator I bought broke a few days ago.*

*To do this job you'll need a few simple tools: a soldering iron, solder, flux, three short lengths of wire (preferably colour coded to match the*



Lapping in the 924 Valve

found dried coolant had run down the back of the engine.

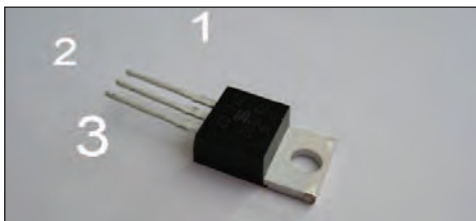
I think that's probably why the coolant had been disappearing.

We stripped down the head and removed the oil feed, cam shaft, distributor housing, tappets and valves. The valves in the 924 are double sprung and are exceptionally strong, so strong that an especially strong valve compressor had to be sourced, the other issue was the collets had been in for years and took some breaking off. The head was checked for warping and it was fine. Once we finally managed to get them all out I began lapping in the valves. The aim here is not to get a super shiny surface but a flat even surface with any pits in the seat removed. We took some measurements on acceptable tolerances for the stems and seats and they were all well within tolerance. The valve stem oil seals were replaced and all the valves put back in. The cam and followers were checked for wear and one of the

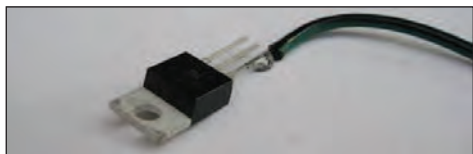


wire input and output), wire strippers, side cutting pliers, connectors to connect the ends of the wires to the inputs and outputs (these vary from car to car), electrical tape and some sandpaper. And of course a N38CA 10V output voltage regulator from Maplins for about 98p.

First strip the wires back and make sure they are cleaned up with a bit of sandpaper, then



dab them with flux. I have numbered the picture with the voltage regulator to make it simple. Terminal 1 is the input, 2 is the



ground, and 3 is the output. Tin terminal one and the input wire with solder, then solder them together, and repeat until all three are



attached. Try not to put too much heat into the component, as it can be damaged by prolonged high temperatures over 150 degrees, just work quickly and allow it to cool, I've



done two without any damage endured. When I did mine I insulated each one with electrical tape, but you may

want to use heat shrink tubing if you like tidiness. Then attach the connectors onto the wires; these will be different depending on your car, check before you do anything. For the ground/earth wire, I put a small ring connector on, so it can earth from under the knurled nut on the Speedo.



That's pretty much it, if you like everything to look original even behind the dash, you can actually solder it into the old voltage stabiliser case, as long as things are insulated it should be fine. I didn't bother, as it's far simpler to just have it loose. Now your instruments should have a steady 10V supply, and last for ages. Not bad for a few quid.

My Spitfire Niffy had her first real run out, down to the south coast for our holiday, enclosed is a pic taken near Chesil beach.

Cheers

**Tim Ravenhall**

Keep on fettling!

**Chris**







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## Guy Singleton

# Bonding at Stafford

I met Ian Blair at Stafford who had a very nice 4s in the Concours, I asked him to let me have a few words about it and he kindly obliged with the following:

*'Having retired from motor sport after 20 years or so I needed something to tinker with and keep me from under Alice's feet so decided to look in the direction of the classic car mags. An Equipe 4s had been listed for 3 weeks or so – a quick chat, several photos and a deal was struck – the car purchased sight unseen.*

*As it turned out the car was in pretty good condition overall.*

*Having acquired the car in March 2009 we enjoyed the summer months, did a few shows then laid it up for the winter. At this point I decided to refurbish the suspension as it was*



**Ian Blair's Concours Winning 4s**

*looking a little tired. This became one epic winter build.*

*All usable parts were stripped, cleaned and painted; new shocks, springs and poly bushes to both front and rear.*

*The car came with an overdrive box so the decision was made to have it all rebuilt before fitting.*

*No point in doing all this without giving the engine a rebuild so out it came and off to Pete Johnson at Yorkshire Triumphs who did a fantastic rebuild. The crank was reground, lightened, balanced in line with the flywheel and clutch and the head was*



converted for unleaded fuel. The whole refitted with gas flowed manifold and 1½ SU carbs with K&Ns to help it breath better.

The overall package is very good. The effort provided dividends with a First in Class at Stafford – even if it was by default as there were no other entries in the Bond Class – so come on guys and girls – let's get more at the show next year and equal the other classes!



**Paul Cammerer's 2 litre convertible**

Ian echoes my sentiments too – let's get a few more Equipes to Stafford next year – as practice for 2013 when we will be celebrating the 50th anniversary of the 2+2. Surely that's a reason to get as many Equipes there as possible.

Finally a few photo's of Equipes at Stafford – and the alternate Triumphs



**Bill Pounds' 2+2**

*This is not the end of this saga – further modifications are in line for the bodywork but – as they say – that's another story.'*

When I got home I checked the car on my register and find that it had been owned by the same family who had restored my 2+2 – the



**Triumph Tina**

we took – the 1962 Triumph Tina and the 1921 2½ hp Triumph Junior.



**Andy Belcher's 4s**

work being done by South West Classics who at that time were doing some nice work.



**1921 Triumph Junior**





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## Ben Broadbent



## Acclaim 30th Anniversary

**H**ello, this month we celebrate the 30th Birthday of the Acclaim. Instead of writing an article about the birth and history of the Acclaim and other facts and figures, I've asked Phil Trenchard and Suzy to give an account of life with their three Acclaims, including what is probably the earliest Acclaim still on the road.

Phil is also organising an Acclaim Birthday Bash on Sunday 9th October at the old Triumph Factory at Cowley, then a run up to the Heritage Museum at Gaydon. For more information contact me via the above email address or check the various Acclaim forums on the web.

So for this month article it's over to Phil.

*The Acclaim, the last of the Triumph marque,*

*is 30 years old this month, but I fear that its days are numbered. According to [www.howmanyleft.co.uk](http://www.howmanyleft.co.uk), There are just 316 of all variations on the road. I wonder how many of those off-the-road will ever get back on the road again, and how many don't exist anymore...*

*Suzy and I have three on the road between us – 2 CD's and an HLS (pic 1). Suzy has had many years owning them – my first, a Nautilus blue HLS (pic 2), was bought 3 years ago.*



*Being impressed with Suzy's, I had been looking for some time before finding the one I now drive – and what a find! The 27-year-old car had just over 41,000 miles on the clock, and only 58 miles had been driven in the preceding year. The car was fitted with*

Michelin MXZ tyres – a local tyre fitter confirmed that they were 1981 tyres. Along with logbook and consecutive MOTs, I

has the Triumph decals on the side. Suzy's latest acquisition is another CD, this time a low



received the receipt from the garage it was bought from for £ 4742, which included a sunroof (I haven't seen another Acclaim with a sunroof) (pic 3). The car had been garaged and in near concours condition. Sox is probably the oldest Acclaim on the road, being bought in October, a few weeks after



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mileage Oporto Red Mark I with black upholstery and rear seatbelts (a rarity!) (pic 6). 'Ben' is in even better condition than

production began.

Suzy had already owned a few Acclaims before we bought a Silver CD Acclaim. (pics 4 and 5) Funnily enough, the day we bought 'Captain' was the only day that 'Sox' (my blue Acclaim) broke down – the

water pump went about a mile from where Captain was being auctioned. The Silver CD



5.

'Sox' (don't all cars have names?), and is a joy to drive (pic 7). Last year my blue Acclaim

travelled from Dover to Norfolk before travelling around North Yorkshire, Derbyshire and Staffordshire, while Suzy's red one has taken us around Devon and Cornwall earlier this year and around Lincolnshire more recently. All three Acclairs have been over to France and into Belgium – we feel confident the cars will get us where we want!

Wherever we go, people tell us that either they or their father used to own one. Just over 133,000 were made - and in 1982 and 1983, the Acclair appeared in the top ten cars sold - the first time Triumph had appeared in the list since records began in 1965. We've heard many stories about the use of Acclairs one person told us his uncle had a fleet of Acclairs - as taxis.

We have a passion for these cars (you either love them or hate them). They might not be well streamlined – you know when there's a crosswind. Electric window controls tend to be more discreet in most cars – but there's something about the 80's construction that is pleasing in the CD. We used to think our cars were exceptional, however, every now and then Acclairs like ours become available – many with twenty to thirty thousand miles on the clock. On our travels, we often get a feeling that there is another Acclair in the vicinity, there have been times we have taken a back-road only to find one. With numbers dwindling, you probably have more chance bumping into someone you know on a holiday in New York than you have of a chance meeting with an Acclair.

A couple of years ago we had a 1964 Herald. In poor condition, but when driving it we had the acknowledgement from other Triumph drivers – something you don't get driving an Acclair. When we needed a part, it was only a telephone call away. That's not the case with an Acclair – we have to buy parts when they become available (new 'old' parts appear from time to time). The exhaust I had on Sox was almost certainly the original, and when it started blowing, I had no option but to have it welded. After a time, the exhaust was more weld than exhaust – with no opportunity to buy a replace-

ment. This year I have had to resort to buying a stainless steel exhaust – hopefully it doesn't look too out of place, as I am a traditionalist. Acclairs without tax and MOTs appear for sale occasionally, and we would love to buy some as donors for our vehicles and other Acclair users, however, without storage and a means of getting the vehicles to us, they are invariably bought by people who want them for banger racing, or their engines for hill-climbing or corporate events (and they're not exactly generous selling the parts they don't want, either). How much longer can we keep



the Acclairs on the road? Without a source of parts, the future is bleak, but there are some of us who will do what we can to see the Acclair live on for as long as possible. Regards Phil

Thanks Phil, it's good of you to share your experiences with us. It's important that these wonderful and RELIABLE Triumphs are kept motoring along with all the other Triumphs. If



you are looking for a Triumph that's inexpensive to buy and gives good performance and reliability, then buy an Acclair.

I'm also grateful to Phil and other Acclair owners who brought their cars to Stafford in August. It was nice to see your cars amongst their fellow Triumphs (pic 9).

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

**Ben**





# CLUB SHOP NEWS

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**by Garth Jupp**

## Stag MK2 Silicone Hoses



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The set costs **£139** Inc VAT P&P is 0.75kg

## Shipping outside of the EU.

I have had several emails from members over the last month complaining they can't select a shipping method when trying to place an

order on line. Unfortunately the web shop can only calculate shipping costs for the UK and other EU member states. If you reside outside of the EU then just drop me an email at the club shop address and I will be able to give you a quote without VAT and including the shipping.

## Vitesse Bumper update

Not good news I am afraid, at present the company trying to remanufacture them are not able to get over a problem with surface cracking when they bend them. The company say that they will try to overcome this, however I am not holding my breath for a positive result. I am disappointed that something designed and made in the past is stumping us in this day and age, but we seem to have lost a lot of knowledge and craftsmen in the last fifty years.

## Clutch alignment tools

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**TLS-33-18** TR7 & TR8

**TLS-33-19** Stag/TR2/3/3a

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**TLS-33-29** Spitfire 1500/ Dolomite 1300  
& 1500 and single rail 1850

**TLS-33-43** GT6/Vitesse/2000/2500  
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## Ben Broadbent

## Ultimate Stag Restoration - 2.

**H**ello again, here is the second part of Andy Simmons account of the restoration of his beautiful Stag. Last month's report finished with Andy visiting EJ Ward in February 2008, Andy takes up the story again.

### Refitting the parts

*By the 9 February 2008 the engine was*



*built and ready for fitting: the heads on the original engine had corroded so badly that they couldn't be taken off the engine block so another block and heads were used (pic 1). The front and rear suspension components had been refurbished with polyurethane bushes used through-*

*out so the car could now stand on wheels again - a big milestone reached!*

*The next visit on 29 March 2008 saw the engine and gearbox fitted along with much of the brake system and some of the engine bay fittings plus the windscreen, (pic 2) the rear lights and some trim. The picture of the engine*



*shows the tubular exhaust manifolds fitted: (pic 3) the original cast iron ones were cracked so*



this seemed too good an opportunity to miss. The rear lights are original rather than the reproduction items and were bought via eBay for £300 the pair in January 2006: I've only seen one other pair advertised since and they went for a similar price. It's beginning to look like a car again. (pics 4 and 5)



I left visiting for a while as it had been hoped to have the car finished in time for a summer

collection and I preferred to wait until the restoration was finished before seeing it again. For various reasons this didn't happen so another visit was made on 27 August 2008, with much of the internal trim now fitted. In the intervening time two more problems had become apparent: one of the bonnet hinges had broken away at some time in the past and had been welded back but slightly out of alignment compared to the now straight bodyshell. (pic 6) Mick also thought that the car might have had a rear end collision at some time as the tonneau panel was slightly out of true and could not be made to fit: (pic 7) perhaps this accounts for two new rear wings having been fitted? Both were replaced with reclaimed panels.

When Mick phoned to ask me to let him have



the number plates I knew that we were getting close to finishing the restoration and the car would soon be home and available for driving. (pic 8) I dropped them off and waited expectantly for the phone call to let



me know the result of the MOT, not that I had any doubts as the car was virtually brand new. That milestone was passed on 27 November 2008 and the car was taxed from 1 December so that it could be given a road test to iron out any little problems before I collected it, on 13 December 2008. Naturally it was raining heavily so I had to have the hood up to drive home but the rain had the beneficial side effect of slowing traffic on the M1 so I wasn't holding up other people anxious to get somewhere quickly. All that remains now is to drive the car

10.



9.



and enjoy it, Mick wants to see it back again after 1000 miles to just check it over and deal with any little problems that have arisen.

One of the final decisions was whether to stick with the original steering wheel (pic 9) or fit something a bit different: I decided to go for a Moto-Lita item similar in design to the original but with a wooden rim. Part of the refurbished, in burr elm, woodwork was sent to Moto-Lita so that they could match the colour of the steering wheel to it: very successful I think. Part of the delay had been because of waiting for the first pair of stainless steel bumpers to arrive from Vietnam, where they are made. I'm glad we did wait as I think they look superb - if you didn't know you'd probably think they were chrome. Apparently they needed a small amount of fettling but fitted pretty well as supplied: I understand that the small changes

have been made with the bumpers now available at a competitive price compared to having an existing pair re-chromed. (pics 10 and 11)

Having spent so much restoring the car (pics 12, 13 and 14) I obviously wanted insurance to reflect this but was very disappointed with the service I received from my then insurers.

11.



There was always a comment on some part of the documentation to the effect that I still hadn't reported my medical condition to DVLA despite me having told them on a number of occasions that, as it was not a reportable condition, DVLA had been completely disinterested. When I'd sent the pack of original documentation, copies were not acceptable, demanded by the insurers for the first renewal after restoration I enclosed a Special Delivery postage paid plastic self-seal envelope and

asked that it all be returned in this: it was all



12.

returned in an unsealed jiffy bag. Their idea of an agreed valuation was what they said, based

unable or unwilling to cope with this. Fortunately I haven't had to claim on the



13.

on recent selling prices with no reference to the work done, and I couldn't realistically challenge it. It was also clear that, despite having demanded original copies of all invoices etc, this hadn't even been looked at. Considering the extra cost of an agreed valuation policy I was hugely disappointed. Time for a look around at the next renewal and I was directed towards a different broker: I found their web-site difficult to use so had to resort to dealing with them by telephone but I found this not too difficult and was impressed by the experience in many ways. The biggest difference was that their valuer

contacted me and explained how he had come up with a valuation 20% greater than my previous insurers plus, on payment of an additional premium I could increase the sum insured by 50%. This was more like it: I had always been prepared to pay a higher premium to get the cover I wanted but my previous insurers seemed completely

Well, thanks Andy for a very interesting account of your restoration. I hope it inspires other budding restorers to get their Stag



14.

up to the standard you have achieved. Best wishes until next month. Keep those V8s purring



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# Readers Write



## Spanner for AC Delco Distributor

I find that adjusting the AC Delco distributor fitted the TR7 is a real pain. Since there is no micrometer adjustment the two set screws that secure the distributor have to be slackened off to permit routine maintenance.

The BL workshop manual shows a special distributor spanner. Reference to an ancient Snap-on Tools catalogue shows many similar spanners of various styles.

I decided to make one. I purchased a 7/16 AF combination ring spanner from Part Co (Unipart) Motor Factors. I cut off the opened portion. I then heated

the shank close the ring end with a propane torch and bent to 90°. I then sacrificed a second old spanner to get another piece of similar cross section. I then welded the two pieces together and trimmed things off with the angle grinder.

The completed spanner is shown in the photograph. This is much smaller than the proprietary items used to be but allows the spanner to fit underneath the TR7 bonnet catch. The vertical clearance provided by the one I fabricated was 3 1/4 inches from the top of the ring



to the underside of the handle. The rotor arm has to be removed however. Ideally a long series spanner would have been better.

To complete the tool kit a 12 inch length of 5/16 inch diameter steel bar makes an ideal drift to permit small movements of the distributor body by gentle tapping.

The time and sanity saved when I used these tools was worthwhile. I suspect that the same tools would also be useful for Dolomite 1850 and Stag owners.

Best Regards

**Tim Woodthorpe**

# DERWENT VALLEY BOWL

## SMALLEY COMMON EX-SERVICEMAN'S CLUB

by Colin Wright



**I**t was discovered at the 2009 Bowl that it was difficult for members of the TSSC from other areas to attend on a Tuesday night due to the distances to travel considering it was mid-week and most of us had work the next day. So it was decided to move the event to a Sunday afternoon hoping that more members and their families could attend.

Shortly after the date for the 2010 Derwent Valley Bowl was announced we began to realise that several areas that usually compete for the bowl had already organised events of their own for the same day.

So suffice to say it appeared that the move to a Sunday was not to be as successful as we had hoped, but when 55 competitors arrived on the day we were thrilled. Notts, Leicester & Rutland, West Midlands, South Yorks and of course Derwent Valley were represented.

Once everyone had completed their score card they were all mixed up into groups. The ladies from Leicester & Rutland requested that they had their own team as they wanted to prove to the gents of Leicester & Rutland that they are superior (I think Claire Hill had been

brain washing them).

Ten games were to be played which ranged from traditional pub games like Bar Skittles and Shove Penny to Whacky ones like Cock in the Bucket. Individual scores were tallied and added together for each area and then averaged with some surprising results.

The whole idea of the Bowl is to get together with old friends and make new but above all have **FUN**. The gang from West Midlands were very sociable but still remained very competitive. Did they know they were competing for a toilet bowl?

One memorable moment of the afternoon was Tim Ravenhall's amazing first throw on the quoits when he scored 70 points out of a maximum of 50 – The hoop landed over two pegs – brilliant.

The favourite game of the day was Bagatelle which Richard and Anna's young son, William, played for hours only breaking off to let the adults have a go and to eat his buffet.

Ah yes the buffet. It was a fantastic spread which we could not quite manage to demolish it, leaving a few nibbles for the Bingo players that followed us.

It was great to see a small selection of quality Triumph's in the car park plus a Ford Cortina 1600E.

The Raffle was quite popular and there were lots of prizes on offer. Julie Hadfield's over exuberant celebration, when her number was drawn, caused great amusement.

Then came the moment of truth. The results were compiled by Janine and I was discreetly handed a piece of paper.

In 6th place, the team that had hoped to



prove that they were better than the men, the Leicester & Rutland Ladies. Personally I feel that the ladies can still hold their heads high as the Leicester & Rutland Gents only just beat



them finishing in 5th place.

Fourth were South Yorkshire represented by the Hadfield's and Hutchinson's which brought us to the final three – Notts, West Midlands and of course Derwent Valley. There was only 12 points between them and third place went to Derwent Valley. Instantly the look of horror appeared on Nigel and Claire's faces, as they did not wish to return home with the trophy, this soon changed to relief when West Midlands were announced the winners, who now have

the honour of looking after the "Bowl" until next year.

The individual winner was Tim Ravenhall and the runner up was Sophie Holt both from the West Midlands and Derwent Valley's Mike Mayfield was third.

We also celebrate the worst individual player and whilst I was making the announcement I was being heckled by my wife Angie. You cannot imagine the pleasure I got when I declared that she was the "Weakest Link" and was to collect her Booby prize which coincidentally was a bouncing booby.

Thank you to everyone who attended and joined in the fun and to the Smalley Common Ex-Serviceman's Club for staying open on a

Sunday afternoon to allow the event to take place.

Check out Derwent Valley's website for some photographs taken on the day and I hope you all enjoyed the event as much as we did organising it.

Derwent Valley invites you and your friends to the **2011 Derwent Valley Bowl** when West Midlands will return to try and pass on the coveted trophy to another TSSC area, **YOUR'S perhaps?**







**Paul Richardson©**



# Jigsaw & the Works Spitfire Connection

**N**ext year is the 50th anniversary of the Triumph Spitfire and plenty of Spits have graced the East Midlands car shows this year, and the most enthusiastic 'Spitfire man' I've come across is Mark Field, a self confessed Spitfire nut, who owns Triumph restorations business 'Jigsaw Triumph Specialists' based in Corby Northants.

