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Triumph Sports Six Club

The Courier 377

NOVEMBER 2011



November 2011





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**CLUB**

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**Enthusiasts**

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with Your  
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- ✓ National Triumph Events
- ✓ Monthly Club Magazine
- ✓ Club Shop Discounts
- ✓ Staffed by Enthusiasts

# The Courier

The Official Monthly Magazine of  
THE TRIUMPH SPORTS SIX CLUB

No.377 Vol 33. NOVEMBER 2011

Price £3.50 Free to Club Members.

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## Courier Copy By 8th of Each Month

Articles/Area News Enquiries

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## 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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CHESHIRE AREA  
EVENING RUN  
PIC FROM  
HENRY JONES

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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

**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)

**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**



*You are cordially invited to the first ever*  
**Annual Triumph Sports Six Club**

**Christmas Dinner Dance**

*on Saturday 3rd December*

*at the Barcelo Hinckley Island Hotel*

*Hinckley, Leicestershire. LE10 3JA*



# “Comment

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

## *It's never too late for a Triumph Show!*

**W**e are getting close to the end of another year. Why does each successive year seem to fly past even faster than before?

So this month, it's timely to remind everyone that it's still not too late to enjoy our Triumphs in 2011. When you receive this issue of the Courier, the NEC Classic Motor Show will be just days away, held on 11th – 13th November. Please do come to the NEC as it's easy to access in the Midlands, plenty of parking and discounted tickets are available (see the advert elsewhere for details of how to get your club discount).

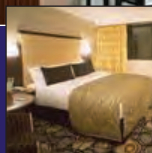
If you have been to the NEC before, you will know just how much there is to see. If you have never been then you are in for a treat. It is the largest Classic Motor Show in the UK, and one of the largest shows in the world. There will be six huge halls crammed with classic cars, clubs, classic bike, trade stands, the Live Stage. As I mentioned here last month the TSSC is putting on a spectacular display, with two London to Cape Town Rally Triumphs, a stunning concours GT6 (which is also featured in the current issue of Classics Monthly magazine), a beautiful TR5 a very pretty Herald Coupé & Spitfire ADU 7B.

Please come and see us on Stand 5C08 in Hall 5. And if you bring a friend and he joins the TSSC at the show, there will be a special offer for him plus a Club Shop voucher for you.



The final big TSSC event of 2011 will be our Open Weekend and **Dinner & Dance on 3rd – 4th December**. If you haven't yet booked for the dinner & dance, it's not too late

but you do need to book soon. We are holding the dinner & dance at the luxuriously appointed 4 star Hinckley Island Barcelo Hotel on Saturday 3rd December. There is a booking form in this issue of the Courier, **Page 59**, and



### **The facilities on offer at the Barcelo Hinckley Island Hotel**

great discounts on hotel rooms. At the Club, the Museum and Shop will be open, with special offers, bargains on sale for charity in Bernard's Bazaar and a generous supply of refreshments and snack both Saturday and Sunday. So why not put the dates in your diary, make a weekend of it and enjoy catching up with Triumph friends old and new?

That's all until next month. I hope to see you soon.





# NEWS REVIEW

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

### Obituary **RAY TIMMS**

Born 16/9/1939 - Died 2/9/2011.



It is with deep regret that I give details of the death of one of our members, Ray Timms, aged 71 years, who died suddenly last month. Ray and his grandson Zak were regular members of the West Midlands Area and he will be sadly missed. Ray had been a lover of classic cars for many years and was



the proud owner of a Vitesse 6. His car had been sent away for renovation but unfortunately it was not finished before he died, however his daughter Pam and her husband Graham made sure that the renovations were completed and his car and



other classics from the West Midlands Area were present at his funeral. Ray was carried to his funeral onboard a 1989 classic Daimler Hearse, a fitting tribute to a very loved man.

**Roger Hayward**  
West Midlands AO

## **Dales Run 2012**

After many years at Dent the Yorkshire Dalesrun is moving in 2012 to Dalesbridge which is near Settle. Arguably the heart of the Dales. The site has B&B on site as well as bunkhouses. The Format will also be changed to improve on the aspects that people take part in and remove those that are less popular. The weekend will be returning to a shorter Saturday run with a long lunch break with Sunday gaining a shorter lunch run. The concourse appears to have run its course so will be taking a less important role on the weekend. The Saturday night will retain the traditional BBQ but the evening event will no longer be as formal. Keep your eyes open in the Courier for further news or contact Richard or Alan for further information and suggestions.