Mark is very knowledgeable on Spitfires especially the works Le Mans cars. As Sports Six Club members will know, Mark built a superb replica Le Mans Spitfire with as much original ex competition department engineering built into it as possible. The project started in 1990 and was finally finished in 2004 after fourteen years of detailed hard work.

The engine in Mark's replica was built with some interesting 'original' ex works components Mark sourced which included a cylinder block, cylinder heads, a set of original '70X' con rods, and a pair of 42 DCOE Weber carbs. Other original mechanicals Mark traced include a set of ex competition department brake callipers. He also had a gearbox and rear axle built up to original spec by Ken Tomlinson who built the transmissions for the original works cars. The intriguing thing for me about Mark's building of his replica Spit is how

he traced all the original parts - and competition department staff who helped him with his research and his general interest in Triumphs.

This came to a head for me when he casually phoned me about two years ago and said.



**Jo Field (Left) attempting to get Mark to Pose with his GT6R project. To front is Works Spitfire AVC 645B**

*"Do you know a chap called Chris Williams who worked in the body section at Triumph and built some of the experimental competition bodies."* I replied enthusiastically 'Yes' and informed Mark that Chris was an old pal of mine and I'd been trying to trace his whereabouts on and off for donkey's years. Mark replied casually. *"I've traced his phone number why don't you give him a ring."* I did, and it was a delight to catch up with Chris, who lives in Canada, because I hadn't had contact with him for some forty years. Mark's ability for tracing people as well as original

## Jigsaw's Spitfire Connection

parts for his replica Spitfire makes me wonder if he's not worked for, or still has, a part time job with MI5?!!

I decided to call in at Jigsaw on 1st of September to have a chat with Mark and as I walked into the workshop I spotted a Triumph 2500 saloon up on the ramp and I noticed the car had front and rear undershields. I asked Mark about the car because it was obviously being prepared for a rally. Apparently, Jigsaw are preparing it for a customer who's entered it in the epic London to Capetown rally on January 1st 2012 in which competitors will be competing for twenty nine days across three continents the last of which spans Africa from it's north eastern coast to Cape Town. More about that car in a future issue. *(It will be on Stand at this years NEC Show Ed.)*

Back to Spitfires. Mark entered his replica Spitfire in the Classic Le Mans event in July 2010 driven by his pal Alistair Pugh and Alistair won class GTP 8 with an excellent drive. Prior to Classic Le Mans in April that year Mark organised an open day at Jigsaw to which he'd invited ex company staff from the



**Works rally drivers Terry Hunter and Val Pirie standing beside works Spitfire ADU 7B at Jigsaw**

Val Pirie and what fun they were and they enjoyed passenger rides in Mark's replica Spit driven enthusiastically by Alistair Pugh and were most impressed with the cars performance.

Mark also owns ex works rally Spitfire ADU 7B which was originally campaigned in rallies by Terry Hunter and Robbie Slotemaker. This car has an interesting history because it ended up in France after the works competition department had closed and it vanished for several years. However, it was eventually bought in the late nineties by Triumph enthusiast Michael Moensterman who decided to



**Bernard Robinson (left ) chatting to Triumph engineers Dennis Barbet and Roger Dowson about his replica Macao Spitfire**

Triumph experimental and competition departments, and several of his pals who are also Triumph enthusiasts. Guests of honour were works Spitfire rally drivers Terry Hunter and

transport the car to Jigsaw in England for a full ground up restoration. About three years ago Michael decided to sell the car and offered it to Mark who duly bought it, and ADU 7B remains



Triumph and after working in the technical office he became a design engineer and was transferred to Longbridge in the late sixties where he eventually became head of the development team responsible for the Austin Metro – for which he was presented with the Duke of Edinburgh design award by His Royal Highness the Duke of Edinburgh himself. Ray made a point of telling me that he

**Visitors from France to Mark Field's guest day were (L) Herve Lequippe and Jean Babbiste Sanson beside ex works Spitfire AVC 654B owned by their colleague James Baudier.**

on permanent display at Jigsaw – and testament to a meticulous restoration.

Mark's open day was so successful last year that by popular demand it was repeated this year on 9th April and has now become an annual event. Works rally drivers Terry Hunter and Val Pirie enjoyed the event so much last year they made a repeat appearance this year and their reminiscences of their time in the works Triumph team are always most enlightening. They regularly complement the skill of mechanics in the Triumph team and remain invaluable to those of us interested in accurate Spitfire competition history. Terry and Val mix in with everyone so affably as well and are always full of fun at every opportunity.

Highly respected engineers from the old company, who also made repeat appearances after last year, were Dennis Barbet and Ray Bates. Dennis, a design and development engineer, played a vital roll in the power development programme on the 1147cc engine, and his efforts made the works Spitfire rally and Le Mans programmes possible. Also a carburation expert, Dennis designed the original 'diaphragm' constant vacuum carburettor that eventually became known as the 'Stromberg C.D.' Ray Bates served his apprenticeship at

never fails to be impressed by the high standard of workmanship achieved by Mark and his staff at Jigsaw. Another well respected Triumph engineer present was Roger Dowson who became a member of the experimental department in 1967 and worked with Ray Henderson on numerous experimental projects building one off and very interesting prototypes and competition cars. I interviewed Roger a couple of years ago, so I'll provide an article about his time at Triumph for a future issue of the Courier.

Competition mechanic Peter Clarke was invited to the Jigsaw Day but unfortunately couldn't make it due to a family commitment. This reminds me that another mechanic in the team dear Pete Cox, who is sadly no longer with us, formed a racing team with Pete Clarke in the late sixties and built a very successful racing Spitfire after buying and converting a rally Spitfire campaigned by Val Pirie in the S.M.A.R.T. rally team owned by Sir Stirling Moss (Val was also Sir Stirling's secretary for many years and is still in regular contact with him).

Val and Terry Hunter both took ex works Spitfire ADU 7B for a spin, and this was the first time Terry had driven this car since he last



## Jigsaw's Spitfire Connection

drove it in works events. Needless to say, Terry and Val thoroughly enjoyed the experience and were very impressed with the car's perfor-



**Mark makes sure Terry Hunter is happy with the Controls prior to Terry taking ADU 7B out for a very Nostalgic (and fast) trip out**

mance and it was obviously a nostalgic drive for Terry.

French Triumph enthusiast, Herve Lequippe, came over from France with his colleague, Jean Babbiste Sanson, and they jointly own ex works Spitfire ADU 3B. This year they took the trouble to trailer over works Spitfire AVC 654B (an ex Simo Lampinen car) now owned by their friend James Baudier. The efforts some enthusiasts make to enhance Triumph oriented occasions with their Spitfires is quite remarkable. On this point I can't fail to mention 'Bern' the editor who turned up in his immaculate replica Macao Spitfire. This was another project that took about fifteen years of extremely intricate work and Bern built the car in a frame tent on his back lawn! Incidentally, he replicated the wrap round windsreen from the same material used to manufacture police riot shields.

Bearing in mind next year is the Spitfire's 50th Anniversary, I thought I'd advise club members that the annual Stamford Classic Car Show, run this year on Sunday 28th August, is a truly superb event because of the sheer variety and number of Classic cars in attendance, including a wealth of Standard and Triumph cars some of which have won major awards at the show and the show also attracts owners of some extremely rare vintage cars. This show would be an ideal venue for any Spitfire enthusiasts who wish to try a new show venue for the Spitfire 50th anniversary next year because of the many attractions in the local area.

Mark Field is seriously considering attending the Stamford show next year with his Replica Spit, and ADU 7B will possibly be

put on show, I've also had a word with Bernie Robinson and he's also very enthusiastic about driving his replica Macao Spitfire to the Stamford show if commitments allow. The show, run for charity by the Stamford Round Table, is set in truly idyllic surroundings on the 'Stamford Meadows' bordering the river and includes a flypast by the Lancaster and Spitfire memorial flight and other family entertainments. The venue is set conveniently on the edge of the historic town, so besides the show catering facilities, some superb local pubs, restaurants and cafes are available only a couple of minutes walk from the show ground – and the internationally acclaimed 'George Hotel' is adjacent to Stamford Meadows. Visitors to the show might also like a trip to the splendid local stately home Burghley House - only about a mile away.

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## Spitfire



**1500** 1981. BRG. Valued by TSSC at £5500. Immaculate, unrestored inside and out. FSH. No welding. 48000 miles. Dry stored. Tonneau cover, hood. Hardtop, luggage rack included. £5,500. J. Harding (N.W. London) 01895 237078.



**MKIV** 1972 with Hard top. Mohair soft top. Tonneau cover. Stainless sports exhaust. Stage two head. 12 months MOT £4,500. Dave (Yeovil) 01935 427387.



**MKIII** 1970. A1 condition. 80,000 miles. Current owner 10 years. S.A.H. Stage 2 engine. Weber carbs. Overdrive. Wire wheels. B.R. Green. Rolling -road tuned. MOT July. Reluctant sale. £4,750 D. Haward (Banbury) 01295 711018.



**1500** 1978. Yellow, Tax April MOT May 2012, Full S/S sports exhaust with extractor manifold, K&N air filters, Minilite alloys, GAZ shocks, roll bar, garaged, tidy car. £2,400. Gareth (Glasgow) 07712 896890.



**1500** Spitfire O/D. Rebuilt balanced engine, stage 1 unleaded head, FR cam with twin DCOEs. Bodywork generally good. New MOT. See <http://www.carandclassic.co.uk/car/C2446> 39 for more pictures. £1,950. Peter (Leedstown) 07795 527349.



**MKIV** 1976 MOT September 2012. Taxed November 2011. Yellow. Overdrive. Stainless steel exhaust system. Tonneau and all cars cover £4,250 ONO. Celia (Cambs) 01763 852193.



**MKIV** 1976 Rebuilt 1300cc engine, new clutch, floors, interior, carpets, leather seats, electrics, tyres, chromework and respray. 12mth MOT. Agreed value £5,250 Sale at £3,000 ONO Graham (Leicester) 01162 717664.

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**White,** 12m MOT, 12m TAX, needs cosmetic work to interior, loud gearbox/dif, good rolling restoration. £2,250. Mitchell. eMail: [mw70000@yahoo.co.uk](mailto:mw70000@yahoo.co.uk)



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# Herald



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**13/60 CONVERTIBLE** 1969. Very original car. 82k miles. 1 Year MOT. Very good condition. Servo, new brakes & suspension bushes, new tyres. Fantastic history, original logbook & service book £2,450 Jeff. 07881 923542.



**1200 SALOON** 1966. Conifer - Cactus. Spit III engine. Servo. Discs. Vitesse Tank. Les Leston S' Wheel. MOT 8/12. Cond 1. TSSC Valuation £4.9K. Photos available. £3,350. Mike (Kings Lynn) 01553 774623.

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**WANTED GT6.** Sound car must have side gutters to front screen and original finish to roof screen seam, no fill, chassis members must be true. Frank. 01162 792203.

**VITESSE MK1** convertible. I need an original factory convertible, any condition (even just the bulk head) re. classified to kit car no problem. must have V5 Michael (Leeds) 2891308 eMail: fibremold@tiscali.co.uk

**MKIV SPITFIRE.** I'm looking for my father's old car. Pimento red MK4 Spitfire - reg NRR 843M. Ring or email with details. Richard (Notts) 07800 778137 or rdane@uk2.net

**GT6** wanted for restoration, all conditions considered. Preferably sound bodywork. Greg (Christchurch) 07857 364421.

**HERALD or VITESSE** convertible or Estate. Must be in good condition. Cash waiting. Michael (Wrexham) 01978 359263.

**GT6 MK 1** Wanted by TSSC member. Laid up vehicle preferred, non runner, abandoned project or roadworthy car considered Dave (Loughborough) 01509 415481 Eves or 0781 8672575.

Dad's first car was green Herald **CCE 810C**. Wondering if anyone out there now owned it? Would be good to hear. Harry (Thetford) 01842 828008.

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# TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

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£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

## RENEWALS

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

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

TSSC REGALIA MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court

Main Street, Lubenham,

Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

<http://www.tssc.org.uk>

## TSSC INSURANCE

FOOTMAN JAMES & CO LTD

Tel: 0843 357 1790 Fax: 0121 559 0814

FJ Breakdown Recovery - 0800 132 278

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Tel: 0800 013 0080

## VALUATION SERVICE

TSSC, Sunderland Court,

Main Street Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## TSSC LIBRARY

TSSC, Sunderland Court,

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## CLUB SHOP

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

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## MAGAZINE COPY DATE

All magazine material must be received

**BEFORE 8<sup>th</sup>** of each month prior to the month of publication.

**DEFINITION OF DEADLINE** - Last date by which copy can be included in the publication, assuming space is still available. Always try and work well in advance of the deadline.

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

## TSSC ACCOUNTS

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TRUDI PRETTYJOHNS

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## SHOW CAR REGISTER

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

TSSC HQ, Sunderland Court

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

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Tel: 028 38 849063 e-mail: [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

## HERALD 1360

Derek Giles 10 Canterbury Close, Worle, Weston-S-Mare. BS22 7TS.

Tel: 01934 515376 e-mail: [herald1360@tssc.org.uk](mailto:herald1360@tssc.org.uk)

## SPITFIRE Mk I/II/III

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

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Derek Ford. 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.

Tel: 01495 240884

Hugh Glossop. 4 Dan Yr Eppynt, Tirabad, Llangammarch Wells,

Powys. LD4 4DR. Tel: 01591 610433

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

## VITESSE 1600/ Mk I/ II

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

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## GT6 Mk II/ III

Andy Wood, 12 Bishops Meadow, Sutton Coldfield, West Midlands. B75 5PQ.

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Hugh Glossop. Tel: 01591 610433

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e-mail: [TriumphToledo@aol.com](mailto:TriumphToledo@aol.com)

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## INTERNATIONAL LIAISON SECRETARY

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Tel: 07748 280063 e-mail: [overseastssc@ntlworld.com](mailto:overseastssc@ntlworld.com)

## YOUNG MEMBERS CO-ORDINATORS

Chris Baker e-mail: [chrisbaker7@hotmail.com](mailto:chrisbaker7@hotmail.com)

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

Tel: 07962 956362 e-mail: [triumph-dan@hotmail.co.uk](mailto:triumph-dan@hotmail.co.uk)

## INTERNATIONAL WEEKEND EVENT MANAGERS

Claire & Nigel Hill, 32 Holly Hill Road, Selston, Nottinghamshire. NG16 6FF.

Tel: 07971 017012 e-mail: [international@tssc.org.uk](mailto:international@tssc.org.uk)

## INTERNATIONAL CONCOURS ORGANISERS

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Tel: 01302 850740 e-mail: [concours@tssc.org.uk](mailto:concours@tssc.org.uk)

## AREA LIAISON OFFICERS

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

## TSSC PUBLIC RELATIONS OFFICER

TBA

## CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799



**October 2011**



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- EVENT ADS



**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.





# AREA DIRECTORY

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

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

**DIRECTORY CHANGES TO  
AREA LIAISON OFFICERS**  
**PIP FIEGEL, FRANK SPENCER**  
**TEL: 01524 791607**

**E-MAIL:**  
**Pip1272frank@homecall.co.uk**

## SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW	See reports 1st Wed. 7.30pm
NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a>	Last Thurs. Eves.

## NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advised 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	Best Western Bolholt Country Park Hotel	1st Tues. 8pm.
	Pip Fiegel: 01524 791607	Walshaw Road BURY Gt Manchester BL8 1PU	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- Witton Gilbert	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
	Lisa Garland: 0151 5491267		
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	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580		
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tuesday 8.30.
LINCOLNSHIRE	Garth Jupp: 01529 307302	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
	Simon Oliver: 07841 450715		
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 07701 049881	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
	William Bate Tel: 07887 605778		
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
	From May to September	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
WORCESTER	Vicky Kitchen: 01527 894125	The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

## WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
	Bob Whiting: 01492 516479	The Plough at St Asaph	3rd Wed 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Park Golf Club, COEDKERNEW - NEWPORT	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 Goolding: 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 Wighton: 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 Lomax: 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.	ATHENS
	Soulis Papatthanasiou 00 30 6977280215	ATHENS
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## TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

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



We would like to apologise for not attending the Area Organisers Seminar at the International at Stafford, we unfortunately double booked. (To be honest driving our Triumphs around France seemed much more appealing somehow?)

If any Area Organiser has any questions please get in

touch with us in the usual way.

Area Draw!! Congratulations to **Southern Area £50, Lincoln £25 and Somerset £10** of Club Shop Vouchers please get in touch with Angie Hill at HQ to claim your vouchers.

**Stafford! Stafford! NEW Stafford! Area!!!!**

Dave Woodward is hoping to set up a new Stafford Area and would appreciate your support?

For anyone who would like to get involved with the formation of a New Staffordshire Area or just want to be a part of your Area please email [triumphsportssixstaffs@gmail.com](mailto:triumphsportssixstaffs@gmail.com)

I hope you managed to get along to his first meeting at the George & Dragon.

Your Area Organisers are still busy organising Triumph events all around the country please support your Areas by attending as many events as you can.

*Pip & Frank*

## AVON

Tel. 01454 327059

First I start with some sad news- **Shaun Ogbourne died on 26 August. He was known by many as a Triumph enthusiast from his time as Swindon area AO through to more recently working with Paul. He will be sadly missed and fondly remembered.**

Looking back on August, there were seven of us camping at Hay on Wye with 5 Vitesse making an excellent display on show day. Saturday evening saw us eating fish and chips by the riverside followed by a visit to the pub and back up the hill to the campsite. Bev did his Linford Christie stuff up the hill and showed us all up (but he had been practising all day). We listened to the music act on the show site - Dolly Parton and made our way back to bed. Chris entertained fellow campers with a supposed airbed collapse - he is not admitting to anything else. There was a wedding party down the hill that went on all night. Most of us had earplugs, but Mark had a rude awakening at 5am after having slept through it all to be told the music was still playing and getting louder. The show day was the usual high standard event with some good weather for a change. On the way home, six of us stopped at a pub for a meal and then Chris and Angie followed us on the scenic route home via Tintern - got to be one of the best roads in the country.

Looking ahead, we are planning the Christmas meal. We will choose a venue/menu at the **October** meeting. If you cannot make the meeting, but wish to go on the meal please ring or

## ALO REPORT AVON . . . BERKS EAST

e-mail me before the meeting ([junewrighton@tiscali.co.uk](mailto:junewrighton@tiscali.co.uk)) We are hoping to book the meal for **12 December** and not have the meeting that month.

Also, forms are available for Coleford that need to be back with me by **January** meeting.

That's all for now

*June*

## BERKS EAST

Tel. 07989 104324

[www.freewebs.com/eastberkstsssc/index.htm](http://www.freewebs.com/eastberkstsssc/index.htm)

e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

Well the nights are certainly drawing in now - it was dark when I got to the Shire Horse this month. However, we still had a good turnout - Mickey, Julie, David, Trevor, Colin and Peter, plus yours truly. David brought his Herald, Peter was in his Jag and I was in Dog - not sure if Colin brought his Spitfire?

Actually, Colin was talking about buying a Bond Equipe - I wondered if it was the fibreglass bonnet on his Spitfire that had "turned" him.... (oh, I do make myself laugh!)?

Mickey's Vitesse is currently poorly with dodgy compression, so he's pulled it apart and is going to rebuild it. We reckoned it could probably just take a honing of the bores, but while it's apart it's probably best to get the block cleaned properly and do the bearing shells too. Apparently he's got a new head too, due to cracks between the valves on two cylinders. Ouch. Looks like a full rebuild then!

I'm having problems of my own too - Dog's engine is still non-working after one of the inlet valves stuck. I have a new theory about the cause of the problem: The cam is very high lift (I couldn't use standard springs even with standard rockers - they bound up on full lift, so I have used some uprated ones). I suspect this was all too much for the standard rocker shaft, causing serious vibrations which loosened the screw in the end rocker pedestal, allowing it to fall out. Can't see any swarf or munged up bits, so the screw probably hopped into the sump. It looks like the rocker shaft then turned, cutting off the oil supply and increasing side load on the valve stems until one of them bent and then stuck. I won't know till I take it all apart, but that seems possible. If I can get the valves to open without the uprated springs binding, I'll use the set of roller rockers I have, and an external oil feed (with a restrictor in the pipe). If not, then Peter mentioned he might have a tufrided rocker shaft going spare. If it's a thick-walled shaft it might cope a bit better. Anyway, it's only mildly broken and I'll get to it at some point after I've done my exams for work (at the start of Nov). Oo-er. Also, Bob's currently got a leaky diff, so I think I'll put the 3.27:1 diff I have in the shed into Dog, and then donate Dog's 3.63:1 diff to Bob. Then there's the 4 pot vented disc brake conversion I have in the garage, and the servo, and the fuel injection...

I brought something along to show people at the meeting - I was at the post office depot a couple of months back, to pick up an eBay parcel. Turns out the guy behind the counter had worked out that I was buying car parts, and he said he had a brochure for tuning a Spitfire. He said he'd send it to me in the post, so sure enough it arrived and turned out to be a period S.A.H. brochure for tuning a mk1 Spitfire, complete with parts list. It's the whole hog, replacing the standard 6 port head and SUs, with an 8 port head on the 1147cc engine, plus twin Webbers and a 4 branch exhaust manifold. Lots of other trick bits too. Anyway, I've scanned it at high resolution and plan to send a copy to club HQ. I have to send the original back, sadly,

but I have to thank the guy for letting me have it in the first place.

Apparently the Windsor show suffered a bit from a change in organisers this year, with a large dose of confusion leading to a shortage of cars. Hopefully they'll sort it out by next year. The Surrey Classic Vehicle Gathering at the Tilford Rural Life Centre will have been and gone by the time you read this, so I'll report next month - it looks like it should be good. Also, apparently Beaulieu autojumble was chaotic but good!

Turning to our own events, now that it's getting nearer winter we're thinking of having the traditional bowling night at the Maidenhead Bowl. The date we have pencilled in already is **Thursday 20 October**. Alternatively, if better for more people we could make it **3 November** - again, a **Thursday**. Please would people email me asap and let me know which is best? Also, I hate to say it so early in the year (have the shops started putting their Xmas stock out yet?!), we need to think about a Xmas dinner. What do people fancy? Sweeney Todd's or something different? We'll need to book soon, so please let me know what you think.

More events coming up are the All Triumph Day at Duxford on **Sun 2 October**, the Classic Motor Show at the NEC in Birmingham on **11-13 November**, and the Aldershot Vintage Car Show on **Saturday 26 November** in the town centre. There's also, I think, another Triumph restoration show at Stoneleigh soon - I might go along to that. Speaking of spares, thanks to Peter for offloading his no-longer-needed GT6 spares to me! I'll make sure they go to a good home!

As always, I hope to see you next month - the next meeting will be **11 October** at the Shire Horse from about 8pm. Any questions about anything Triumph, feel free to give me a call - we have tools for hire if you need them, and can probably tell you where to find that rare part if you're looking for something. Let us know about your restoration if your car's not on the road, or if it is then tell us where you've been in it - a free beer to any person we haven't seen at the meeting before! Now there's an offer I'd like to be on the receiving end of...

All the best,

*Mark*

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Hi all. Well, as another few shows have shown, the weather has been a continual challenge! Still, a good few events have been attended by the South Bucks team.

9th September saw Robin and a new (old!) member called Marcus, Dan and myself at the Ace Cafe for the classic car night. A pleasant evening with Dan in his Stag and Rob in his Mk2 Spit and myself in my Vitesse (Rover) with a slight concern as we were about 20mins from where the riots were taking place! On the 13th Dan and I attend the White Waltham wings and wheels event. Dan in his Stag and me in my 2000. A good collection of cars and various other things to see and do, but the weather wasn't very pleasant so we bailed out early. The highlight of the event being when we watched the American car club showing some of their cars in the show arena, we saw a Nash Metropolitan. When the confused compere asked why this was in the American car club show, the owner said 'because it was meant for the export market'. Umm, a small right hand drive car that is designed for the export market!

17th saw the monthly meet at The Squirrel with Paul and Liz

and the sheep, Marcus and Robin in the Spit and Dan in his Stag. I took my wife's Mx5 much to the amusement of most of the rest of the members! A good evening was had by all, exchanging stories and info about cars new and old and challenges of owning cars new and old! The MX5 is a very early 1990 car and you can really see the influence of the British cars. Parked next to the Spitfire, it was clear to see. I have never owned or driven an MX5 and was always a person who subscribed to the 'hairstressers' car view. I have apologised to owners where I have said that (including two South Bucks members!) as it's actually quite a fun car, much like a Spitfire!!

The TSSC International at Stafford was a great event, so thanks to all those involved. I took my 2000 with Dan and one of my sons who wanted to see our car in the hall this year, so we entered into the concours! Looking at the standard of cars in the Hall gets better every year, and several big salons were in attendance. All of them looking superb. I chatted with Victor and was happy that my car could enter! Anyway, we had a good look round the cars and traders and picked up a headlight for my 2000 as it was attacked by a stone. As my parents live 20mins from the showground, it serves well as I don't do the whole 'camping' thing. Dan and I met up with Robin, Marcus, Tracy and several other members from different areas. The evening was a 1980's theme which was quite easy formed as I reached into the back of the wardrobe and I had a selection! A great evening of good music as it was a mix of 1980s & 1990's music for a good part of the evening. The following day we returned to the show ground and started cleaning the 2000 for the concours. Dan is the first to admit he's more about the mechanics than the looks of a car, so it was most pleasing to him cleaning the windows of the 2000, and a good job he did too. My son who is 8 wanted to help, so he was adding the tyre black to the sidewalls of the tyres. Well, that is what he was tasked to do. He picked up a similar bottle and had been spraying polish onto the sidewalls! We got a kind score, and were allowed to leave early as I had to be at home for another engagement.

Bank holiday Monday saw the 2000 at the Littlewickgreen show near Maidenhead. A good show with over 200 cars and a good country fair too. A good number of Triumphs in the display which was great to see. Dan had attended Blenheim palace, and he reported the Stags were heavy in attendance. I spoke with another non car club friend who had happened across a classic car show near Bexley heath. Many Stags there too! Conspiracy theory that they are remaking Stags somewhere. Keep an eye out to see how many you see!

3rd September saw the 30th anniversary of the 2000 register which started at Stokenchurch which is only 30 mins away so went along. It coincided with the Stokenchurch beer festival so there was lots to see and do. Over 60 cars turned up, so a good event was had by all who attended.

4th September saw the South Bucks BBQ kindly held by Paul and Liz. They have a superb home a bit further down the M40. Thanks on behalf of all who attended to you both for kindly offering to hold the event and Paul for the cooking! Rob and Sophia, Pauline and Aaron, Robin, Dan, myself with my wife and two of my sons who both enjoyed the chickens and feeding the horse! I did take my 2000 and it was the only Triumph that turned up! Paul has his ex race car that is destined to be brought back onto the road maybe next year!

As the event season is almost over, the list of things to do is



## TSSC AREA NEWS

# BUCKS SOUTH CHESHIRE . . . CORNWALL . . . COVENTRY

## Bucks South Continues

limited to the **11th October** at the Ace cafe for the classic car night and **19th October** for the monthly meet at The Squirrel, Penn Street near Winchmore hill. Please do feel more than welcome to come along.

Take care,

*Carol*

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At long last, the report from the August run round the countryside. Adrian led a total of 6 cars round the countryside (including a trip along cow \*\*\*\* alley) and went to the Church House as the Hanging Gate car park was a bit full. The notes indicate 3 Spitfires, 2 GT6 and a Herald. There was also a new face, George, with a recently acquired Spitfire mkIV, apparently with reluctant brake lights and a bit of a lean to one side. Adrian and Henry went to Tatton on the Saturday. Adrian had been up since 3am (get a new job, Adrian) and hence was a bit late getting to Tatton and had to join a big queue to get into the show. The GT6 blotted its copybook by getting a bit warm under the bonnet and stopping altogether while in the queue. Once parked in row G2 it sounded like a 3 cylinder car until it cooled down and ran on all 6, so the likely explanation is fuel evaporation from one of the carbs. However the GT6 redeemed itself big style later in the day. A small note was found under a wiper saying it had won a prize, and this turned out to be best 1970s sports car in the show. Adrian was beaming from ear to ear for the rest of the day. The GT6 looked quite pleased too.

On Sunday the GT6 and Heap the Vitesse travelled down to Stafford, and there we met Paul and Roger who had arrived earlier. It's worth noting that we experienced fresh cow \*\*\*\* between Macclesfield and Congleton on this journey – perhaps the GT6 is attracted to such things (I hope not!). Henry came away with overriders, a boot lock, and a radiator, while Adrian came away with driveshafts and a fair number of bonnet catches – the GT6 has been taking lessons from Heap the Vitesse on how to open a catch as you're driving along. Paul and Roger told me what they'd bought but the memory was full at the time so we have a data loss error in that department. Later information is that Paul got outriggers and A post repair panels, I think.

Paul has been attending to the front body of the Vitesse with a welding implement (the sort with a bright blue flame at the business end) and putting metal where air had previously resided, somewhere in the vicinity of the A pillars and the floor (partial data loss here).

Some notes from our meeting. Andy and Jackie appeared (after visiting the Jaguar owners club) and gave us an update on the Spitfires. The mkIV is almost ready for spraying in white, and the other Spitfire is now parked on a cousin's drive. But there is a new development here. Andy has taken pity on a V12 Jaguar saloon, which would otherwise have gone to the squasher. It's kind of worrying that there are now three cars in this restoration queue, one of which has 1.5 times the number of cylinders of the other two combined, several times the thirst

of the other two, and who knows what ratio of weight. Maybe the Jag will be worth more than the £3 that the ex Triumph waste metal fetched at the scrappy? We still look forward to seeing one of these Spitfires on the road!

We had a surprise visit from Brian and Jamie in Brian's MGA. Apparently they came to talk to Adrian but joined in just the same. We were treated to a wonderful noise as the MG left the C&P, there not being much obstruction between exhaust valves and the pipe at the back.

Some discussion about swing springs – wasn't there a recent Courier article about these attacking the brake pipes or cylinders on the shorter driveshafts? As recent Couriers are paper and not electronic (hint to the club!!) it's harder to search through for the relevant article (*GT6 swing spring article was in JUNE 2010 issue 360, page 10. ED*).

And, for those following the progress of Herald restorations, the one near Crewe is suffering from lack of time, and the one in Macclesfield from lack of attention, or is it enthusiasm? Hark also seems to have taken to leaking oil onto the floor from both engine and gearbox (worrying when the nothing has actually run for a while) and attempts to add paint have met with a need to start again.

Our next meeting is on **Thursday 6th October** at the Cock and Pheasant. Again, we start around 8.45.

*Henry*

## CORNWALL Tel. 01726 851687

Well August has been a relatively quiet month down here in Cornwall. With many members away on their summer holidays there has not been much going on. However, we joined Carol and the Devon area and went to the International Weekend in Stafford. It was a fun drive up in convoy with the Devon area though having to get up at half four in the morning to meet them was a shock to the system. It was our first time at the show and we will definitely be going again next year. It was lovely to see so many Triumphs in one place and next year being the 50th birthday of the Vitesse and Spitfire it will be even bigger well worth attending.

We have Beaulieu and Swanage Show taking place this week which lots of members are off to.

We also have our second Meet and Greet at Route 38 on **Sunday 25th September** if you would like to come along we meet there at 11am.

Our next meeting is on the **13th October 2011** meeting at 8.30pm at the Hawkins Arms, Zelah. If you would like to come along it will be nice to see you.

Finally if you would like to do an activity or show then get in touch with us and we will see what can be arranged.

Will speak to you all again next month

*Tony and Helen*

## COVENTRY Tel. 02476 457487 e-mail: phillyncovtssc@mail.com

Well what a busy month we have had. First off was The Mary Ann Evans Hospice run from Nuneaton to Bosworth Water Park on Sunday the 7th August. A well organised and supported event which raised over £1800.00 for the Hospice. On arrival we were all treated to a bacon bap and tea or coffee. We were joined by Paul & Joan in their Spitfire and Maurice & Ann in their Siddley, plus quite a few from The Heart of England Club. There was also a large contingent of Triumph Stags.



## TSSC AREA NEWS

We were left to leave at our leisure on a well organised route. A lovely day in great company. Then it was the first of our 2 meeting's at The Griff, once again very well attended with a lot of variations of classic and customised transport with a good selection of Triumphs in attendance. On Sunday 13th August it was the ASDA charity day at Bruntingthorpe, 5 of us went in convoy from The Griff and were joined by others at the event. This was our first visit and it will certainly not be our last, a day where there was something for everyone and all for charity. You could have a ride in various "Super Cars" eg Ferrari, Lotus, Jaguar, Aston Martin etc. Drive a Juggernaut or a bus, ride in a Rally Cross car (the maniacs) off road vehicles, Hovercraft's, drive a J.C.B the list is endless, plus fantastic air displays and bargains galore from ASDA. Certainly a date in next years diary. A must for all.

This was followed on Sunday 14th August with our local



Fillongley Show. We arrived early followed by Paul & Joan so we could set up the stand, gazebo and all equipment supplied by Paul & Joan. In total we had 16 cars on the stand. 4



Spitfires, (ours, Paul & Joan's, Pete & Ann's and Howard's) 2 Herald Convertibles (Rick & Jeanette's & Steve's) 1 TR6 (Tommy & Sandra's) plus Bob & Lyn's Triumph powered MG Midget. We were joined by our friends from The Heart of England in an array of other makes, a 1935 Armstrong Siddley, A Viva HB, Frog Eyed Sprite, Mercedes SLK, a Landrover, a MGB Roadster & a VW Camper making an impressive display. Once set up Joan & Lyn proceeded to cook the breakfast, bacon, egg & sausages for all and they did a great job. A very special thank you from all present go to Paul & Joan for sup-



plying all the food and all their efforts in making the day a great success. The show itself is a rural show with a lot of eques-

trian events, livestock competitions, rural, art and crafts and a large contingent of tractors and agricultural equipment plus normal attractions for all the family.

The next Sunday August 21st saw us return to Bulkington where once again the weather was good to us, but unfortunately a small turn out, but good to welcome newcomers Chris & Liz Simmonds in their immaculate TR6. Tuesday 23rd saw the 2nd meeting at The Griff which was exceptionally well attended with a vast variety. For those who have never been it is well worth the visit but note from September through to the spring the meetings will now revert to the 2nd Sunday of the month (only one meeting a month). starting at 11.00am.

Sunday 28th August saw us meet up at The Griff to go in convoy to the Twycross Vintage Engine Rally, there was 8 in total,

including new members Rick & Amanda Hurst with children, in their recently acquired Triumph Stag (good to see the emails do work thanks Angie). We enjoyed a nice run over to the rally but unfortunately was a little disappointed with the event but never mind as we were made very welcome. We stayed for a couple of hours and then made our way to a

local hostelry before returning home. Still made a nice day out and let us enjoy our Triumphs.

The weekend of 3rd & 4th of September we were at the Shackerstone Family Festival. We arrived on Friday and set up camp in our camper with Paul & Joan in their caravan. It was a great weekend with lots of events for the whole family. We had the fly over of the Spitfire and the Lancaster, wing walking aerobatic displays and an aerial stunt display in Russian AWKs plus many events in the arena. We took a trip on the steam railway and had a lovely walk along the canal with lots of narrow boats & barges on show. The Classic Car display included a good show of Triumph's from the Leicester & Rutland area plus Tony Walton from our area in his bright Yellow Spitfire and of course many of our friends from The Heart of England. Again definitely an event for the diary for next year.

Tuesday 6th September our monthly meeting at The Bull & Butcher, Corley Moor. A cold and very windy night but a reasonable turnout considering, with 3 Spitfires, a TR7, a Triumph Stag, MGB Roadster and a Viva HB on show. A special welcome again to Rick & Amanda Hurst to their first area meeting, the first of many we hope. It Started to spit with rain about 8.00.pm so we retired to the snug where we enjoyed a very sociable night and were treated to Paul's latest photographic showing. ( He does take great photo's)

Forth Coming Events

**Sat 24th, Sun 25th Sept** Kettering Vintage Rally at Cranford [www.kettering-vintage-rally.co.uk](http://www.kettering-vintage-rally.co.uk) we will be attending on the **Sunday.**

**Sunday 2nd October** Churnet Valley Railway Triumphs day booking form in Courier Mag or contact Andy Sollis (TSSC) 01623 554212

**Tuesday 4th October** Next monthly meeting at Bull & Butcher Corley Moor from 7.30 pm If weather fine the paddocks will still be open to display our cars.

**Sunday 9th October** The Heart of England meeting at the Griff from 11.00am Well that's about it for now. I know the weathers getting colder but keep bringing them Classic Triumph's out. Regards

*Phil & Lyn.*



## TSSC AREA NEWS

### CUMBRIA

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August was a busy month for the area. The meeting at Ulverston, 7th Aug, had a good turn out. Mike brought along his white Mk3 Spitfire and new members Dave and Sally Carrie came in their newly acquired Spitfire, a warm welcome to them and hope you enjoyed the banter. The Old Farm House is an excellent venue but during the winter at 2pm the football is shown live and the place gets packed. So until the football season is over unfortunately we will have to find a quieter place if we want to avoid the noise. If anyone would like to suggest a place in the south of the county please let me know.

It was good to see many members from our area at Stafford. Some going down for a couple of days and the others for the day. As usual my shopping list was quite extensive but with Alick and Ray's help I just about got all I wanted.

At the Cumbria Classic Car show, Penrith we had 12 cars and Alick's new acquisition a scooter. They don't make them much smaller, 26cc engine. His idea is to take it to Le Mans with us next year as it folds up and fits in a Spitfire boot. No it is not for the track but to get around the circuit. For those who have not been if you are walking you can cover a few miles in day. I have suggested that he puts a basket on the front and does the pub run for us. Hint! Needless to say this machine attracted some attention and Des decided to road test it around the show ground. And not to be outdone George, who is now 86, went around as well. All be it a little slower than he normally does at the Isle of Man TT.

August bank holiday Monday we were at the Bootle country fair. It is the first time that we have been to this event and apart from the weather which was a little cool and windy, well it was bank holiday weekend, and it certainly was different. The main event was the dog racing! And it was a case of anything goes. We were the only car club in attendance and were given a very warm welcome. It was an excellent opportunity to raise the profile of the club with a couple of laps of the track with the cars and some commentary of who we were. Mike Rigg made the comment at the end of the show that we had more interest in the cars than at a Classic Car Show. I handed out four membership forms which made our effort very worth while.

Insurance: At a meeting at Stafford the agreed value of our cars was discussed. There seems to be some conflicting issues with what we as members have been told from our club insurance company's. In the process of insuring my GT6, to put it back on the road, I was told various things by an insurance company which I felt were not correct and other things that are confusing. The general opinion is that if you want peace of mind in case you have an accident we need to make sure that our cars have an agreed value from the club. It costs £12 and a couple of photo's and in the event of an accident the insurance will pay that agreed value with little or no argument. If a dispute over the value does arise then the club will fight your corner for you. The agreed value normally lasts 2 years but in some cases it can now be 4 years. Some of our cars have doubled in value over the last couple of years, as well as many members spending money upgrading their cars. I would therefore strongly suggest that all of us make sure that we get an agreed value every 2 years in order to keep our cars at there true value. Lastly shop around between our three insurance companies. I

## CUMBRIA DERWENT VALLEY

managed to save £92 on the GT6 by doing just this. When I questioned a high quote from one company the high quote was because I have changed the colour of the car to green. There was a myth years ago that green cars were more accident prone, I thought those days were over. Fortunately for me another company were not bothered what colour the car was. The comments about insurance are my opinion and not those necessarily of the club.

Phil has gained a spring lifter to add to our list of tools. A very handy tool if you are thinking of replacing the rear spring or working on Rotoflex suspension. A reminder that we do have some special tools which we loan out.

**October meeting: 30th Oct, 12 noon at Santon Bridge Inn.**  
Safe motoring

*Roy*

### DERWENT VALLEY Tel. 01623 487323

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Hi All. Well I can not believe the summer is nearly over and we will soon be in the dark nights. Hopefully everyone got out and about when they got the chance.

A few of us attended ASDA day at Bruntingthorpe in Leicestershire had a great day with lots of bargains, including cheap pop and clothes, plus the chance to ride in sports cars and drive an ASDA arctic for just a fiver.

The news is that the day raised over £40,000 for the two chosen Children's charities.

Work commitments stopped me going to Stafford but it did not stop the rest of the DV crew from having a great time mostly gambling, drinking and eating with good company.

Judging by the photographs some amazing outfits were worn on Saturday Night.

Moorgreen Show, a local event, was up to its usual high standards with plenty to see and do including archery plus lots of classic cars on display. Colin fired up the BBQ and fed us with sausages and bacon until we were about to burst.

Last but by no means least the Lincolnshire camping weekend had good weather on the Friday and Saturday. Then just before the presentation the heavens opened on Sunday, but it did not stop everyone having a great time. I am told Garth's quiz was brilliant and Phil's quiz was fiendish as usual. The cricket on the beach was something else – Jonathan from Northants was caught out by Carl from Hallamshire on the first ball. (Mind you so was I).

Onto our monthly meeting. It started with a noggin, a natter and few updates. Stuart then hosted a general knowledge quiz. Well what can I say about the questions. Normally you would get them all right and in the correct order, but not with Stewart. Simple questions made hard and answers not matching the questions resulted in everybody crying with laughter. Eventually it was won by Richard W and Paul, but I don't know how. Thanks Stuart for organising the quiz it was very entertaining.

We finished off the night with our usual raffle.

One of the prizes, which we thought was gents after shave, turned out to be hair balm.