**Richard Briscoe**  
North Yorks AO

## **Concours Errata**

In Last months published International Concours Results it was wrongly stated that 3rd prize in the Master Class was Steve Openshaw it was in fact awarded to **Christopher Tickner** White Spitfire Mk 3, Reg no RLM504E. Many apologies to Christopher and well done!

**Bernard (Ed)**



# HQ OPENING TIMES



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



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THE  
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**NOVEMBER - OPEN AS USUAL**

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

**DECEMBER - OPEN AS USUAL**

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

**HQ Open Weekend, Sunderland Court, Lubenham.**

**SAT 3 December 2011 10.30am to 3.30pm**

**SUN 4 December 2011 10.30am to 3.30pm**

**HQ Closed for Christmas Break**

**FRI 23 DEC to TUES 3rd JAN 2012**

The Club Shop will be attending the forthcoming show

**The NEC International Classic Car Show**

**Fri/Sat Sun 11/12/13 November**

Advance Orders for collection at this show are now being Taken.  
Members ordering in advance will receive a **5% Discount** on their order  
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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

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

**Peter James**

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### The Key Benefits on all TSSC Insurance Policies

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# Young Member's Co-ordinator



<http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122>  
e-mail. [triumph-dan@hotmail.co.uk](mailto:triumph-dan@hotmail.co.uk)

## Dan Chudleigh



## Stafford Displays

W

hat a busy end to the summer it has turned out to be. I had a very long drive up to the mecca that is

"Stafford", for the International weekend. It

was another amazing show! After asking for a little display space within Bingley Hall, to show off our cars, the pressure was on to try and get just a few young members cars to fill said space. I am pleased to say a good "few" did take up the opportunity (it may have something to do with a little nagging over the tannoy). I would like to take this opportunity to say thank

you to everyone that put their cars on show, I would have had egg on my face if you hadn't! I hope to have a bigger and better display for next year.

The modified theme was well represented, with some amazing cars. It is really good to



see that we have some extremely talented engineers within the TSSC and the only limit is your imagination. I really enjoyed the home engineering of Hugh Glossop and his boys. It was also interesting to see that Myles couldn't actually run his pinto powered Spitfire on diesel. This was an ongoing joke over the weekend. The cars on display bridged from lightly modified (with just a change of carburettor), right through to every component of the drive train being modernised. With almost everything else in between.



## Young Members Co-ordinator

In the last 4 years that I have attended Stafford I have entered my Herald estate into concours, under the used and cruised class (although for my Herald it's more cruised and abused). I have never entered in the hope to win. More for these reasons, firstly, to keep it inside and on display for the weekend and secondly, to drag the standards of concours down a little(!). Now please don't get me wrong, I can appreciate the very high standard of car that tends to be entered into concours. On the other



hand I am a little saddened to see the cars roll off a trailer and onto carpet squares, were they stay for the weekend as their devoted owners go around and around them polishing every nut and bolt. When I see such a mint example of a car I have a overwhelming desire to take it out and have some great fun driving down some green lanes. When I enter my car it does get a good clean and polish but that's about all. If you look, you can easily see mud, dirt and the odd scratch that comes from a car that

is used as a daily driver. I really enjoy it when its my turn to be judged, I take great pleasure in pointing out all the flaws in my car. Like the fact it is painted in four different colour variations of inca yellow and that my roof rack is made out of two lengths of copper pipe. Unbeknown to me a greater force had other ideas for my Herald this year, and by some ironic twist of fate it came first! You could



imagine what my face was like "total shock". I don't know this for sure but I strongly suspect that I am the lowest scoring winner in a long time at the international, if not ever. Now please don't misunderstand me, the only way I won was by being the only one entered! SOMEWHAT OF A SURE THING!