More dates for your diaries:

**2nd October** - All Triumph Day at Duxford.

**2nd October** - Triumph's and Train's Day at Churnet Valley, Froghall (A great day out).

**4th October** - Monthly meet at Smalley Common Ex-Serviceman's Club from 7:30pm.

## DEVON . . . DORSET SOUTH



**9th October** - The Derwent Valley Bowl. Smalley Common Ex-Serviceman's Club from 2:30pm. Buffet available at £4.50 per head.

**1st November** - AGM and monthly meet at Smalley Common Ex-Serviceman's Club from 7:30pm.

I think that about does all for now. See you at the Derwent Bowl on the **9th October** where we will have some new games for you to face.

*Roger.*

## TSSC AREA NEWS

century, and both Chris Watson and Sarah Treleaven reaching 17. Chris had his first official driving lesson on his birthday and reportedly would prefer driving his Spitfire than the school Peugeot – the visibility is better in our cars!

At the beginning of September we went as a group to Thornfalcon Show near Taunton. An informal 'turn-up' event, it is always enjoyable with lots of cars on show – usually over 1000. At Exeter we had our Stag, Ann's and Dan's Heralds, Russell's and Adrian's Vitesse, Jas's just on the road Dolomite Sprint, Simon's 2000 and Paul's TR6. Also with us was Louise with her XJS, the roof now looking good again after an argument with a garage door. We had not seen Adrian out for a while so it was good to catch up with him and with Paul S who also drove up in his GT6. A steady run up the M5 to Taunton, where we met two Somerset cars, a 1300 and Mk1 2000, and together we drove the short distance to the show. Nearly all the Triumphs were parked together, though some of the marshalls thought some, including the Dolly and some of the Stags, should be parked with the 'modern classics'? We met up again with Steve Ford and a group of 'June's boys' from Avon area. A pleasant day sitting chatting in the sun before the drive home.

Finally, a big welcome to several new members in Devon who have recently joined TSSC – if we haven't already met up, we look forward to seeing you soon.

### DEVON DATES

**Sunday 2 October** we will be meeting at Exeter Services for 11.30am for a mystery run organised by Ian and Karen – will he find yet another ford to negotiate? As usual, we will need numbers beforehand please. North Devon meet on **Thursday 13th** and Club Night at the Star Inn, Liverton will be **Wednesday 19th**.

Looking ahead to November, **Sunday 6 November** will be our Treasure Hunt – for the '2 Jags Chris' Trophy. This year being organised by Ray and Wendy Sweet, last year's winners. The start point will be Lords Meadow Leisure Centre, Commercial Road, Lords Meadow Industrial Estate, Crediton EX17 1ER. Time 10am for 10.30 start and there's a large public car park there.

Remember remember – no not the 5th November, but the **3rd December** when we have our Christmas evening meal. £20 per head for 3 courses at the Dartmoor Lodge Hotel, Ashburton – we should have had your deposits by now, but give us a ring to see if there is any room left.

### QUICK DATE CHECK

**Sunday 2 October** 11.30am at Exeter Services for Ian & Karen's mystery run

**Thursday 13th** North Devon meet

**Wednesday 19th** Club Night at the Star Inn Liverton TQ12 6EZ

**Sunday 6 November** Treasure Hunt 10 for 10.30 Crediton

*Sue & John*

## DORSET SOUTH Tel. 07920 549474

Hi all. Well the glorious summer is over, the Christmas cards are in the shops and I expect most of you have tucked up your Triumphs for the winter months.

Time to reflect on Dorset Souths August calendar. The Best of British on Poole Quay was well attended with a number of Triumphs on show. Dorset Souths Paul Kember brought along

## DEVON

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A good number of cars at the Star in August amongst them Dan's Herald, sister Jas's Vitesse, Colin's 2000 and Gerald's Vitesse. Only Gerald braved tops off. It was good to see Hugh from East Ogwell, currently looking for a car, and some prospective members also car hunting. Plans were made for the trip to Stafford and for the Scalextric – events coming thick and fast. A group including Jackie & Allan, Chas & Dave, Mary and Maurice and Ian & Karen had attended Hennock village show, whilst John & I spent two days at the South Hams Vintage Rally. There were a few other Triumphs there, one of which, an immaculate 1200, was sold on the Sunday. An interesting pre-production Stag was there too – a 1969 H reg car with a straight 6 engine, and a production number of 84. Laid up for 21 years, it now has a new owner with plans to tidy it up.

We were well represented at Stafford again. Travelling up the M5/6 we must have looked like gypsies – Colin towing the TR7 followed by Dan's Herald Estate, Steve's Stag, our 13/60, Carol's Spitfire and (on and off) Shaun's modified Stag. Bringing up the rear were Tony & Helen (Cornwall AO's) in their camper van and the Treleavens in their modern. Shaun, as anticipated, got bored with our speed, stopped off at Taunton and caught up with us later. Up there, we were joined by the Luckhurst and Dunsbury families and Shaun's TR8 was driven up on the Saturday too. Shaun and Steve's Stags were part of the big display of modified cars, and Dan had a good number of Young Members displaying in Bingley Hall too.

Dan came home with the trophy for the Cruised and (Ab)Used class, but unfortunately his was the only entry. Some of the Concours classes were very poorly supported, but there were some lovely cars in the Unrestored, so 'Jassy' did not have her moment of glory. At the close of the show, the Devon group got together to drive around Cannock Chase, a 25 mile drive with the route available on the Club stand. What a pity more did not take advantage of this. Next year will be the celebration of the 50th birthday of the Spitfire and Vitesse so if you have one, next **August (17th to 19th)** is the date to aim for. Apparently there are already a large number of European cars coming over.

On Bank Holiday Sunday, Sue & Steve Bessant, Katie & William kindly again hosted our annual Scalextric competition. In lovely weather 5 Triumphs and Tracey's modern set off from Ashburton to drive via Slapton Sands to Chillington, where a wonderful BBQ awaited us in the garden. With our Stag, Allan's Vitesse, Marc's 13/60, Colin's TR7 and the Ford's from Bristol in their red Vitesse, the Bessant's field was well filled. The Scalextric was as usual hotly contested, but despite valiant efforts from all the Treleavens, the trophy this year goes to Bristol with Alex Ford, who narrowly beat Sam in the final.

Several special birthdays to report, Steve C attained his half





### Dorset South Continues

his recently resprayed 1964 MK1 Spitfire (see pic). Nice to see



a MK1 a rear beast nowadays. Recent new member Andrew Barber went to the other end of the spectrum and brought out his lovely MK5 Spitfire (see pic).

The August bank holiday saw



members of Dorset South hit the road for Simply Classics at Beaulieu. A beautiful drive through the New Forest saw us arrive at Beaulieu for its first Simply



Classics Day. 17 year old and Dorset South's youngest member James Brook brought

along his Herald 1200 on one of it's first outings since James past his driving test only a couple of weeks before, well done James it's good to see you proudly behind the wheel of a British classic and not driving a boy racing Clio (see pics of cars at Beaulieu).



Look out for this event in the calendar next year it was a great day out and the walk around the museum, Top

Gear and James Bond exhibits was well worth the £10 per person entry.

It's early September as I write this and I have just returned from our joint venture with the Wessex area group at the Wessex Classic car show held at Bovington, another good day (see pic). Only a couple more events to go now and then time for those winter jobs.

Pictures from Church Knowle classic car show in next months



Courier. One event for October is the Autumn leaves car rally at Highcliffe Castle

Christchurch on 2nd October. Merry Christmas

*Rob*

### ESSEX

Tel. 01375 672072

[www.freewebs.com/essexstssc](http://www.freewebs.com/essexstssc)

Here we go again, yet another month gone, where has this year gone to? I am still waiting for summer to arrive, to be fair there have been some good days, just not when I could take the car out or that is how it seemed, this report covers the period we were on holiday. Janet and my favourite spot, the Isle of Wight or the Isle of Triumph, I saw more Triumphs on the road in ten days than I normally see in a month.

We also dropped in to the club meeting on the Isle of Wight and we were made most welcome even if we could not eat all the food that came out after we had eaten our dinner.

Apparently the pub does this for the club most club evenings. There were plates of pizza, Vol o vons and sausage rolls, what more could you ask for? a good pub, friendly club, and more food than you can eat, we will be back, I think is the phrase.

My office - as I have said I was away some of the month so did not get much done on the cars but Joe persuaded me to help him on "Alex" his mini and yes they are as hard as I remember to work on, it makes the Triumphs look like a walk in the park. I am starting to think of the bigger jobs I need to do this winter, first finish the jobs I started last winter (and that's the jobs that need doing indoors first) that sounds like a plan and you all know what happens to plans. I think I have just been frapped.

Out and about - Lingfield Steam and Country Show. Saturday - An eagerly awaited weekend, especially for Steve and Maria who were debuting 'Masie the Portafold'. The gang for this one was Ian and Cheryl, John, Donna and Lucy with Dandy, Steve and Maria with Portafold, Pete and Di with huge caravan, Mumma and Stuart with tent and Ben and Jay with tent. They got to the show with no probs and went straight to the camping area to set up camp. Then off to investigate what the show had on offer. The events in the arena were in full swing, different vehicle categories had their turn to parade, a birds of prey demonstration and marching bands etc.

Later on there was to be a dog show in which Lucy and Buddy were duly entered. Lots of different types of classics were on show. A great many commercial vehicles, some of which were restored to perfection. It's really nice to see these up close and to see the attention to detail. My favourite part is the sign writing, not seen very often now that most modern commercials use decals instead.

The time for the dog show duly arrived and Lucy and Buddy did us proud, returning with two rosettes. In the late afternoon the winds dropped and the clouds parted in what turned out to be a lovely evening. Just in time for bbq and drinks. Mumma and Stuart were using their new 'Bucket BBQ' and Stuart loaded it so full of charcoal that it's probably still burning now. Pete made us all a cocktail, which was full of lots of alcohol and a bit of fruit juice. Very nice but very powerful. We thought that he had made it to a recipe but he did admit that he just makes them up as he goes along. We then spent the rest of the evening drinking and chatting before saying our goodnights.

Sunday - All up reasonably early, some more bright eyed than others. The Sunday gang were by now turning up in driblets and drabs. Graeme and Pauline, Paul and Dad, Chris and friends. We then went enmasse to the show field where our friendly marshal had saved a whole area for us. The crochet team were again out in force with Donna and Pauline clacking (is that a word ??) away on their needles. Chris had come in his new

## TSSC AREA NEWS

acquisition, a white Vitesse Convertible.

There was another dog show today, so Buddy was again entered. This time he came back with 5 rosettes, he will have more trophies than John soon. More cars were here today and Triumphs easily outnumbered the other makes, Club Triumph and The Standard Triumph Club were here. No probs on the way home this weekend with brakes n stuff but I have an ominous noise from my rear wheel bearing, uh oh !

Tewin Village Classic Car Show - A luxury of a bit of a lie in today as we didn't need to meet until gone 9 'o' clock. The day started off very well, good weather forecast and a good turnout of cars. Meeting at the Halfway House was John, Donna and Lucy in the Herald, Steve and Maria in the Spitfire, Pete and Di in the Vitesse, Malc and Lesley in their Vitesse, Graeme and Pauline in their Vitesse (cor, these Vitesse's are common) and Andy in his Spitfire. All was well on the journey until John's noisy rear wheel bearing suddenly got a lot louder and he had to pull on to the hard shoulder. The day was over for the Herald so Donna jumped in with Malc and Lesley and Lucy got in with Graeme and Pauline, whilst John turned round and headed for home. Lots of fingers were crossed on the way home, the bearing was destroying itself more and more after each mile. The car did turn a few heads though, the bearing was now making so much noise you could hear it coming a mile away. Once home the Herald was dumped in the garage, picnic and chairs swapped and it was back to the show in car number 2, the Fiesta. Got to the show to find the others already settled in and the marshals let the Fiesta onto the show field to park with the Triumphs. Some of the gang did mention that I am getting a name for myself with my recent breakdowns. Anyway, back to the show. Lots of cars here, the organisers had to limit the numbers this year to 300 as they are running out of space. Cars that caught our eyes were the Amphicar, very rare and of course related to ours with its Herald engine, a James Bondesque Aston Martin, a lovely White Austin Princess Vanden Plas and a full blown MK 2 Escort Rally Car with the all important forest arches. It did sound lovely when it left later on, Once again Lesley supplied the cake which as usual was lovely. We stayed till quite late as the weather was so nice, no one really wanted to pack up. No probs (this time) on the way home. A very nice show and one we will hopefully return to next year.

Thanks to John for the last two reports cribbed from the web site [www.freewebs.com/essextssc](http://www.freewebs.com/essextssc)

MONTHLY MEETING Date Sunday 21st - I was away on holiday but Ian and Cheryl went and we had some new members turn up as well hope to see you again

Herne Bay Motor Show - 4 cars at this show, 1 Spit 1 TR7, 1 Stag and 1 Herald, as usual the streets of Herne Bay were set aside for classic car parking, we got ourselves parked up and as there was a token for money off at the local tea shop off we all went to partake, some more than others. I was at the Coffee and toasted tea cake end but there were some full

enough of the local hospitality to keep us going till lunch we split up, the chaps went back to the cars and polished, the women went shopping, yes proper shopping not toot stalls but proper shops, as the show is in the middle of the shops it was an opportunity they could not miss out on. There was a band on in the park next to us and there was a Beatles tribute band on, they sounded pretty good, then lunch followed by an afternoon stroll, part shops, part car looking, an ice cream, back to the cars, coffee, then home, what a grand day at the sea side photos to follow

Knebworth Classic Car Show - early start for this one, meeting at the Halfway house we had 3 Essex members and one Kent member that met us on route. 1 HERALD, 1 STAG, 1 SPIT Joe and I having a boys day out and the Kent car was a loud Vitesse, very loud in the tunnels on the M25. We arrived at the show and got a place on the front row, set up camp, we needed the coffee as the wind was blowing and it was not a warm day, then off toot shopping. The main reason to come to this show it is normally good for bits and pieces. I had my list for Triumph bits and Joe had a Mini list but the toot stalls were disappointing. Joe got a new rear fog light but that was it, later in the day he was looking around the cars on display and found a box of Mini bits with the switches he wanted, all three for the princely sum of 50P, bargain of the day. Lots of different cars at this show but the toot stalls seem to have decreased in number. On the way home we saw Thomas the Tank Engine on a low loader going along the M25 I got very excited and Joe got embarrassed (oh what fun to have a boys day out)



Hawkenbury or not to Hawkenbury that was the question and in the end it was not, more later. First thing Saturday morning gentle drive to Lakeside services to meet up with the rest of the Essex crew, this weeks travellers were, John, Donna, Lucy, in a Herald, Steve, Maria in a Herald, Pete and Di in a Vitesse and the truck, Mumma and Stuart in the Jago, Janet, Joe in the TR7 and me in the Spit. We set off for the show at Hawkenbury, on arrival at what was called the show field we all pulled on very gingerly as two weeks earlier the field had a crop in it and after the crop had been taken out it had just been left for the show, we decided not to stop as we were camping as well, it would have been a nightmare. Pete and Di saved the day Pete got on their phone gismo and found a camp site close by that had space for us and off we went following Pete in his truck with a large caravan on the back via the scenic route to a nice camp site. We set up camp and kettle on for coffee, we then had some visitors, Ian and Cheryl (Janet had let them know we had moved venues, as they had been planning on coming down just for the Sunday) so they decided to take their Spit out for a run on Saturday instead, but Ian's dramatic entrance was not appreciated by the camp site warden who covered the 100 yards from his caravan to us on foot almost as quick as Ian in the Spit. John got out his busted wheel bear-



English breakfast going round as well. After we had taken



## TSSC AREA NEWS

### Essex Continues

ing to show every one and promptly got awarded the new club hi-vis break down vest, he will be the proud owner until another one of us breaks down and he can hand on the vest.

Just after, Ian and Cheryl left slowly, the Kent Travelling Triumphs arrived and set up, Malcolm, Lesley, Nancy and Tigggggger, we all settled in for BBQ followed by a quiz, this time John was quiz master. Sunday morning we all packed up camp, see the web site [www.freeewebs.com/essexssc](http://www.freeewebs.com/essexssc) for Mumma and Stuart folding down their caravan, it was then decided to proceed to the Halfway house our club pub for lunch.

Thanks Pete and Die for saving the weekend, thanks John for the quiz, it still didn't win. photo to follow

Up and coming **October**

**Sunday 2nd DUXFORD ALL TRIUMPH DAY** Imperial War Museum, Duxford, Cambridgeshire

**Sunday 9th CASTLE POINT TRANSPORT MUSEUM SHOW** Castle Point Transport Museum, Canvey Island, Essex.

**Sunday 16th MONTHLY MEETING** The Halfway House, we will be having the AGM, this normally takes 20-30 minutes of nattering time so come along and tell us what you want your club to do next year.

Birthdays this month are ME (Allan) on 11th 21 and a bit, the bit is bigger than the 21 again. Donna Hill on the 21st who will then be officially over the Hill. Joe on the 22nd he can now get his driving licence and get the Mini on the road. Jackie (blue spitfire) on the 30th

*Allan*

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

Well here we go let's kick off with the Stafford weekend, as usual we set up camp on our usual corner and once the party tent was up the campers and motor-homers surrounded it and then battle commenced. Food, drink and frivolity were all available in copious amounts. Mike Carter managed to make the whole journey without the assistance of a breakdown truck but only because he was in Sue's Suzuki jeep. He and Paul set up a stall to sell all manner of goods and trust me some of the stuff Mike had for sale was decidedly questionable but having said that, it was Mike!

The party and dodgems were great fun on the Saturday night and a few sore heads were being nursed on Sunday morning. Not Corrie though as she over indulged on Friday night and was slightly delicate for most of Saturday just about feeling better when the bbq was ready, funny that.

"Oy Dave" and Corrie should get a prize for travelling the furthest but as we let them enjoy our company that should be sufficient reward in itself. Great to see them both though.

The area bbq was hosted by Vince and Jane and a ravenous crowd were very well fed with the usual array of goodies. The weather was just about kind to us and a grand evening was enjoyed by all.

On the bank holiday Monday we joined with the Worcester area for a picnic run to the Elan valley, it wasn't the warmest of days but the drive up through the valley was spectacular. It was quite a sight seeing us all huddled round in overcoats and

rugs having our picnic. There was a great turnout 16 cars and we were also joined by a local enthusiast in his TR7 "sorry I didn't get your name" but the more the merrier and all are very welcome.

The classics on the prom in Bournemouth gave us an excuse to stretch the cars legs again (as if we need any more excuses) we enjoyed a lovely run in the sunshine all day. An excellent lunch was enjoyed on the way topped up later in the day with ice creams and finally fish and chips, there were gaps between the eating bits but you do have to keep your strength up. Ed And Sophie were in Bournemouth that weekend as was Celia visiting her other half Tom and so they all joined us in the afternoon for a wander along the prom. A lovely day out. There you have it keep enjoying your cars and we'll see you out at an event soon.

*Andy*

Events.

**Sat-Sun 1-2 October** the Prescott autumn classic with an American themed weekend.

**Sun 2nd October** Autumn run and pub lunch.

**Sun 16th October** Autumn National Triumph Show  
Donington Park Exhibition Hall

**Mon 17th October** club night at The Swan Inn, Coombe hill.  
8pm onwards.

**Sun 23rd October** the National restoration show at  
Stoneleigh Park, Warks.

**HALLAMSHIRE** Tel 07837 110325  
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Well the season coming to a close but memories from a Cracking Stafford still linger, going down Thursday saw us set up camp with Claire, Nigel, Andy & Lisa from the Notts area with Paula & Michael joining once they had travelled back home for the forgotten caravan keys. Carl & Lisa joining a little later and once set up, a beer run in Christine was the order of the day before we all departed for the nearest Crown carvery for a slap up evening meal.

Once back the Kids Club split, leaving us adults to form a large circle and catch up and listen to 80's music (supplied by Claire & Chris) quite a few beers err hours later we realised some of us had early starts to be had so merrily we went to bed.

A slight miss-calculation on my behalf saw me miss much of the morning (hangover) but by eleven I was quickly preparing our two cars for the concours. Evening saw the Race night event which we the Hallamshire Area sponsored a race and helped on the betting desk, as always the evening ran smooth with money being raised for good cause's and everyone enjoying themselves.

Saturday arrived seeing more concours preparation, AO's meeting in the afternoon and then the evening 80's disco and fancy dress. After a major technical difficulty (80's disco with no 80's music) Claire came to the rescue with her own CD's and the evening came alive. The Sunday was a busy one with area's helping out where needed and the judging of the Concours started. With me judging a category it left Julie to stand by Christine and answer any questions by the judges. After the judging it was time to relax for a while till the presentation and the awards were announced. To the surprise of Julie and myself Christine was awarded 2nd place of the big Saloons class which Julie ran eagerly to collect. During the weekend we



had 2 visits by the St John Ambulance to Jordan, 1 for a bump on the head and the other for his leg, next year Claire can have the forms filled out ready for him.

Two weeks later was the Lincoln weekend at Jubilee Park. I arrived early afternoon to find to find Julie, Carl & Lisa already there so they had the pick of the field. The sun was shining, blue skies, we set up camp to have Michael & Paula from Notts join us. The kids went to find the heated outdoor pool which they stayed in for 3 hours. By the early evening the area had filled up nice and a large group of us decided to have a walk to Woodall Spa village for a fish and chip tea. Later we gathered by the fire for a chat and a drink. Saturday brought us blue skies for the run to Mablethorpe which was split into 2 parts, first we stopped at a windmill for toilets and a cup of tea then on to the sea view car park for a relaxing picnic before going on the beach to play cricket which was great fun,

Saturday evening saw Garth's BBQ which went down well then followed by the quiz which put us into mixed teams, this went down a storm with some hilarious named teams such as Team Not Garth Gupp and Team we're not missing Nigel. Afterwards saw some of us going round the fire for a song and a chat, others made their way to have chats and drinks with other areas lasting into the early hours.

Sunday morning came and so did the rain which put a dampener on things a bit. Debs and Jez from Manchester won the car of the weekend. Then came Phil and Wills quiz which our own Carl & Lisa won using the easy option well done.

Now Autumn's here make the effort come to your local meetings and join in.

Future events

## October

2nd South Yorkshire meeting

9th Derwent Valley Bowl from 2.30pm

18th S Yorkshire Meeting

17th Hallamshire Meeting.

31st Notts Meeting.

## November

1st S Yorkshire Meeting

6th Karting with Notts Area

6th Bonfire Night at Claire and Nigels

11th 13th NEC classic car show

15th S Yorkshire Meeting

21st Hallamshire Meeting

28th Notts Meeting

**December 3rd** TSSC Xmas Dinner Dance tickets on sale now and please book the hotel accommodation yourself.

*Adrian & Julie*

**HERTS & BEDS** Tel. 01582 750943  
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Hello folks its been a busy month, hope those with holidays had a good break and hopefully some nice weather. Pub night was busy at the Three Moorhens with 24 members all having a good night, it was quite noisy inside and 17 cars outside in our parking area.

Outings ..the visit to Classic Restorations was well attended with 18 turning up once they found the farm entrance, thanks to Adam Newland for sorting this and a real appreciation for Warren the owner who opened up all his premises for us to freely amble amongst some real exotic machines, and did I mention the buffet...absolutely brilliant! There was a surprise

## TSSC AREA NEWS

for Triumph fans with a Ex Works Mille Miglia TR3a in for a check over.



Most arrived close to 6pm and we all departed around 8.30. Warren is making hand built Silverstone bodies to fit on Healey Chassis, for around £85,000, there was an original there that's a £100k more, there were a number in stages of progress ...amazing stuff, how the other half lives, then there's the work in progress, everything from a FB Victor rally car to a Lotus Sunbeam and an immaculate Humber Sceptre for sale and so much more, you all missed a surprising and well above expectation evening, sorry it started at 6pm but Warren has a home to go to as well. Think we need to do this again and I thank him for making us so welcome.

I made a trip to the TSSC family International at Stafford. Most of the day taken up with meetings but there were some exceptional cars in the modified section with some really inspiring approaches to 'now what can I fit in here' Bumped into Pete Fern and Dave Smith in their tent on the way to view the Lawnmower racing.. then it poured down.

The Fly to the past was a cracking and free sunny day, 4 cars, Bobs Herald, Malc/Christine and Me, Jill Audrey and 2 GChildren in Vitesse's. Ray in the Burlington made it, unfortunately 3 had to call off but we had a great day, lots to see and much flying, the main reason I went was to see the Vulcan but just like a Triumph it had sprung a fuel tank leak and had to be grounded, reckon I own a door handle and a few rivets from donations but I was to be unlucky. We all returned with a good sun tan.

Quinton Classic and Steam day another £2 day out to see all the museum, repairs, engine and carriage restoration and free train rides followed on the way home to the Pitstone green museum, there was some wondrous Aylesbury Prunes (free) to be picked in the carpark.. nice as ripe but to say to some were a bit sharp. Tony TR3A, Phil TR7, Ray Burlington, Bob Herald, Me Jill, Audrey, Kids in the Vit6 and Jim & Chris in the Trover. Tony had arrived early and had a all day breakfast, the rest of us found the cafe over full at lunch so headed for the village pub, all sat down and then told "sorry chefs closed the kitchen" Pah!! so we headed off to Pitstone for a cream tea or a bun, sorry as we had now left Tony alone. Why do you never pass a pub when you're hungry ??? Lots to see at Pitstone sorry if you were unable to make it, you missed a good day.

**DUXFORD October 2nd** we have 16 volunteers, thanks, that's really good. I have devised a cunning plan and all get a chance to help without it taking up your whole day, the admission cost is discounted from £16.95 to 11.95 if you are in your classic or have a Classic car club membership card or a copy of our advert.

This is run by the guys at the pub and your support is really needed, there is so much to see here, there will be a Camping display by one of our traders.

Next pub meetings are **Sept 26th and October 24th** at the Three Moorhens PH. Hitchin 8pm

Happy motoring

*Peter*



## TSSC AREA NEWS

### ISLE OF WIGHT

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

[www.triumph-iw.co.uk](http://www.triumph-iw.co.uk)

We won't mention the weather, we seem to have been robbed of the summer, the autumn is here, time to turn the car heater on and maybe even put the roof up if it really rains!

Back in August, a few of us went to the International Family Weekend at Stafford and what a great time we all had, we even met up with our friends from Holland who couldn't wait to come back after a 10 year break. A big thank you to the Gloucester area for your hospitality. We all missed the band this year, but the 80s themed disco was great fun although the kids (and some of the younger members) are all hoping that next year's fancy dress will be something they will remember and can join in with! After enjoying herself all weekend, Carol and her little Spitfire bombed off to Cornwall for a week's holiday with Ashley and his family and I understand she had a lovely week especially on the theme park rides.

Last Saturday we went along to Wolverton Manor for their open weekend and displayed the cars, although the farming smells were not pleasant to start with, the weather stayed fine, which was lucky as on Sunday it was a wet, windy miserable day.

This weekend is the Beaulieu Autojumble, Marcus and I are going along on Sunday and plan to meet with some of the Gloucester Area members, also here on the Island is the international classic car show and the weekend after is the Goodwood Revival where Angela, Graham and others are going to rattle their tins for charity and of course have a look at the cars too.

The next meetings at the Woodman Arms in Wootton are **Monday 17th October and Monday 21st November** from 8pm. I think we may even be talking about the Christmas meal soon! See you all soon, regards

*Tracy.*

### WEST KENT

Tel. 01732 743747

[www.freewebs.com/tssc-west-kent/](http://www.freewebs.com/tssc-west-kent/)

The first item in this month's news is a big CONGRATULATIONS to Colin Hugh for his success at Stafford this year. Colin entered his immaculate and unrestored Spitfire 1500 into the Unrestored category of the Concours this year and came FIRST! A real testament to the way in which Colin has cared for his Spitfire since it has been in his ownership. I have posted a picture on our Area Website of Colin and his trophy.

Other news this month - we had a really good run out to the Dering Arms again at Pluckley for their monthly classic car gathering. This is proving to be a popular event in our Area and we will have to repeat it next year at least twice, if only to experience the barbequed sausage baguettes!

This month's meeting was well attended with a good number of Triumphs in the car park, I came in Andy's Toledo which is now running very well indeed which is a good omen for our forthcoming ventures on Club Triumphs Ten Countries Run. My Stag is similarly well prepared, just trying to work out if I can tow a fuel bowser behind it!!!

Other cars there were, of course Colin's Spitfire in pole position outside alongside Alan's, both possibly the best presented cars of their type in our Area. Also there for the first time was

## ISLE OF WIGHT WEST KENT . . . LANCASHIRE

Steve in his red GT6, my apologies as I didn't take a photo for our collection, will do better next time!

Dave Jones is also worth a mention, on receiving my copy of Practical Classics this month, Dave's pride and joy, his blue Spitfire MkIV is displayed in the My Cars section. There were a number of technical discussions this month ranging from Colin's Viscous Coupling which needs replacing to the various Sat Nav systems people use.

Anne gave a summary of her attendance at Cooling's Car Show this month which needs to be added to our list of shows for next year.

Del circulated details of the Hildenborough MOT Test centre which is run by Nigel Meeson who by all accounts is a classic friendly chap! Del is going to speak to him about holding the **October** meeting there to see his facilities - this may prompt me to get the Spitfire welded up so we can see an MOT being carried out - do I really want to see my car MOT'd in public? Once I have confirmation from Del I will post a message on the Forum in the Local Areas heading of the time to be there. The address is UNIT 2 Brookside, London Road, Hildenborough TN11 9ND

Still no volunteers for the role of AO, surely there is someone out there to take over for next year!

*Steve*

### LANCASHIRE

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First off, for those who haven't received or seen an earlier email of mine, the Lancashire area (thanks to Lisa Moran) now has a web site - [www.tssc-lancashire.yolasite.com](http://www.tssc-lancashire.yolasite.com) Please send in your details for the 'me and my car section' to Lisa or myself, contact details are on the web site.

Well it was Stafford time again, the flagship/highlight of the TSSC itinerary. Sadly for various reasons the Lancashire attendees were going to be down compared to last year. Nevertheless, in preparation for the communal gathering I had purchased from club funds a 'Coleman event shelter' (having seen the one that Cumbria area have). The theory being that it will be the focal point of 'Camp Lancashire'

So, with a 100 mile trip ahead of us myself in the Vitesse and Chris & daughter Molly in his Mk1 saloon set off at 10am Friday morning arriving three and a half hours later....an absolute nightmare of a trip with two main areas of standing traffic. You know what I mean when I say it was a warm day and all you do is watch the temperature gauge, anyhow we made it (although Chris's car was playing up a bit).

Upon arrival I had a word with the gate marshals to get them to refuse entry to Stuart and Lisa who wouldn't be far behind us in their 'MGB'. To be honest they could have been more convincing!!!!!! they got in....

Within an hour or so Camp Lancashire was established complete with a red rose flag and bunting. Typically just as we were finishing our fish n chip tea Simon and Claire in their Stag arrived, so once they were sorted we settled down to serious socialising in the shelter.

Saturday morning and with a full breakfast inside us we hit the autojumble and Bingley hall. Richard and Ian in Richards Spit turned up during the morning and we all made the trip into town on the bus.

Following Lisa's pasta dish at teatime (thanks Lisa) some of us made a brave effort for the 80's theme night (incriminating photo's can be seen on the TSSC Lancashire facebook), suf-

## LIVERPOOL . . . MANCHESTER



### TSSC AREA NEWS

fice to say we all had a great time, I do like the dodgems!!!!. Another last minute bargain hunt around the show on Sunday and we decamped mid afternoon, which as it turned out was a good move as Chris's car got worse on the return trip with pyrotechnics from the exhaust and backfiring he persevered and made it home.

The following day I went on my hols for a fortnight so missed our monthly meeting which apparently was attended by the usual core members.

That's all for now.

*Kevin*

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

Hello again, it's been another busy month in the Liverpool Area. Whilst I was Triumph spotting in Cornwall we welcomed a couple of new faces in their GT6's to our August meeting, hope to catch up with Pete and Andy soon. We were missing quite a few faces due to holidays, we'll be back to full strength no doubt soon.

We were well represented at Stafford, although our attendance was spread across the weekend. I managed to make it on the Sunday, too late to enter my Spitfire in the Concours, but was present to see Lol Cain win Best Vitesse (again!). So well done to him, what a fantastic achievement to be a double-winner, especially as he didn't intend to enter the competition until goaded by his mate Peter late on the Saturday. This meant very little sleep overnight as he was frantically cleaning up the mess picked up on his drive back up the M6 on Saturday night. Oh,

and a repeat performance once back at Stafford first thing Sunday morning! We had a fantastic early drive down to Stafford, Lol disappearing into the Hall leaving me at the mercy of the Autojumble. What a shame that was, I picked up some early-bird bargains, and had my Spitfire tuned by the friendly old-school Wizards. It has to be the best £50 I've ever spent on my car, almost saved that much on the journey home. I really hope to see them next year, for me they are one of the main attractions at Stafford now, my car is really running very nicely now.

Our experience of the joys of being battered and bruised by the Bank Holiday elements at Capesthorne Hall has led to a rethink of our attendance at certain shows next year. Specifically we are looking at attending more events that require more than parking up on a windswept field and not moving for 6 hours or more. We'll still be attending those type of events, but will be a bit more selective in future. Expect more details soon, with possibly one or two leading into winter.

The Tool Pool is gaining momentum, as is the new Website. I hope to have more details soon, as both are nearly ready for viewing. That's all for now, don't forget if you have any enquiries we can be contacted at [tsscliverpoolarea@blueyonder.co.uk](mailto:tsscliverpoolarea@blueyonder.co.uk)

Cheers,

*Alex*

**MANCHESTER** Tel. 01524 791607  
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Le Mancs in France, 19 of us including Max and Liam headed to France for a fun packed week. I would like to thank Kes for booking ferries, Paul for routes and information, Dave and Lynda for organising the village outing complete with classic cars and to Pete and Janet for a full week of entertainment, and to everyone that came to France and had a good time it was you that made it so special.

The weather was warm with plenty of sunshine. The Cider Press was the perfect venue and was able to cater for adults and kids alike, with its outside swimming pool, fishing lake or a romantic sail in a rowing boat through the clear waters and floating reeds while fish nibble through the ripples at your fingers??? (Well the boat might have had a hole in it and we used a stick to row but eh!!!)

We visited Bayeux Tapestry, Notre Dame Cathedral, War Memorials, Arromanches Beach and D Day Museum. And the stunning gardens at Chateau De Canon where we loaded up with local cider. Mmmmmmm cider!!! To conclude we had a fantastic week in a fantastic setting with fantastic company, roll on 2012.

(Wouldn't dare miss Stafford again though)

We did have around 6 members still attending the International at Stafford with Gary Russell spending the weekend doing valuations and judging and Ben Broadbent also getting involved with Concours judging and a few others visiting over the weekend. Congratulations to Bill Philpot for winning an award in the Concours well done Bill!!!

11 of us attended Lincolnshire camping weekend at Woodall Spa and as an added bonus we were introduced to our newest and youngest member Catherine Openshaw (only 3 weeks old Aww!!!) with plenty of nappy changing, feeding and winding and that was just the proud parents. Well done you two!! The rest of the weekend included a picnic on the beach and a trip to RAF Coningsby we missed a Lancaster Bomber but managed to see a Dakota.

Saturday night's entertainment was a feast of Garth's infamous quiz, tasting the local alcohol and Jonathon (who was buzzing?) Sunday morning saw the heavens open, Congratulations to Jez and Debs who won the people's choice with their stunning TR3. The weekend was complete with a fabulous meal at the Red Lion on Sunday, another weekend of drink and debauchery. We would like to thank Garth, Simon and the team for an enjoyable and relaxing weekend.

The Area Meeting was well attended with 34 members present we discussed a Manchester Area Xmas Doo at our meeting venue but neither the prices nor dates are suitable so it's back to the Xmas Doo Organiser Janet?

We will be looking at Venues for next year Le Mans Classic, Spa and a week in 'Brecon Beacons' so if you can't get to a meeting please get in touch with me in the usual way.

We are having a Mancs get together at Wyreside Fisheries 7/9th October, Steve Openshaw will be doing a route for us on Saturday. I will post details on our website.

We are chasing up the discount from the Xmas Doo in Leicester and hopefully we will have some squids for you at the next meeting.

Dates to remember in **October**

**Tues 4th Oct** Area Meet Bolholt Hotel Bolton 8ish.





## TSSC AREA NEWS

## MANCHESTER NEWBURY . . . NORFOLK

### Manchester Continues

Sun 2nd Oct Herts & Beds Duxford.

Fri/Su 7/8th Oct Mancs Area Wyreside fisheries

Sun 16th Oct MG & Triumph Show Donnington.

Sun 23rd Oct Stoneleigh Restoration Show.

Cheers

*Pip n Frank*

### NEWBURY

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The Naff Raffle went well. There were wonderful prizes including plastic cutlery, tins of baked beans and tasteful ornaments. Half the fun was watching people open their parcels which were very well wrapped, including the recycled cardboard box. Malcolm and Josie got the extra prize of a marrow donated by Roger.

Welcome to Tom at our second meeting of the month. He has been in the TSSC for a number of years, but for many reasons has not been able to get to an area meeting. He has a green 1500 Spitfire and as it has a GT6 bonnet I thought I was seeing the twin of the Giffire. But no it has a standard engine, just a bonnet with a bulge!

The usual group went to the International at Stafford and here is Dave's report: As normal it all started at Waitrose car park in Thatcham. For a change I was there first in the Vitesse. I was going to take the TR7 but as it's already been used quite a bit this season it was the Vitesse. A few minutes later Dennis arrived in his 13/60 Estate. The leaving time was 10.10, this came and went but no Ian. At 10.15 I could hear the sound of an approaching 6 cylinder Triumph. Sure enough it was Ian in his TR6. He had planned to take his Spitfire, it was fully loaded but the battery went kaput on him. So it was a quick change of all the weekend camping gear over to the TR6. The three of us set off through Thatcham at 10.20 and then headed north up the A34. Just as we were approaching the Harwell bridge over the A34 there was Nigel waving and I dropped the MPH off to allow Nigel to catch up. I needn't have worried as Nigel's TR7 has more than enough power and he rapidly caught up. Now we were four and Newbury Area was on its way to Stafford. The traffic was heavy as is normal on a Friday so I kept the speed down and as a result the poor old TR driver at the rear was nearly going to sleep. To get some relief from all the traffic we took the M6 toll and as a consequence we made good time arriving at 1.30. We did briefly consider erecting the tents when we got there but the traditional area bottle and can opening ceremony had to be completed first. Its dry work driving 140 miles! As we were just completing the tent erection Andy arrived with his Bond 4s. Now we were five. Thank goodness this year we could erect the tents on a dry sunny day without any wind.

After that it was off to have a walk around the site to look at the Triumphs, meet old friends and get some food at the hog roast. Then it was off to the bar. The hog roast came with apple sauce and crackling. Yum Yum! Like last year Friday night at the bar was race night and I am glad to say Newbury Area did not lose its shirt. Though most of the horses we bet on proba-

bly ended up in the knockers yard! At 11.00 the real ale ran out so it was back to the tents and sleep.

Thirsty work these car shows.

The following morning after breakfast Andy, Dennis, Ian and Nigel all went to have a look at the show. As for me I went to the Register Secretary's meeting and then AO's meeting in the afternoon. It's too much like being at work! In the afternoon it started to rain but fortunately by the time the evening came it stopped just in time to set-up the BBQs for our traditional smoky event. Andy had his normal half a cow and Ian had his normal loads of stuff! After that it was off to the bar where the talk was around Jimmy Wheeler, George Formby, Only Fools & Hoses and haunting dogs. Whatever you do don't mention Patch the Dog to Nigel. Hmm - Must have been all that real ale, which this time did not run out! At 11.00 Ian and Nigel went to see the Disco for a rave, whilst the rest of us non-ravers went back to the tents for a kip. Just as well for the non-ravers as it started to rain heavily shortly afterwards.

The next day, as there was a V rave event one junction down on the Motorway, so to avoid any traffic from the event we decided to leave at 12.30. We packed up early and then put our cars on the show line-up. After a quick look around the show it was time for our homeward run at our 50/55 mph regulation speed. The journey went relatively smoothly apart from where we first entered the Motorway, once we were clear of this area the traffic was light and we came back the non-toll route.

We all had a very enjoyable time and thanks must go to Claire Hill & team for a well organised event. This is the end of my report so I will hand you back to Mary to put the finals on this month's area news.

We will meet at 10 a.m. at the Frank Hutchins Community Hall car park for the Thatcham Classic and Sports Car show on Dunstan Green on **Saturday 8th October**. This is an informal gathering of cars and is part of Thatcham Arts Festival week. There are usually stalls and activities around the town run by local organisations.

Next Meetings

**12th and 26th October** Starting about 7.30 at the Spotted Dog, Cold Ash  
Events

**2nd October** Mystery pub lunch. Pre-booked event.

**8th October** Thatcham Classic Car show on Dunstan Green  
Keep 'em flying

*Mary and Dave R.*

### NORFOLK

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It seems club nights at the Bird In Hand are becoming very popular; there were loads of cars in the car park, but not many of ours! They were mainly the participants of "the Scrap Heap Challenge" organised by Alex, the Landlord's son, in aid of a local charity. The object, to buy a car under £250, drive it to the rendezvous in Wales and then on the rally around Britain, finishing back at the pub. The cars were then auctioned off for charity. Splendid idea, well executed and apparently hugely enjoyed by all, as well as putting a good chunk of money in the kitty for the local school for the disabled. Well done Alex and all contenders.

Well better get back to our meet then. John, Brenda and Laurie reported on the Helmingham Hall meet, a really good turn out of about 400 cars. If you have not been to Helmingham, its well worth a look.