In summary it was another amazing show and I'm already looking forward to the big birthdays of 2012. For next year I urge more of





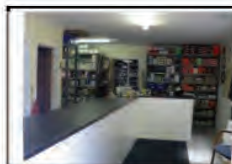
you to bring and show your cars whether that is in the young members display (that I hope to have on next year) or within a concours class. Its about time us young members made a bigger impact within the club and show what wonderful cars we have and are capable of maintaining.

On behalf of all the young members that attended the show, I would like to say a massive thanks again to all the guys that displayed their cars along side my Herald and to every one that had a role in organising the show. Claire and Nigel Hill need a medal for



the year long job they take on, for putting the show together. Also to Hugh Glossop for pulling in all his contacts to put on the modified display. Let's hope for a bigger better show next year!

*Dan.*



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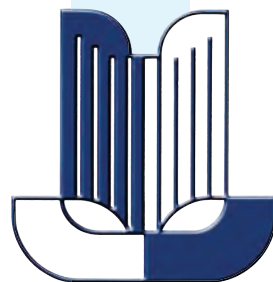
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**Unit 21b, Durkins rd, Charlwoods industrial estate,  
East Grinstead, West Sussex , RH19 2ER**





# Welcome to NEW MEMBERS

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



THE  
**TRIUMPH**  
SPORTS SIX  
**CLUB**

Christopher Brooks

Peter McGoldrick

Derek Hill

Jon Freeman

Andrew Fielding

Paull Stubbs

Nigel Adshead

Andy Norris

Nigel Routledge

Kevin Campbell

Mike North

Andy Millar

Patrick Cunningham

Bradley Williams

Mohammed Jamil

Peter Higgins

Deborah Young

Ryan Cuthbertson

Michael Faithful

Billie Hawes

David Jones

Stephen Long

Neil Constable

Terry Randall

Kenneth Brereton

Ian Phillips

Mike Merce-Deadman

Owen Danton

Michael Jessop

Rob Veal

Michael Palmer

Catherin Pearson

Martin Clarke

Jeremy Haslehurst

Nicholas Bullock

Andrew McConnon

John Crisp

Martin Tully

Michael Browning

Leics *Returning*

Mersey *Returning*

Kent

Beds

Cheshire

Cumbria

Middx

Cumbria

London

Aberdeenshire

London

Cambs

Devon

Herts

Surrey

Devon

Herefordshire

Durham

Dorset

Norfolk

Middx

Warks

Norfolk

Suffolk

Cheshire

Herts

Herts

Swansea

West Yorks

Shropshire

Norfolk

Glos

Birmingham

Jersey

Dorset

Herts

Dorset

West Sussex

Leics

Darren Checksfield

John Ford

Robert McMahon

Matthew McGuigan

Justin Baverstock

Michael Allen

Paul Toplis

Henry Noon

Richard Osborne

Jack Barber

Andrew Wickens

Chris Butcher

Sophie Lambert

Kenneth Cushing

Geoff Ford

Simon Falk

John Hughes

Roger Jones

Paul Eggleston

Jonathan Elman

Phil Brown

William Allen

Barry Herber

Chris Ashall

Dorothy North

Norman Brooks

Jeanna Ind

Martin Mann

Mark Johnson

Kent

Suffolk *Returning*

Surrey *Returning*

Middx

Hants

Hartlepool

Notts

Staffs

Devon

Devon

Hants

Dorset

Glos

Norfolk

Suffolk

Kent *Returning*

France *Returning*

Anglesey

Lincs

Essex

East Sussex *Returning*

London

Norfolk

Cornwall

Avon

Essex

Wilts

East Sussex

Cheshire

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

# HERALD 948 -1200 -1250 Register



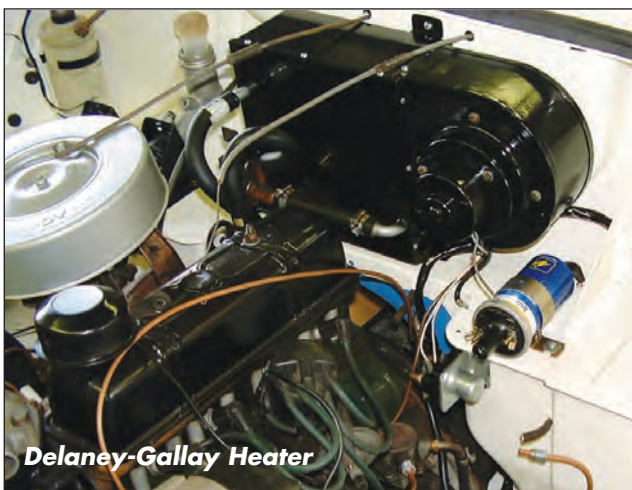
[www.tssc.org.uk/herald](http://www.tssc.org.uk/herald)  
e-mail. [herald@tssc.org.uk](mailto:herald@tssc.org.uk)