On the 14th, a number of us assembled at the Easton



## TSSC AREA NEWS

Showground for the Stag International and their Triumph Time Line. It was a great event, apparently 2 years in the planning. We did have a bit of a mix up, as John and Brenda were told to park up in the main hall while the rest of us were parked any how next to the arena! So much for a time line! However a number of us did do a couple of circuits of the and managed to talk briefly with Graham Robson about our pride and joy. A great show slightly marred by the last minute mix up.

Who went to Stafford? We know Bill did as he reported back on an excellent weekend, although he thought that there were not so many cars as usual, but more caravans! Good job Top Gear were not about! Also that weekend we had the Hunstanton Kite and Classic Car Festival. This was a pleasant change from the usual car fest, and again we joined up with the Wensum TR mob, who were also joined by the Cambridge Area. This created a large joint club stand and we jointly won the cup for best stand, hows that for a turn up! Well done to all who attended.

On the 28th John and Brenda joined the Lowestoft Classic and Vintage Club for their run, starting and finishing on the sea front, near the Prom. The weather was good and about 120 cars set off on the run around the local area. On the return to the sea front and the static display, the numbers had swollen to about 200 vehicles, it's surprising what one can pick up driving around the countryside!

The final event for August was the MGOC Charity run round the old RAF bases. John, Brenda and Adrian attended this run which started at Tibbenham Airfield, calling at a number of sites including Framlingham, for a good look round the old control tower, followed by lunch at Snape Maltings. A great day out, with good weather and an interesting itinerary.

Coming up next month we have the Gala Day on the 11th, which is the same day as Seething Air Show and Classic Cars. 17th is Goodwood Revival. Bill is looking forward to this as its his birthday treat from the family, HAPPY 70th BILL, have a great weekend.

**23rd - 25th MOT Tel.** Nigel 07976 163006 Chris 07843 435190 or Claire 07971 017012

**2nd October** Duxford All Triumph Day. Meet at Thickthorn Services 8.30am for convoy run.

**26th November** British Heart Foundation Day at Snetterton. Drive the inner circuit in your classic and help towards the Charity Fun Day, or go for a ride in the Super Cars around the main circuit and really knock your socks off!! Phone Mark 07825 994 927

**3rd December** Christmas Dinner at the Bird In Hand. 7.45 for 8.30pm, where we will join with the Wensum TR group. We have booked 40 places in total at £19.95 a head (TSSC members have a £5 subsidy). To book your place please pay Laurie at our next meet, or contact me at the number above for alternative arrangements.

Further details on events, including the menu for our dinner can be found on the web site. See you all soon.

*Mark*

**NORTH EAST** Tel. 07917 738091  
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<http://tssc-northeast.blogspot.com/>

Hi all. Nice turnout at the pub in September, nice weather brought quite a few club cars out including some new ones.

Firstly, new car and new member. We may have just reclaimed the clubs youngest driver back. Ryan Payne, Graham's son has a blue 1500 TC. Due to the DVLA, it took Ryan nearly 4 months to get his provisional license from the initial application, lessons

are booked and he is hoping to be ready to take his tests after 5 formal lessons and practice out with graham. Best of luck.

Second new car. After months of having money from his Vitesse convertible sale burning in is pocket and at risk of turning into a new kitchen, Joe Grundy brought in a Valencia Blue, J plate Mk2 Vitesse estate. A genuine Park Royal conversion from new. Lovely looking car, exactly the sort of thing he's been searching for. Congratulations Joe, well pleased for you.

Ian Longmire's Herald 'should' be on the road for the October meeting subject to the MOT mans judgement. His tax exempt, Sprint engined Spitfire is still up for sale.

Ken and Sandra are looking for another Herald 1200 or possibly Spitfire, unfortunately Ian's doesn't meet their requirements.

We've had contact from someone with a Herald 1200 saloon that's been laid up in a sealed garage for 30 years, recently someone broke in through the roof and the owner now wants the car to go. It'll probably end up as scrap, but if you're interested get in touch. You may well have a chance as Chris Fish appears to be resisting this one. At the moment anyway. Instead he should now (I hope I'm not putting the mockers on this) be the owner of a Dolly Sprint that has been subject to a fastidious but incomplete restoration. From the photos it just needs the interior refitting, doors, boot and bonnet refitting and being started up, which is where things usually go wrong for Chris. Good luck.

As I mentioned at the meeting, I had been feeling that I hadn't been able to devote as much effort and time into being the AO as I thought I should recently. However, as so many of the regulars do so much organising of events on behalf of everyone else and are happy to continue to do so I shall be carrying on as AO, mainly to write the news and be the point of contact for the area. Thanks to everyone who has helped out and your continued support.

On the events front, we'll have been to Holy Island when you read this, hopefully there'll have been some wind (atmospheric type) for the kites and the weather has been good.

Deposit deadline for next years Classic Le Mans trip is the **October** meeting, £100 per person please. Cheque, cash or bank transfer, account details on request. Refundable up to the point I book your event tickets. Should you be unable to go once booked, I'll make every effort to sell on at face value and re-imburse.

There's various trip options.

Option a) NE to Portsmouth on the Thursday for an overnight ferry, returning on the overnight ferry on the Sunday.

Option b) travel 'some' days earlier, return overnight Sunday.

Option c) travel some days earlier, return 'some' days later.

Option d) Travel Thursday and overnight, return 'some' days later than the Sunday.

So far the only definite one is option (a) with at least 2 cars. Most likely other is option (b). Plenty of time to sort out the schedule.

Our Christmas party arrangements are almost complete. We have the date – **10th December**, venue – Birtley catholic Club, buffet, band. We'll be doing a raffle on the night, most at the meeting are going to bring in a prize donation for that, we'll probably have some standy-up bingo as well. All that's left to sort out is the cost, currently looks about £5:00 a head, quite good value there. We reckon on around 50 people already, the more the merrier, family members will be welcome as well.

I'd like calendar photo submissions in **October** and



## NORTH EAST . . . NORTHERN IRELAND NORTHANTS

### TSSC AREA NEWS

## North East Continues

**November** as well please. Remember this year is pre-orders for calendars which will run from March '12. Photos are best in landscape format, taken at AT LEAST 3megaPixel resolution please. Any photo that doesn't have a jpeg size of over 1mb probably won't enlarge up with decent results.

As we're having a do in **December**, we'll most likely not be having a meal at the Dec meeting, though at the moment, we will be having a devious Grundy Quiz on that night.

Thanks to Sam for his recent show report on the blog, watch out for updates, there should be Stafford views from Chris Fish and Ryan Payne, Holy Island and other stuff, web address is at the end.

That's turned into a bit of an epic report. Best stop now. All the best

*Mark*

Follow the area at <http://tsscnortheast.blogspot.com/>

## NORTHERN IRELAND

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Hi all. Well September is on us and it's good to see that Winter is back with a vengeance!! After Douglas's excellent Sperrins Run it was a quiet month, however by the time you read this we will have made the expedition to Malin Head (Ireland's most northerly point) and braved the Co Donegal roads and weather. Hopefully I will have some photos for the next edition of the Courier.

On a personal level the 2000 is running well and has had no work done to it since the MOT (am I tempting fate?). Paul R had bought a Spitfire in kit form and I helped him transport it from Randalstown to its allocated storage area. It is amazing how much space an unassembled car takes up and by some judicious stacking we managed to get all the bits on the back of the club trailer.

Surprisingly the car is in good condition and the chassis is pretty much perfect with no hint of corrosion anywhere, Paul has floated the idea of building a racer in the mould of the Quaker State machines that were raced in the USA – interesting project, is anyone brave enough to take it on? He has also suggested a hill climb special? In any event, the car is certainly too good to scrap!

We had an excellent turn out at the monthly meeting and it was a lively affair as usual, good to see that a failed alternator belt didn't deter Owen and John from making an appearance, albeit not in the Spitfire they initially set out in!

We also quickly discussed next year's Totally Triumph and hopefully we will have a full line up of Spitfire's to celebrate the 50th anniversary of the model. Not forgetting that this will also be the 50th anniversary of the Vitesse and we would like to achieve the same, any Vitesse 6's out there? More details on the event will be finalised over the coming months and any ideas would be gratefully appreciated. At the moment, the date is set for **Saturday 5th May 2012** and this will be firmed up as soon as we can.

Paul also gave us a run down on his hill climbing achievements to date and it sounds as if he is giving the MG's a run for their money, although apparently he struggled a bit on the Spelga

event - just a bit too steep?

Paul is also having (or will have had, depending upon when you get your Courier) an Autojumble on the **1st October** at his house on Kings Rd in an attempt to clear the surplus of parts he has built up and fund his next project.

Some dates for your diary are:

**Saturday 8th October** - Strangford Run. Organiser(s), Alan French & Paul Robinson. Meet at Comber Square car park for 10:00am.

**Wednesday 9th November** - Film Night. Organiser Richard Rutledge. Time tbc.

**Wednesday 7th December** - AGM and Monthly meeting. 8:00am Nortel Social Club, Monkstown.

Well, that's about it for this month. Hope to see you all at the next meeting on Weds **5th October** at Nortel Social Club, Monkstown.

Regards,

*Mark*

## NORTHANTS

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Well a fair bit has happened these past couple of months.

Our Northants weekend in July at Wicksteed Park was once again a great success. With a Friday night chilli, which I was told was lovely, so must do more next year. And even though we had heavy rain on the Saturday when doing our tulip run out to Nene Valley Railway for a ride out on the steam trains, it cleared up for the Saturday night BBQ, thanks go to Nigel and Dave for running the BBQ, the weather stayed fairly good for the Sunday rally, so we had quite a few Triumphs turn up for the day event, including a German gentlemen who was heading home after buying a GT6 off Ebay in Scotland, he drove down and decided to stop off at our event on his way. Car of the show went to Mr Alan Blick for his 1938 Dolomite.

Silverstone a week later is a great event that we will be doing year after year and a group of us attended the 3 days camping. With the club discount it worked out a reasonably priced weekend with lots to do during the day, free fun fair for the kids and at night you also had concerts with 3 acts on a night, I still don't think we see or could do it all.

Tim and Marion then flew the flag for Northants area at Leicester's Sunshine Rally at Brooksby Hall, they said they had a lovely time, and came away winning the runner up prize for the best TR, well done to them.

Jonathon once again out done himself in the fancy dress at Stafford, coming as Pin Head from Hell Raiser, he really looked good as it suited his height. The disco was great once Claire sorted the DJ out with some 80's music. A DJ doing a 80's night without 80's music, I don't know, these things do come to try us don't they Claire? A big thank you to Claire, Nigel and team for a great weekend.

Dave and myself had gone to Stafford hoping to pick up some parts for a Spitfire Mk3 which I have now got, and as a Triumph lady owners car she has been named 'Joy', and as a typical lady 'Joy' is keeping Dave very busy, stripping her down and replacing worn out rubbers and bearings, getting rid of rust and spray painting underneath. I am hoping that 'Joy' is out on the road for next season.

As it is the Spitfires 50th anniversary next year along with the Vitesse I am hoping that all triumphs will be able to take to the track at next years Silverstone Classic to do a lap of honour.



## NOTTINGHAM . . . PETERBOROUGH



So the more Triumphs we get there the better

Lastly our AO Adam has now resigned from the position, staying long enough to see our Wicksteed weekend to a successful end. All the Northants members would like to thank him for the past events and trips he has organised for the Northants area over the time he has been AO.

Dave has now taken over the position from Adam, and with the help of other members of Northants hopes to move the area forward and onward.

Our website is

[www.tssc-northants.org](http://www.tssc-northants.org).

We meet **every second Wednesday** of the month at 8.30pm at The Elwes Arms - Great Billing if any TSSC members or Triumph owners in the area, with or without a Triumph, would like to join us for a evening or two you will find a warm welcome awaits. You can also find forthcoming Events under the forum heading of our website.

*Dave and Angie*

I'm back

That's right folks.

Due to Adam standing down as area organiser and no one willing to take the mantle,

I am joining forces with Dave Richardson for this thankless task as I can't commit to it full time.

Any way, I only hope that Dave and myself will serve you as well as Adam has over the last five years

*Jonathan*

**NOTTINGHAM** Tel. 07971 017012  
**www.notts-tssc.org.uk**

15+ cars made the end of the month meeting after we had all recovered from Stafford. Darren was proudly displaying his two sparkling trophies from the show, 'Best TR' & 'Car of the show' that he was awarded in the International Concours catagories. Well done Darren! Nice to see Notts bringing home some awards for another year from the International Families Weekend.

I had some unexpected extra involvement with Stafford this year, apart from my usual running around for Nigel & Claire and PA announcements (yes, the male voice was myself) I was asked just before the event to take on a quick update of the International website adding a few last minute updates of traders. It was at this time I took the plunge to set up and test the waters for a Twitter feed from the show. In a week we had 20 followers following the updates of what was happening on site. Initial feedback shows that it was useful, so, if your on Twitter, follow TSSC International @tssc\_staff\_int in preparation to next years 50th birthday for the Spitfire!

Early on Sunday morning, Bernard the Courier editor approached me to see if I could take the photos for the Concours Awards later in the day. I was happy to but very nervous as you only get one chance to get your shot! In-between being asked to do this and taking the photos, I had bid to have a ride in the Lawn mower racing taking place on site. A few near rolls and a dusty race later, I passed the line in second after going too deep in to the first Corner and never recovering the lead... Oh well. Two wheels on a sit on lawn mower brings you close to a change of underwear but incredibly fun!!

Final planning is now taking place for Triumphs & Trains at the Churnet Valley Railway on the 2nd October, I hope we will see you there. Although it's in Staffordshire it is under the Notts Banner. Come and join us for a steam train ride up a very big hill!

## TSSC AREA NEWS

Sadly, Sybil was not completed in time for Stafford and at the time of writing is still in the garage having the new sills fitted, the amount of bad metal work being far more severe than first thought. I'm hoping that she will be done for Triumphs and Trains.

The father in laws TR 7 is also slow, but progressing now the engine is back in. Next is to seal off the engine bay and strip the interior and spray the rest of the car inca yellow.

Nigel has the Stag back on the road, hopefully ready to break again on the RBRR!

Charlotte is now driving with L plates on her Acclaim and we're told doing really well!

Well That's all from me for this month!

*Andy*

## PETERBOROUGH

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The Stamford Car Show was well attended by the Peterborough Area with 7 Club cars but were unfortunately dotted around a terrific show. There were quite a few 'new' machines that had not been at the show before. They were treated to some fantastic weather and noted flypasts – yes not only did they get three very low passes by the Lancaster but also one pass by the Vulcan.

Brian Lawson had attended the Little Gransden Show at the end of August and enthused about the flying, cars and the Show in general. We must get a bunch together for next year.

It was good to see Dennis (from the USA) again and this time in his very nice black GT6. Dennis was the guy who 'made' the raffle at our belated 25th Birthday party when he switched the last ticket for Andrew Turners son to win. A brilliant sleight of hand! It was also good to see Ian Inglis and his partner in their yellow Stag. Ian is a long term member of the TSSC and his membership goes back to when he was running GT6's.

It was a bit of a sad end to the evening when David and Chelle Gillies walked out of the Bertie Arms, as we will not be seeing them both for a while. They have taken the plunge and have given up both of their jobs and rented their house out and are going off in their motorhome to travel all the way around the UK with the red Herald 13/60 convertible on the car trailer and then down to southern Spain. So boys and girls out there, if you see a large motorhome with a red Herald on the back give David and Chelle a 'toot' of welcome.

We tried something different on the Club night – a night where the Ladies could be more involved. I know some of the Ladies who come to our meetings do not want to know about shiny dashpot covers (I know that's difficult on a PI folks!) but we want to involve everybody who comes to our meetings not just those who want to talk about cars and Triumphs in particular. So we had a STAG (beetle) Drive. A game to keep guys and gals moving around the room and keep meeting different people and a little bit of competitive shake, rattle 'n roll. We had 20 people sat round the tables and everybody had a really good fun time. Ladies thank you for turning out. Colin won the bottle of bubbly first prize and Brian won the bottle of Red wine in second place - I won the booby prize of the tin of baked beans. As if there wasn't enough wind about already. If there is another TSSC Area out there who would like to use this to help raise Club funds and would like a template of our printed sheet which



## PETERBOROUGH SCOTLAND CENTRAL WEST

### TSSC AREA NEWS

## Peterborough Continues

involves a Triumph Stag, it is open for purchase for a small fee for our Area funds.

There will be a bunch of us heading for the Duxford Show on the **2nd of October**. Please be at the normal lay-by at Norman Cross between 9.00 and 9.15am and if possible let us know if you are coming.

Don't forget the photo opportunities with your car for our **2012** calendar, Paul is pushing for those unique shots for this sort after publication.

Come and join us for a noggin and a natter at our **October meeting on Monday the 10th** at The Bertie Arms at Uffington, Stamford, PE9 4SZ from around 8.00pm. Our club nights are always the **2nd Monday of the month** and all are welcome. All the best till **October**, see you there.

*Doug*

## SCOTLAND CENTRAL WEST

Tel. 0141 952 4624

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

A shorter news this month, almost. The September meeting was well attended (9) persons, 3 club cars and 6 moderns plus our mascot/guard dog returned.

Weather had been poor so a good turnout through the puddles. Some familiar faces returned too. Having the meeting at the same venue seems to work. This time it is Congratulations to David and family who have a brand new son, who arrived quite quickly one morning, all doing well, no name yet, so suggestions were put forward, we will have to wait for a decision. I think that is all the Area babies at present, in 17 years will they get the keys to the new Vintage cars? Inside we had some pictures of the shows and went over our trips with those who were unable to attend, but might be persuaded. Bigger plans for next year are afoot.

Report on Stafford International, Well here it comes... 9am(ish) on the Friday we met at Abington services M74. Cars : Iain Vitesse conv, Bob 13/60 conv, Dave, Karen Spit1500 plus trailer, Ian Spit modified, Euan Spit 1500, me Spit Mk2, John 1200 conv, Jacqui Corsa, and Andy Volvo plus trailer with Triumph single seater special! A great turn out for the weekend. Tops were down and tanks were full. We took some A and B roads to break up the motorway, but still got caught in a 2hr jam on the M6. The V Festival and Tatton Park were also on so busy busy. We arrived safely but in batches due to traffic. After a quick recce the perimeter was set up and all structures built. Looked good too with the Saltire flying. We also met Doug a fellow Scot who had arrived earlier. Friday night was a bar night with food at base camp (a very big thank you to Karen, Dave and Jacqui for cooking all weekend). Saturday dawned so after breakfast it was time to buy stuff. Not me this time. Well not much. Over the two days Jacqui got her front suspension parts (careful now), Euan made his Spitfire a four seater, John got a new gearknob (steady now) and the rest of us all got shiny or dirty bits depending on your preference. Having studied our purchases we had our meal and then onto the entertainment. Now I have to say everyone made a brilliant effort for the 80's theme. We were probably the best lot there. Words cannot do justice. We had, I think ; Miami Vices, New Romantic, Spectacular Shell

Suit and Brilliantly White Suit, See You Jimmy, Mr Big Hair Bling, Bananarama and Madonna. Some resembled the Hair Bear Bunch and

some were unrecognisable, must have been the moustaches, a really great effort. The afro hair expanded all night until Ian had to sidle out the door and the shell suit ended up with a centre parting in a couple of vital areas.

A good nights entertainment, dodgems were going strong but queued out, I learned my lesson last time. Back to base camp and a late night putting the world to rights. Sunday and those up earlyish breakfasted and again autojumbling not so much this year but a few vital odds and ends. A good look round the show and Andy allowed me a go in his single seater. Oh dear, I want one. It is one of the fastest accelerating vehicles I have been in. It is just a work of art, all hand built aluminium on a Triumph chassis. Yes I was careful and no we did not get put out as I was only parking it.

Prize giving and end of show speeches gave Ian a surprise as he got 3rd place in the modified class Concourse d'Elegance; well supported, he gained a very nice glass trophy. The car had been driven about 300 miles to get there and was quickly MOTed the day before.

Now. I got back to base camp after a quick word with TSSCHQ and found no gazebo at all. Seemingly a raiding party had ridden through and it was destroyed? Otherwise the wind caught it and it took off and the poles separated. Thanks to Jacqui and Karen for running to try and save it along with our fellow campers, it still imploded, and ended up in pieces in a bin bag in my Spitfire.

Monday saw us packing up and heading directly up the M6 with a couple of stops. A note here, it is easier to follow or track a classic car than a modern one. Having all been fed and watered we all dispersed homewards after another fantastic, but too quick, Stafford weekend.

Report on Kirkintilloch. Straight back out the next weekend to the Canal Festival. Now I cheated a bit here as I work there. We had the whole run on the closed newly surfaced High Street, on the sunny side? Well no, it was cold all day with a breeze. We had 7 cars Herald, TR6, TR4A, Spit 2, Spit 3, TR6, and Spit 1500. Along with our stand we looked the business with a lot of interest, the brighter coloured cars attracted the most interest, purple, blue and yellow. Special mention for David who travelled up from Yorkshire for the event and a holiday, good to see you and your Herald. We had a couple of interested younger people who were thinking classic Spitfire instead of modified hatch. We were also sharing the venue with Stirling District CC plus SWVCC, private entries and Blue Knights MC, a great bunch of people, who all helped to make the day. Soup and sandwiches were supplied at noon for all plus extras. The whole street filled with cars and people throughout the day, we had the Roman Guard marching and the fifties cars were used for the dancers backdrop (what about us???) it was cold so no belly dancers or models. (Sorry). We were given two buckets of sand but we left not a single drop of oil on the brand new road. Again the

organisers were pleased with the turnout and the fact that we let people in the cars and welcomed their interest in the club, well done.

Reports on Scone and Selkirk next month. The shows are all but over for the year, private entry as individuals only.

Show Dates

**SATURDAY 22nd October** Lenzie Auto jumble.

**23rd October** - Restoration Show, Stoneleigh.

The rest of the info from the SVVF is at [www.svfv.org.uk](http://www.svfv.org.uk)

## TSSC AREA NEWS

Any more suggestions? Within reason. We would need definite numbers for any (ad) ventures further afield.

Next Meeting is **Wednesday 5th October** at Lochinch.

Come and join us before the nights get darker at the meetings. Remember if we can help we will try.

Hope to see you soon

*Gregor G*

## SOUTHERN

Tel. 01252 722432

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

Hi All, with October creeping up on us very quickly I will repeat what I have been asking for over the last few month,.....pictures of your cars and/or events you have been to. I do have quite a few already but the more I have the more interesting the calendar will be.

After the photoshoot at the Seven Stars and the run out to Goodwood House at the beginning of the month it was then on to the White Dove Show near Bordon. I enjoyed a good run up from Waterloooville and caught up with a MK2 GT6 (valencia blue) and followed him to the show. It was unfortunate that Mickey was taken poorly as he and Julie from the Thames area normally set up a club stand and by the time I had arrived I could not get to park with our other Triumphs. Dom and Anna's MK2 Vitesse, Dave' 1500 Spitfire, the couple from Southampton area with their very nice 1500 Spitfire in Carmine red and three sapphire blue Stags (I'm surprised Mike new which one to drive home) We had all had a very pleasant and relaxing day and the show was in a very worthy cause, The Phyllis Tuckwell Hospice. At the end of the day there was of course the prize giving and guess who won another gong, yes our intrepid leader. I suspect by next year Mike may well have a bit of a challenge on with the amount of shiney bits Peter has bought lately.

Saturday August 20th was the Capel Show, I have not been to this show before and was very impressed by the number of vehicles and the diversity of the show. The show itself is run in aid of the village church and all the stalls manned by volunteers from ie the Scouts, W.I., and other charitable organisations. The two Mikes and Dave the Spit had arrived before me, but I didn't see them for over an hour even though I checked the beer tent (which wasn't open yet) Neil and Maxeen arrived in the Gt followed by Paul and Carol in the TR5. (thanks for the plums..very nice). The downfall of the show for us was that we were all scattered across the field, so maybe next year we could entice a few more peeps to come along and book a club stand.

The Bank Holiday weekend is always busy with any number of shows to go to. Mike had shown me the dates page from Practical Classics that had Hampshire Pageant of Motoring advertised but as yet I have found nothing on the Interweb to say it happened.

Wings and Wheels Show at Dunsfold. Saturday evening Jackie and I travelled up to Farnham in the Vitesse to have some eats and a few beers and stop overnight with Mark and Vanessa so we could get an early start as we had to be on site by 8.30 am. By 7.30 am Mark had a phone call from Dave the Spit to say he was already there, Vanessa couldn't get her head round this as she needs at least 1/2 gallon of coffee to get going in the morning.

When we did arrive we had ring side seats for the air display and an impressive collection of cars, the two Peters, Stag, Mike and Barbara, Triumph Healy 3000, Mike and Val, MK2 Vitesse saloon Dom and Anna, GT6 Neil and Maxeen, TR5

Paul and Carol, 2.5s Vanessa and Louisa, 2.5 pi Mark and Adam, 1500 Spitfire Dave, MK2 convertible Vitesse Mark and Jackie and 2.5pi Steve.

The air display was excellent with flights from North American Mustang, Hawker Hunters, Gazelle Helicopter, Spitfire, Sea fury, Hurricane and the Battle of Britain Memorial Flight to name but a few. The only let down of the day was the Vulcan bomber which after a rush job to repair the fuel tank had a major hydraulics failure.

Classic cars from the 1920s onwards to the present day were also displayed blating down the runway between air displays. There were plenty of food outlets and plenty to look at around the showground.. Certainly worth booking for next year. (many thanks to Mark and Vanessa for eats, drinks and putting us up for the night)

Bank Holiday Monday, The Wisborough Green Fete. This as many of you know this was Alan Mansers last show he attended and enjoyed before he became ill. Wendy had asked me earlier in the year if we would be going to the fete and I felt it fitting that something should be arranged.

The Plan, to meet at the Half Moon Pub at Midhurst for coffee at 11.am leave for the fete around noon. Jackie and I were followed by Dave Moore and his family to the pub but on arrival it seemed very quiet and down at heal. On closer inspection the public bar had no furniture in it but the lounge bar still had tables and chairs and the lights were still on the fizzy pop lager pumps. We asked a local if the pub was still open, he said it was closed a while back. In the mean time George and Maureen, Mark, Vanessa and the kids, Mike and Barbara, Neil and Maxeen, Dave H, Wendy, Phliss and her son had arrived and no coffee. FAIL No. 1.

We pressed on to the next pub, The Halfway Bridge just outside Petworth, to see if we could get some coffee. On arrival at the pub I asked if they were open to serve coffee and was told they could not serve us as it was Sunday licensing hours and weren't open until noon, FAIL No. 2.

We did arrive at the fete a little early but it did give us time to get the cars set up in a nice little display of Stag, 2.5 s, 2.5 pi, MK4 Spitfire, 1500 Spitfire, MK1 Vitesse, MK1 GT6, and Mk 2 Vitesse. The weather was good and there was enough there to keep us all interested and relaxed for the rest of the afternoon.

Up and coming events

**October 2nd Goodwood Breakfast Club.**

Everything, but the car

**October 2nd All Triumph Day Duxford**

October 4th Regular Meet Seven Stars Pub, Stroud, GU32 3PG

**October 16th Sunday Lunch** The Angel, Gosport Road, A32. GU34 3NN (this pub is about 5 minutes north of the West Meon Hut heading towards Alton)

**October 16th The Autumn MG and Triumph Show,** exhibition hall, Donington park, Derby, DE74 2RP

By the time you read this plans will be in full swing for our Christmas dinner, Time flies when your having fun. That's all for this month, again please send me your car photos. Take care

*Mark*

## IMPORTANT NOTE

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





## SURREY . . . SUSSEX . . . THAMES

### TSSC AREA NEWS

#### SURREY

Tel. 0208 8733022

Hi all - Sorry there has been no area news for quite a long time. We have been doing a lot in the Surrey Area and have had well attended meeting with visits from members of the Stag Owners Club to some of the summer meetings as well. I thought I better let members know of some sad news regarding one of the TSSC honorary members. Sadly Crispin (Henry's faithful German Shepherd) went too sleep for the last time last month. He was a great old age of 14 years and died peacefully at home with Jennifer and William there, during the school holidays. Thanks to all the kind wishes sent by many of our friend via Facebook. I do hope I can find a photo of Triumphs with Crispin in it to put into next years calendar.

Regarding the calendar if you have any suitable photos of Triumphs in nice surroundings or just taken at shows please print a coy and also download onto a disc and bring them to the meeting. I do need to get the list of photos finalised this month to get it to Bernard at HQ for printing. I also have secured a reserved areas in the Well House in for our meetings, especially for the winter months. We will have the conservatory to use so please look for us there this month. I may even be organising some car orientated quizzes (not too difficult or time consuming) as long as can beg some help from Con and Liz.

I am however not able to dedicate the time I use to have to the TSSC in writing the areas news or going to so many events. Work and growing children, that have multiple extracurricular activities, are drawing too much on my time for me to put as much into the TSSC as I would like to. Also I have been Surrey Area AO for over ten years and perhaps it would be good to have some fresh input from someone else. Therefore if someone else would like to take over as AO I would be happy to stand down. If members feel that being an AO is too much of a responsibility I would be willing to stay on if someone was able to take over the writing of the Area News. All you need for that is to be an active member who is willing to put in about 1 to 2 hours a month to put together an interesting recount of what the members in Surrey have been up to and what we are going to do. If you think you might be interested please let me know at the next meeting or phone me.

Next meeting - **Wednesday 26th October** from 8pm at The Well House Inn, Chipstead Lane, Mugswell, Lower Kingswood, just off A217

*Karen*

#### SUSSEX

Tel. 01273 566593

First of all apologies about the lack of news last month. Best laid plans and all that. Ho hum.

Anyway, the September meeting was remarkably well attended, although I should add that my Toledo was the only Triumph in the car park. And I should point out this is only because of all the time and work put into it by Pete over the summer. The meeting revolved around stories of summer holidays, fixing/improving our cars and of course, Stafford.

This year Stafford was brilliant. A small but committed group set out from the south coast on the Friday, and made our way up to the show. We gained a few extra waifs and strays as the weekend progressed, but we all ate (and drank) well, the weather was kind and we all picked up a few bargains. Even

my teenage daughters loved it, and are looking forward to next year!

The big September question of "the Christmas meal" was briefly raised. I think we will follow last years format, it worked really well and a bargain to boot. So I expect it will be held on Sunday the **11th or 18th December**, at the Anchor. Again late afternoon to enable last minute shopping and so on (that's for my benefit, and I suspect most us). I will be speaking to the pub at the **October** meeting, and getting a rough number, so if you can't make the meeting, please let me know.

Lastly, if anybody is free on 21st November, Martin and myself (and Gilly) will be taking part in the CT trackday at Goodwood. Be good to come and have a look at a selection of mainly well sorted Triumphs being used on the track, obviously not racing though!

That's all for now, see you on **Tuesday 4th October**

*Clive*

#### THAMES

Tel. 0777 362 3807

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

Greetings. Well haven't we been having fun, my Vitesse is still being very demanding what with blowing a heater hose off on our way to a social meeting, leaking petrol out of the fuel pump at Uxbridge the diaphragm had a hole in it that was soon repaired, along with fitting new Kevlar hoses through out, unblocking the heating system and rebuilding the C40L dynamo, fitting new electronic ignition. Thinking the Vitesse would be taken with the burst of TLC before heading off to Stafford. But no it ran like a pig all the way up to the International show. The rear carb was leaking petrol, the tune up guys could not get it to run right but found the compression was way down on one cylinder number five. Once home the cylinder head was removed after putting up very stiff residence and found to have a big crack between the valves on number one cylinder rendering it scrap, the block is still waiting removal, to see what damages lurks inside. But shows still come and go. As do our social meets at the Fox & Castle, so pop along and cheer me up as I am currently Triumphless.

Social Evenings at the Fox & Castle - 4th August Julie and I are in the Vitesse on the way to the Fox & Castle. At the traffic lights we notice steam rising from the vent in the bonnet, expecting the worst we jump out and lift the bonnet to see steam hissing from under the exhaust manifold, we shut the bonnet and pull over in to a lay-by a little bit up the road as the temperature gauge starts to rise. We wait a little while for the engine to cool and refit the heater hose, the radiator is topped up with some bottled water and we limp on to the next shop to buy more mineral water (nothing but the finest water) to top up the coolant levels. Needless to say we get the meeting late and are greeted by Bob, John S, Graeme C, John C, Peter R, Ollie & Nikki, Rob W, Mike H, Andy and Paul. Triumph's in the car park tonight were :- Graeme's TR6, Peter's GT6 Mk3, Ollie's New Herald 1200 saloon, Rob's Mk1 2000 saloon, & our Mk2 Vitesse convertible. Work on our Triumph's has been :- John S has replaced the wing mirrors on his Herald. John C Mk1 2000 has new front brake pads. Ollie has got his sisters old Herald saloon on the road & its lovely (but squeaky). Our Vitesse had a hissy fit and blew a heater hose (see above). Julie's Raffle winners were :- John S won an oiling can, Ollie won a micro cloth mitt, Nikki won some toiletries, Andy won a tin of WD40, Peter won a set of

vacuum travel bags, Rob won a car body blade and the grumpy Drivers Handbook for the next month.

18th August As we are off the Stafford this evening, George B kindly stepped in to hold the meeting. To keep George company there was Mark M, Bob, David H, Mike H, Andy & Paul. It was a wet evening and to make matters worst there was no Julie so no raffle ! Work on our Triumph's has been Mark, Vitesse saloon Mk2 has a new MoT, brake cylinders and front shock absorbers. Bob's finished rebuilding his Spitfire chassis and the engine is to be sent for a rebuild. David's Spitfire broke down on the way to Amberley show due to a faulty coil.

Show & Events Report - 23rd July Ripley Event. Chris C in his Spitfire Mk3 meets me at home and we make our way to Britain's largest Village green. We are shown where to park up just two cars away from George & Chris in his Mk1 Vitesse convertible. We set up our table and get the teas and coffee's going ( no room for a gazebo this time). The field soon fills up with Classic & Vintage Cars and we are joined by more Triumphs park up through out the field. These were :- George B in his Vitesse Mk1 convertible, Chris C in his Mk3 Spitfire, Mike & Barbara in their Stag, Mark, Vanessa and tribe in their Mk2 2.5Pi saloon, David in his Spitfire Mk4, Tony & Penny in their TR8 coupe, Peter R in his GT6Mk3, Con & Liz in their Herald 1200 convertible, Barry & Toni in their Herald coupe. Other Triumph's there were one each of TR's, 3, 4, 5 & 6, two Stags, a Renown and Dolomite roadster, amongst the 120 other classic, Motor bike, local H Davidson group, tractors and a half size steam engine. There was lots to watch in the arena from Karate demo's, Dancing, Kids races, Tug of war, Bike & Car parade. There was all the usual stalls, tombolas, raffle, radio controlled club, Jazz & Accordion bands, pony rides, refreshments. A lovely show and day out.

24th July Mytchet Chase. Another small local show with fifty cars on show Julie and I in our Vitesse met up with George & Chris in George's Vitesse and travel on to the showground. Peter R in his GT6 Mk3 joined us later and we meet up with Val in her TR7convertible (TR Drivers Club) who gave us an invite to meet up on the 1st Sat of the month at the Royal Oak Pirbright at noon for a lunch and run out.) There was also a yellow Gt6 Mk3 there. There was live music through out the day and all sorts of stalls selling food hot & cold, meals, to cakes, toys, books, jewellery. The club house was open for refreshments. A nice relaxing day just chilling.

19th August TSSC International family weekend - With the caravan hitched to the Vitesse and Julies euro-box loaded with other clutter, we head off to her sons and pick up Shane & Emma. We hit the M25 on Thursday evening rush hour and spend the next couple of hours sitting in traffic. Once on the M40 we start to motor along, but the Vitesse is not quite right, something is missing which I put down to the pouring rain. Once at the showground we start to put up our weekend home. Shane & Emma pitch their tent near buy and we head off to the super-market for supplies and supper. The next morning we put up the caravan awning and check over the Vitesse which has petrol streaming out of the rear carb. The carb is stripped down and the float chamber cleaned and needle valve checked that its working properly and reassembled. The leaking petrol is fixed but there is still another problem as the engine is not revving as it should. Best leave it for the tuning guys on Saturday. That evening we meet up with Dave, Nicky & Laura and had a lovely meal in the Saracens Head, before struggling to get the Vitesse back to the showground and enjoying a night cap in the bar with everyone one else.

Saturday morning we enjoy our breakfast and I get the Vitesse

up to the tuning guys to work there magic. We meanwhile are busy working on the gate welcoming those arriving. At noon we have a look around the show and pick up a few items on sale, admire the cars and bikes on show. Shane has managed to get the quickest time on the slot cars. Julie and I went to the AO's meeting and then back on the gate for the last stint before security took over. We had burgers and hog roast for tea and then got ready for the fancy dress disco that evening (see photo). We had a great time but it was lacking something from the past years.

Sunday morning comes to quickly as usual and after breakfast we are back on gate duty. At lunch time I take my Vitesse back to the tuners as its still not quite right and come to the conclusion that there is some thing else wrong. They kindly did a compression test and find the number five cylinder is at fault. So the poor running is blamed on this, time to spend some more money! Shane won the quickest time on the slot cars again and Emma won a big cuddly dog by getting the name right. Shane, Andy and I had a race on the lawnmower racing, which was very bumpy but great fun. As the concours results and awards were given out Nigel and I started to collect up the signs around the showground and pack up the show equipment. Once we were done Shane treated Julie and me to a relaxing massage. Relaxed and cleaned up we meet up with Dave, Nicky & Laura to have a meal at the carvery and chat with fellow workers.

Monday we pack up our home after breakfast and limped home with the poorly Vitesse, and we made it!

Reports to follow :- White Dove's, Egham Royal show, RSPCA gala day

Our next meetings at the FOX & CASTLE are from 8 pm in October on the 13th & 27th and in November on the 10th & 24th. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

### October

2nd All Triumph Day at Duxford IWM Duxford

13th Social Evening at the FOX & CASTLE Old Windsor

27th Social Evening at the FOX & CASTLE Old Windsor

### November

10th Social Evening at the FOX & CASTLE Old Windsor

11th/13th Footman James Classic Motor Show Birmingham (NEC)

24th Social Evening at the FOX & CASTLE Old Windsor

26th Aldershot Town Centre Aldershot

Mickey & Julie

## NORTH WALES Tel. 01492 516479

John Stewart Davies 1946 – 2011

A tribute by Bob Whiting

The death of John Stewart Davies has been a sad blow to the classic car movement in North Wales, where the Chester & Wrexham MGOC and the Triumph Sports Six Club operate together in a spirit of friendly rivalry.

Stewart joined the MGOC in 2004, when he bought his beloved red MGB GT and retired from the teaching profession. He became area secretary in April 2010 shortly after I was elected to a similar post with the TSSC. As a member of both clubs, I was delighted to be Stewart's proposer having seen the enthusiasm with which he organized runs and other events.



### North Wales Continues



Working with him was a joy, but illness struck him almost immediately after his election. Nothing could stop him, though, and under his leadership the group developed a family atmosphere in which great friendships have flourished.

Throughout his valiant battle against cancer he continued to run the

website and organized events that his illness prevented him from attending. His last run with us was the annual Chippy Run to Parkgate, an event he originated. He proudly showed us the bodywork restoration on his MG – immaculate as ever.

His wife, Brenda and daughter, Joanne, bravely brought the 'B' to a Wirral event just days after Stewart's death and received a loving reception. On August 21, a few days before the funeral, they again brought the 'B' on the Llandudno club's Snowdon Run – defying starter trouble to complete one of Stewart's favourite events.

Joanne even drove 'B' to the funeral, where it joined 28 club cars, each carrying a rally plaque dedicated to Stewart which will be worn on a future Memorial Run. Such was the affection for Stewart that more than 300 people attended the service.

Group members' feelings had been demonstrated at our Christmas dinner, when a request was made for a dedication 'to our absent friend'. Everyone was up, belting out the number. It was an emotional moment, but one of spontaneous sincerity. The number was – Simply the Best.

It can be said that the measure of a man is a final reckoning; what remains at the end of the day. That, then, was the measure of our friend, Stewart – the man we knew as 'Red Leader'..... simply the best; a man respected, loved and mourned by many.

He will not be forgotten.

**Bob Whiting.  
TSSC/MGOC**

It has been the most sombre of times as our group come to terms with the loss of the inspirational leadership of Stewart – and face up to the need to find a replacement.

The group has been helped in the first task by the courage of Stewart's wife, Brenda. She has followed the months of caring for Stewart by picking up the keys of his beloved car and bringing it to Club events. The group itself has emerged strengthened by its solidarity as Club cars carried his name through the city of Chester and almost every member turned out to show respects. Brenda summed it up herself – "he would have been so proud of them all...."

Later members shared happy memories of Stewart. As rain drove us into our new gazebo at Llangollen Festival, anecdotes flowed. We remembered Stewart. Flags flying, leading a dozen classics down the wrong slot on a Snowdon Run. We finished up on a Portdinorwic building site that ended in a cul-de-sac. The memory of all those three-point turns among the cement

mixers produced a few chuckles. And I shall never forget the meeting at his Chester home to plan our last awards night. In his schoolmaster mode he had kept precise record of attendances at shows and meetings. It was with great difficulty that I dissuaded him from awarding me a gold star for a good attendance record. What a character!

Now we must move on. It is early days and the succession is a matter for proper procedure among MGOC members, but it would seem that Stewart's brother-in-law, Richard Roberts and our chief pilot, Sam Jerrett, are the most likely men to point the way in a joint role. In meantime they are doing a splendid during the interregnum.

There have been happier times in the past month. Derrick and I had the pleasure of being guests at Brian and Maire Preston's golden wedding anniversary, brought forward a year because eldest son Ralph was home on leave from his role with the New Zealand police.

The party was at their son John's pub, with its views of Snowdon – and it was a delight for us to join Brian, Maire, their six sons and numerous grandchildren in a happy family occasion.