**Colin Lindsay**



## No cold feet with DG Heat!

I was doing some research on Herald heaters and I discovered that the people behind the components are sometimes more interesting than the parts themselves. As the cold weather approaches – with more ferocity than last year, apparently – you’ll need to make sure your heater functions at full capacity. Our cars used two different types – Smiths or Delaney-Gallay. I’ll go into the small differences between the two another time but for now, I’ll explain exactly what it was that fascinated me about the manufacturers of the latter, and so completely sidetracked me from the original article.



**Delaney-Gallay Heater**

There’s an old song by Val Doonican (showing my age now, he crooned on TV in the 1960s) called Delaney’s Donkey; apparently Delaney had a donkey which everyone admired. Let me tell you, he had more than that. Cryil ‘Tom’ Delaney was the son of a motorsport pioneer who was manufacturing the Delaney-Belleville car in Maida Vale, London, and at an early age was pit mechanic for the Lea Francis team which competed in the first ever Northern Ireland Ards TT in 1928 – he later bought the winning car and kept it all his life. Gallay on the other hand was Swiss and the two came together in 1911, and it was a logical step from making radiators for bi-planes to using their expertise in the expanding car market. Throughout the 1920s and 30s they made car radiators in Cricklewood,



**Delaney Belleville**





**Tom Delaney in Lea Francis**

London, moving back into aeroplanes for the Second World War providing radiators and heaters for, amongst others, the Spitfire and Hurricane. The pin was issued to workers showing they were



essential industry and not shirking the fighting. In 1958 they were bought up by the Linen Thread Company and became the largest company within their Engineering division, Tom having expanded the original company to five sites and over 2000 workers.

Sometime around 1960 they began making heaters for the Triumph Herald. There's no real reason as to why this heater was substituted for the more common Smiths version, except it's probably accurate to say that Smiths couldn't supply sufficient quantities to keep up with Herald production alongside all the other British cars they were used in, and so Triumph used other suppliers to keep production flowing. My 1964 convertible and my 1967 1200 estate (pictured) have

pilots warm in the Battle Of Britain also keep my feet warm in winter.

## No cold feet with DG heat!



**THE DELANEY GALLAY 2-in-1 BUS AND COACH HEATER**

Heater unit comprises two radiator cores and a single motor fitted with two fans. Inlet air is drawn through top and side of case and discharged in opposite directions ensuring even hot air distribution throughout vehicle.

**From £14.0.0.**

### BUS & COACH HEATERS

**DELANEY GALLAY LTD.**  
 Vulcan Works, Edgware Rd.,  
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 Telephone: GLA. 2202.

Delaney-Gallay also went on to supply heaters for modern jet-liners, including Concorde, so

the pedigree lived on long after many of our Heralds disappeared from the roads. I wonder how the businessmen, flying in luxury from London to New York, would have reacted to the knowledge that their feet were being kept warm by a modified Triumph Herald heater....

they evolved, like cars themselves, and moved on to more modern times.

**Delaney Gallay Ltd**

**Delaney Gallay are the pioneers of safety belts in this country—they set the pace, in both safety and comfort.**

---

That's why, when you have fitted Delaney Gallay Safety Belts to your car you *know* that you have done everything possible to guard against injuries in the event of an accident. No matter how carefully you drive, there's always the other fellow, the unavoidable mishap that cannot be foreseen. Act now and be thankful, not sorry, after the event.

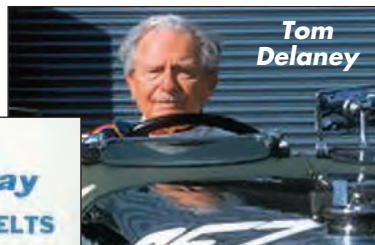
**Delaney Gallay**  
**MARK II SAFETY BELTS**

**Universal Front Seat Belt**

The Delaney Gallay Mark II is the result of five years' experience and constant development. It is designed to give the maximum possible protection and also to overcome to the maximum possible extent, interference with rear passengers' legroom.

As a result, in large and medium size cars it can be fitted with only one rear anchorage, close up to the front seat where its presence will least be noticed. In small saloon cars and sports cars, however, where the front seats are closer to the windscreen and fascia, and where, in sports cars, difficulties are sometimes experienced in positioning the anchorages, we still recommend two anchorages, where maximum protection is required. To minimise interference with rear passengers' legroom, the second anchorage is offset as closely as possible to the transmission tunnel.

Delaney Gallay Mark II Front Seat Belts consist of lap strap and shoulder harness. Both are necessary for complete protection—the lap strap to hold the legs and hips in place, and



Tom Delaney himself, still a racing driver and the oldest licensed racing driver in the world, continued to compete in his Lea-Francis (his father had been managing director) and in 2004, at the age of 93, suffered a high-speed crash at Silverstone where he was thrown out of his car which, with typical gratitude, promptly ran him over.

On being rushed to hospital he was found to have suffered only slight injuries to his wrist and immediately demanded that his car be repaired in time for the next race. His last race was in 2006.

I'll leave the last word to The Telegraph of that year:

*Tom Delaney, who died on August 31, kept his Lea-Francis Hyper taxed and insured until the end of his life. On the road he drove a 18-year-old BMW 325i or, for local trips, showed his bus pass.*

So there you have our humble Herald heater, it's history and a little about the man behind it. Next time you turn yours on, think about the generations before who did the same, whether in car, jet or fighter, place your feet where many have done before, and count yourself as Shakespeare would say: a '*Gentleman of company*'.

**Colin**

They also made seatbelts, and the advert shows a very happy gentleman, being restrained safely in his Herald saloon by his DG seatbelts after the door dropped off.

Gallay split from Delaney in 1985 when broken up by the Hanson Trust – who decided that the company did not fit into its' future strategy - but still exists, becoming part of the G&M Group in 2004 and these days supplies radiators to companies such as McLaren, Renault and JCB. You can see therefore that the company just didn't disappear in the 1960s;

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## Derek Giles

### A pain in the Neck!

**T**hose of us who drive a convertible will know the happy feeling of wind in the hair motoring. Except, I guess when it causes a stiff neck or worse the passenger complains their hair has been ruined! Modern cars seem to have 2 solutions, firstly with air-con a lot of drivers rarely drop the hood, (so why didn't they buy a tin-top?), or they have a wind deflector behind the front seats. This usually consists of either a net or a Perspex screen. Now I am not advocating you try to fit air-con and/or keep the hood up, but what about a deflector, surely it would be possible to have something along these lines?

With this in mind I decided to have a go and see if it worked for me.

There are 2 ways to approach this; it could be a sheet of thick/rigid (expensive) plastic and mount it on fabricated brackets that are fitted to the car or a less rigid (cheaper) plastic with a metal frame, again mounted to the car. Either way it had to be removable so the full tonneau can be fitted. I opted for the latter framed type.

So what did I make the frame from?

I chose 15mm copper tube which can be polished or painted to suit the car. It is made using a 3m length of tube and 2 tees for the bottom legs. After a few measurements, some judicious bending and some soldering I came up with what you see (photo 1). Now not everyone can profess to be good at plumbing



but if you are familiar with a blowlamp and solder it should not be too difficult if you take your time! To overcome any problems with bending the tube you can instead use 15mm elbows and have a squarer shape for the top corners.

I bought the 1000mm x 250mm x 3mm smoked Perspex off e-bay for just £8.00 plus carriage.