There was further joy at Stafford, where Derrick (surprise, surprise) again took the Spitfire concours. And further delight when Andy and Helen Jones' lovely Spitfire Mk11 emerged as runner-up. First and second in the International... we are in danger of becoming famous! Andy and Helen may not leave it there. They have since bought a very tidy '66 Herald drop-head that has just completed the Liege, Brescia, Liege retro rally. It looks a nice one, but as I've since had to undergo some eye surgery I may not be the best judge. We'll see... as we will with Derrick's Vitesse. That's been on the stocks twenty years now, but he's giving it a surge and threatens to unveil it at Stafford, next year. He's fitting a five-speed box and John Jones has done a gearstick modification to move the stick forward that is sheer artistry in metal. With that Vitesse and Derek Martin's TR3 undergoing a bare metal body rebuild, there are treats in store....

As you can gather, I've been temporarily out of action and had to miss the September meeting and Derrick's barbeque, although I did manage to plan the run from the Horseshoe Pass and help Derrick with some preparation at Penycoed. On that one my thanks to Sam Evans for taking over the run in my absence.

I hope to have made it to the Tweedmill Show and the Walled Towns run, when Derrick has to leave the Silver Bullet behind and pilot my Red Arrow. If all goes well I'll have been driving my MG.

Mike Young and I continue our exhausting research into pubs as possible Offal venues. It's very tiring but someone's got to do it. Whilst at Llangollen we took the opportunity to sample the Grouse at Carrog, the little hamlet overlooking the Dee Valley. Beer and food was excellent and it goes on our list, but Martin still refuses to reimburse our expenses. He reckons we're just enjoying ourselves. Having enjoyed the Grouse, we now fancy a Jameson. Anyone know where to find one? Corney, I know, but I'll be seeing you....

Bob

**SOUTH WALES** Tel. 01656 861709  
**www.triumphwales.moonfruit.com**

Hi South Wales. Quite a lot to report on this month, firstly the Fish & Chip Run, Thursday August 4th three Spitfires and the

honorary Triumph MX5 left the services at Cardiff West and headed directly to Cardiff Bay without our usual short run through the Vale of Glamorgan as the weather was 'not the best'. Although the run had been much curtailed we had our meal at the "Terra Nova" and, it was a very pleasant evening in the company of Jon, Paul and wife, Mike and wife, not forgetting Carol and Howard. Mike completing his first run out with the club (and probably his last) as he is to relocate to Australia in the very near future, taking his yellow Spitfire with him. What he has had to do to the car in terms of ensuring it is 'clean' goes beyond belief! All their belongings have to be packed and certified by a professional packing company in order for them to be shipped. I'm sure they will have a fun time out in Australia with such a lovely restored Spitfire.

On Saturday the 13th we saw the return of the Historic Rally



to "Walters Area" Glyn Neath and due to the damp conditions the action was superb! It is great to see the old classics being driven hard, fast and furious! This location is ideal for several hours of non-stop entertainment by many of the Rally legends like the Mk1 and Mk11 Escorts, Mini's, old Volvo's, Sunbeam Tigers etc. with special interest in a TR4 and a TR8 which gave us an excellent display!



The trip to Stafford by myself, Tim, Paul, Bernie and Jack in our Triumphs, Dolomite, Spitfire, TR4A & Caravan, supported by Rob and Pete in their Eurobox was a delightful drive up through the Brecon Beacons, Glasbury, Leominster, Ludlow on quiet "A" & "B" roads that our cars were designed for. Although hot, our classy Triumphs did not give any trouble and we reach Stafford mid-afternoon on the Friday, we pitched camp opposite the North Wales Group to form the "Welsh Connection" with our club and "Welsh" regalia flying in the strong breeze. Friday night saw the group meet up with Rowan and his lovely dog and after extending them our hospitality we went to visit the "Horse Racing" at the main bar which was fun and enjoyable. On retiring to our camp for a late evening socialising in our gazebo we had the benefit of a visit from some nearby campers who belonged to the Derby area and they assisted us to mark the evening with discussions from cars to football, a very amenable group and we hope to meet up with them next year!

On Saturday our AO Jon joined us along with Mike to make us a large group. Rob was the man of action on the barbeque

## WESSEX

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

Tel. 01425 475376

The wonderful summer weather has certainly been testing our resolve to go about our planned activities. The August meet, the venue for which was the Alice Lisle at Rockford, coincided with a reported 55mm of Rain falling in just over 2 hours earlier in the day. By the time of our meeting the rain had subsided but the resultant flooding was still having an effect. The Alice Lisle is a hostelry situated on the edge of the New Forest which, in good weather, is situated in picturesque surroundings. There are three approaches – 2 of which involve negotiating fords. On the evening of our meeting both these fords were overflowing and the roads consequently closed. The remaining road was passable with one very large "puddle" approximately 6 inches deep! This was certainly another instance where the "wet weather" Triumphs were in attendance. Despite the weather, 7 of us did make it to the meeting – Richard being the only one in a Triumph. His effort the more significant since this was the first outing of his TR8 (TR7 V8) having only passed its MOT earlier in the Day!

Fortunately the weather has not been all bad, and we have been able to get out and about in our Triumphs. On Sunday 21st August, Martin, Neil, Jerry and myself took our cars along to "Classics at Christchurch Quay". We had previously arranged to meet up at the Bailey Bridge car park and then motor on from there to Christchurch Quay. This we did, the weather was forecast to improve throughout the day so we were not too concerned about the few spots of rain to greet us. After having driven approximately 10 miles from Verwood to meet us at the Bailey Bridge, Jerry announced that he had changed his mind and was going back home because he had "a lot to do". So Neil, Martin and myself bade him goodbye and motored onto Christchurch Quay where we were directed to our parking spots. As we turned off our engines who should appear but Jerry – he had had another change of mind and decided to come along after all (you can imagine the comments!).

As predicted the weather did improve and we actually saw some sunshine and we were able to enjoy the display of cars that had amassed throughout the morning. There was a very wide selection of vehicles present spanning a good few decades of the 20th Century and as predicted the weather did improve and we actually saw some sunshine and we were able to enjoy the display of cars that had amassed throughout the day.

The following weekend Alan, Neil, Richard and myself ventured out into the New Forest to attend the "Simply Classics" show at Beaulieu. There we met up with a group from our neighbouring area Dorset South so we were assured of a good showing of Triumphs. This is a new event put on by Beaulieu where owners of all classic cars built prior to 1983 are invited to turn up and display their vehicle within the museum complex. As you can imagine there were some very nice cars in attendance of all shapes and sizes. During the day we were invited to vote on our individual preference for best car attending with a prize going to the eventual winner which in the end went to a very nice Ford Mustang. This year it seems that no event is complete without the weather playing a part. Around lunchtime the clouds gathered so roofs went up, sunroofs were closed and there was a mass exodus to take cover. This gave us an opportunity to inspect the various museum exhibits including a sep-



### Wessex Continues

arate display of vehicles from BBC's Top Gear. All I can say is these vehicles appear even more "wacko" up close than they do on the television! There was a tinge of sadness as we passed the remains of the Herald boat as driven by James May – it was an actual convertible they used!



This is the point where this months photo makes an appearance!



This is of Alan (GT6), Richard (TR7 V8), and me (TR7) at Beaulieu on the hard standing next to the museum complex.

Our next event will be our joint stand along with our neighbours the Dorset South Area at the Wessex Classic Car Show at Bovington. This will be the inaugural outing of our newly commissioned "club caravan"! Jerry has put in many hours (well a few) in completing the restoration of his classic caravan which we hope will prove a valuable asset and provide a refuge from the customary rain showers we seem plagued with at present! At least that is the idea, I am not sure how many of us will actually be able to squeeze inside should the necessity arise – next months news will include a full report (with photo)!

The following weekend (9th to 11th September) is the Swanage Railway Steam Gala and Classic Car Show at Harmans Cross, entry to which includes unlimited travel on the Steam Railway to Swanage and back.

The weekend of 17th to 18th September sees the Classic Car Show at Church Knowle in aid of the Animal Sanctuary. A few of us from the Wessex Area and also the Dorset South Area are planning to attend. So between the 2 areas we should be able to put on a respectable showing of Triumphs.

Our season of "roving meetings" is coming to an end and the decision as to a fixed meeting venue imminent. In the meantime, just to remind you, we are returning to the St Leonards Hotel for the October meeting so we look forward to seeing you. More next month.

*Trevor*

### WEST MIDLANDS Tel. 07969 024999

It seems only like yesterday that we were all enjoying the International at Stafford, and I would like to say right from the start that the West Midlands Area send their heartiest congratulations to Claire and Nigel for yet another very successful event, I can assure them that the West Midlands members took advantage of everything that was offered over the weekend and enjoyed every minute. We are already looking forward to next years event hoping that it will be even better than the previous. Well, done, Claire, Nigel and your band of willing helpers, us included, you did a grand job.

Race night on Friday was again very enjoyable with everyone entering into the spirit of the races, and I am sure some of the horses ran even quicker with the cheers and shouts that went up. I think the horse that I backed is still running. I knew it wouldn't win when the jockey pulled up at the side of the track and asked some of the race goers which way the others had gone.

For the second year the members of the West Midlands area ran the Bring and Buy Stall, and I believe that it proved popular. Over the two days we had 117 items on display, and we sold over 90. Our team also manned the main gate for 2 hours on Saturday morning, taking payment for entry and making sure visitors were equipped with programmes and all necessary information to make their visit a success. Once again everyone did a fantastic job and my personal thanks are sent to everyone who took part and assisted at the two venues to make them a success.

Trish, Liz, Carol, Ann, Kelly, Jayne and Judy did a wonderful job in the galley over the weekend keeping the troops well fed. One of the quietest times over the weekend was on the Friday night when Trish and the ladies dished up that beautiful curry. I preferred the lamp curry but the chicken was nearly as nice. I suppose its just a question of personal taste. Thanks also to Jill for providing the cake, just sorry you didn't stay for the weekend, think about it next year. Ladies under the direction of Trish you did us proud and I am sure that on behalf of everyone I can give you our heartfelt thanks.

The weather was kind to us over the weekend and it seemed that everyone enjoyed themselves. I have got to add one more thank you and that is to Jayne and Ashley on the Hot Dog Stand for getting us out of trouble on Saturday night when our barbeque had a hiccup, by cooking perfectly all those sausages and burgers. Thanks guys, we owe you, and if you are ever passing the Drakes Drum on the 1st Tuesday of any month we would be delighted to buy you both a drink. Thanks again.

As I sit writing this report six of our area are completing the 10 Countries rally, our thoughts have been with them over the weekend hoping that everything goes well for them, and that they not only complete the course but really enjoy themselves whilst doing it. They are perfect ambassadors for the West Midlands Area.

We have just one more meeting at the West Midlands Police Social Club, but I am already organising something for the **3rd Tuesday in October and November**, and I will be collecting your cash for this years Christmas Party at our **November meeting on Tuesday 1st November**. The Christmas party will be held at 7.0pm on **Tuesday 6th December**, the venue to be announced at the next Drakes Drum meeting.

Advance Notice. It is my intention to hold an Annual General Meeting of the West Midlands Area at the Drakes Drum on

**Monday 1st November 2011** and I would urge everyone who can to attend. As you are aware we have grown steadily in size and strength over the last year and I need to ask for assistance in certain duties connected with the area. We have a healthy bank balance, some good equipment, and the outlook for the area is good. I need your ideas and assistance to ensure that we continue to thrive, so please attend and speak up.

See you at the Next meeting...Cheers everyone...

*Roger*  
the Dodger.

### WIRRAL

Tel. 0151 339 4150

Hello again everyone, "Tempus Fugit" it seems only yesterday that I was penning my report for the August "Courier". Here we go then, what have we been up to since the event in Harrogate which Andy reported on in the September Courier.

Our monthly meetings at the "Cottage Loaf" have been quite well attended, averaging about twenty stalwarts and on fine evenings a dozen or so cars, or should I say "Triumphs".

Bettine and I were in Scotland in early July so missed the Monthly meeting also the evening run on Friday 8th July which was reported as well attended. Four of our cars did attend the Clwyd Classic Car Club show at Caerwys on Sunday 17th July, what a wash out, rain going, rain all day, rain coming home. At least it proved my Spitfire to be fairly water tight. I did feel sorry for the organisers as a lot of effort goes into this show and on a fine day they raise a lot of money for Charities. One bright spot, Peter Broadbent won £25.00 on the raffle, so he must be glad he went, despite getting soaked.

Sunday 7th August saw a number of us at the Royden Park Steam Railway event. They laid on a buffet lunch for us and also a big boys plaything, a ride on their steam train. We did provide ten cars for the general public to admire we hope!



On Saturday 13th August a few of us visited the Astle Park Steam Rally and had a most enjoyable day, slightly marred on the way home when Andy "P" had a minor prang with his 2000 Saloon which now requires a new front bumper. He was fortunate in tracking one down at the Cholmondeley Castle Rally yesterday, Sunday 4th of September.

On Sunday 14th August a dozen of us attended a show at Foxes Riding School on the Wirral arranged by the North Cheshire Classic Car Club. An excellent show, well organised, plus the bonus of fine weather.

Twelve die-hards attended the International at Stafford this year. Congratulation to Albert on being awarded the runner up trophy for his "Original Herald". There are not many years when somebody from our area has not won something since my first attendance way back in 1993, and I won a cup for "Best Paintwork". I am afraid it is a tad faded now. We managed to cram twelve bodies into our caravan awning for Saturday night drinks and a good time was had by all. Bettine and I continued for a further seven nights parked in a field behind a Pub in a village near Stafford. The Landlord charged us only £5.00 a night to pitch the caravan and the pub restaurant was "Egon

Ronay" recommended. Camping made easy.

We had an evening run on Friday 2nd September, unfortunately Dave had overlooked the fact that the sun set at 7.55 p.m. so most of the run was in the dark, eventually we lost the convoy so came home early. Not a total success.

On Saturday 3rd September, Derrick Binning of the North Wales Area arranged a Bar,B,Q, and fun day at his farmhouse in Llanaman. I attended with my youngest son who will never forgive his octogenarian father for beating him in the rifle competition, and he spent fifteen years in the Army. Thanks Derrick for a super day, hopefully enjoyed by all, and it did not hardly rain at all despite a horrible forecast.

Sunday 4th September saw eight of our cars at Cholmondeley Castle fort an excellent show enhanced by wall to wall sunshine all day despite a gloomy forecast by our so called weather experts.

That's it folks, Bye Bye and I will be back in December.  
Cheers

*Ray.*

### WORCESTER

Tel. 01384 279686

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

Firstly let me apologise to all of you who thought that the Worcester area had dropped off the earth, unfortunately Stef and Sylv's last report is still swanning around in cyberspace somewhere and my first report got lost on a beach in Jersey! We have made the most of August in the area but due to various holidays it started late, but in style, with Stafford. Never a group to go hungry we managed to fit in 3 BBQ's, 3 big breakfasts, various snacklets and 2 party size chocolate cakes! In between we managed to see a few cars, buy some shiny bits, sell some spares and see some old friends – all in all a fine weekend.

August is also the month of the Club BBQ where the Gloucester area very kindly invite the Worcester crew to dinner. So decked out in our best waterproofs and wellies we set out for the wilds of Gloucestershire. However the forecasted heavy downpour didn't materialise and fortunately the only ones who got wet were the kids who went in the swimming pool. As ever the food was plentiful and the desserts truly mouth-watering, so many thanks to the Gloucester area.

Next on the list was the Webbs Classic Car Show which is always well supported and worth a look. A few members braved the elements and set off around the field to view the wide range of vehicles on display. The Triumphs were out in force with Stags, various TR's, Spitfires and Dolomites to see amongst the MGs, Rovers, Austins etc. Unfortunately the weather wasn't kind to the owners and their cleaning kits were being used roughly every thirty minutes!

Bank Holiday Monday brought about a real conundrum for the area members, as the Pershore Plum Fair was on, along with the Bredon Classic Car Show and an area run out to the Elan Valley. The area run out won hands down and 16 cars met up at Leominster for a sunny but bracing run to the dams. Our thanks go to all the members from other areas who joined us, to make this a well supported event, especially Ian Sharrock who hails from the area and met us at the Visitor Centre. As ever sandwiches and cakes were devoured, with the people who had brought flasks of coffee particularly popular!



### Worcester Continues

There were a couple of members left behind due to prior commitments, with one of them being booked in at the Plum Fair. This event is set in the picturesque Abbey grounds and makes a very good day out, with over 500 cars being displayed on the lawns. There are usually some rare gems to be seen, and this year one of the stand out ones was a very pretty blue Austin Atlantic coupe which is one of about 30 left on the road. As the name suggests there were plenty of plums for sale along with jams, chutneys and juices and a very popular farmers market and craft fair. All in all a very pleasant way to pass a Bank Holiday.

The final run in the series was a trip to Bournemouth to have a look at their 'Classic Cars on the Prom' event. A small but select band, including some of the Gloucester area, met up just off junction 10 of the M5 and set off for a bumble down to the South coast. After the obligatory lunch stop – roast beef in a local hostelry, well it's local to somebody – we made it down to the sea front. After the usual traditions were upheld i.e. a paddle in the sea, tasting of the seven local ice cream flavours, and fish 'n' chips washed down by hot chocolate, we all piled into the cars for the trip back home. Whilst the run down was in dry weather with occasional blue skies, the trip back was a bit different with the heavens opening just before we hit Swindon and stopping about 12 hours later!

As you can see, our trips appear to revolve around food, drink (non-alcoholic for the drivers of course) and giving the cars a good run, which is not far from the truth. So if any of you out there have a spare couple of hours on the first Monday of the month, feel free to pop over to our meetings, have some sandwiches and chips. Go on join us for the next one!

If you can't make it but would like some more information please e-mail as follows:

Technical queries – Barry Minett-Smith - bminett-smith@blueyonder.co.uk (please include a contact phone number in the mail for a reply)

Any other club queries – Vicky Kitchen – vickydrudge@yahoo.com  
Until next month.

*Vicky*

**Sat 8th / Sun 9th** – Malvern Autojumble, Three Counties Showground

**Sun 9th** – Severn Valley Railway – Classic Car and Bike Show

**Sun 16th** – Severn Bridges run out

**SOUTH YORKS** Tel. 07980 010741  
[www.southyorkshiresstsc.yolasite.com](http://www.southyorkshiresstsc.yolasite.com)

The weather may be on the turn, but that didn't stop the great turnout for September's meeting. The TV Theme tune quiz appeared to go down well, and congratulations to Richard and Julie who knew their Mary from their Mungo and Midge! Thanks also to everyone who took part in the vote for the People's Choice Trophy. This prestigious award goes to Al and his very nice Mark 2 GT6, with George's Vitesse in at second place. Well done guys!

On the event front, we've hardly had time to touch base what with Stafford, Brodsworth and the Club BBQ on successive

weekends. SY TSSC did extremely well at the International concours with Ian and Alice collecting a well deserved first prize for their Bond, AL n Corrinne 2nd prize with their GT6 and all my hard work grinding and welding finally paid off when PJC won 3rd Spitfire!! (wot no photo?!!) Congratulations also to Julie & Adrian from the Hallamshire area for their win.

Brodsworth was a quieter affair than the Father's Day event, but still a nice selection of cars and the picnic table was nicely set off by Maggie's exclusive SY TSSC table cover! Finally the Club BBQ was a fantastic night with 35 of us enjoying a night of fine wine and dining, worked off by some rather interesting dance moves! Thanks again to Richard and Julie for all their hard work to ensure everyone had a great time.

By the time you read this, we'll have been to the Clifton Park Rally and the hardy one's will have headed off to Yedingham for a final camp (brr- not me - not likely!).

Into October, we've our meeting on Tues 4th, the St Leger Rally and run to the Trolley bus museum at Sandtoft on Sun 16th Oct, the Hallamshire meet's on Mon 17th Oct, and our Noggin n Natter on Tues 18th Oct. In November, we've our meeting on the 1st, the Bonfire Party on the 5th, our Noggin n Natter on the 15th and the Hallamshire meeting on the 21st. You are very welcome to join us.

Finally we wish a Bon Voyage and Good Luck to Gareth as he heads off to University to become a teacher We'll miss you!  
Until next time

*Paola*  
x

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

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



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**SUNDAY October 2nd 2011**

**£11.95 per person**

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**Traders must Pre Book Space**

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**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 2<sup>nd</sup> October 2011

Nottinghamshire TSSC & the Churnet Valley Railway present their 4<sup>th</sup> 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**

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All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and  
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We challenge you **ALL** to take on the mighty Derwent Valley.

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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  
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**Colin on 01773 531580 or  
Roger on 07970 619149.**

Venue:-

Smalley Common Ex-Serviceman's Club  
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**Christmas Party Night Package includes:**

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**Please Make Cheques payable to TSSC Ltd and Return Form to:**  
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**Main Steet, Lubenham, Market Harborough. LE16 9TF**

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Tel 01455 898580 Quoting Date and 'XMAS Party Night' for Special Rates***