I used my frame as a template to mark the Perspex (10mm smaller all round) and cut it



2.

with a fret-saw. I then used 16mm stainless/steel rubber clad 'P' clips



3.

and nuts and bolts to marry the 2 together (photo 2). To mount the frame on the car I made wood blocks (covered in leather), drilled 16mm to accept the 2 legs. The



4.

blocks are screwed to the rear trim panels (photo 3) either side of the car. The frame pushes into the 16mm holes (photo 4) and is

easily removable. To finish it off I trimmed an old tonneau (photo 5) to fit neatly over the rear half of the car and it is secured to the frame at the front by Velcro strips (photo 6).

I have yet to try it out properly, but at the



5.



6.

moment it seems to work best with the windows halfway up. If you are thinking of something similar I am happy to discuss it with you.

Finally a reminder to anyone in the area on 5th or 6th November, the "Somerset Area" has a stand at the Restoration Show, Bath and West showground, Shepton Mallet, Somerset. Our theme this year involves a Spitfire 4 and some dubious mechanics! If you have a chance **'BE THERE'!!!** Cheers for now,

*Derek*

# Feedback from the TSSC Council of Management Meeting

Sunday 18th September 2011



**T**here were nine COM members present at the meeting, three having sent apologies. Below are brief notes from the meeting. If anyone has any queries regarding any of the issues covered can you please contact me at the details given at the front of this magazine.

Claire Hill had circulated a draft copy of an events manual that she has compiled. This mainly focuses on health and safety and risk assessment, but will also include some additional guidance.

This will be included in the new AO's toolkit which will be sent out in December/Jan, AO's can then share it with other members who might organise events/activities.

In response to requests the Club rules will be available on the club website and will be included in the new AO toolkit.

Jane Rowley had mentioned at the last meeting that members of some Clubs have experienced difficulties with their breakdown cover whilst abroad.

Nigel Clark has made some enquiries with the Club insurance panel members and it was agreed Nigel Clark is to write a piece for the Courier regarding problems other Club's members have had with insurance breakdown cover whilst overseas. He will advise members to check their cover before going abroad and advise them what additional cover is available (e.g. discounted RAC) if they do not feel their existing cover is adequate for travel abroad.

## **Rule 31 (Associate Membership)**

Nigel Clark updated the COM about the meeting which had taken place at Stafford. This was attended by Pete Lewis, Clive Speaks, Jonathan Cronin, Hugh Glossop, Nigel Clark, Chris Gunby, Dave Smith and Vivien Thompson. A great deal of discussion took place and everyone seemed to appreciate the time to air views and have face to face discussion. In response to a request at this meeting it had been agreed the General Secretary would write a brief summary of the notes from COM meetings to be published in the Courier.

COM was pleased to receive a proposal for Associate membership, sent to them by Sue Franklin and Oliver Scaife. COM members felt they wanted to have time to read the proposal and give it thought prior to discussion. It was agreed that Vivien would write to Sue and Oliver and thank them for the proposal and assure them that it would be discussed at the November meeting.

## **Strategic Business Plan**

A small team of COM members has been meeting to develop a draft business plan for the Club. The next meeting is to be arranged within two weeks to enable a draft business plan to be submitted to the next COM meeting.

## **International Family Weekend Classic Le Mans Spa Francorchamps**

Discussion took place regarding these events and a great deal of effort is being put into planning. It promises to be a great trio of events with which to mark the fiftieth anniversary of the Spitfire and Vitesse and the Club's 35th year.

Amongst changes to the International in response to requests/feedback there will be an area for quiet drinks on the Friday evening, possibly a formal meal



and a dolly cart competition if there is enough interest.

## Website development update

Simon Oliver and Oliver Scaife are working very hard to create a new website for the Club which promises to be faster and more user friendly than the current site. COM are very grateful to both for all their hard work and time spent on this valuable Club resource.

## Any other business

Vivien informed the meeting that the Standard Triumph Forum meeting is to be on 29th October and will be hosted by the TSSC.

To improve the ongoing valuation service to members Nigel Clark will review the current recommended values for Club cars.

There was brief discussion regarding the forthcoming events to ensure adequate coverage of staff and COM members.

The stand at the NEC will be slightly bigger than last year and promises to be a great showcase for the Club. Jigsaw have offered to bring their London to Capetown 2.5 rally car and the John Thomason/John Kipping's London to Capetown car will be alongside.

Alternative venues are being considered for the AGM in 2012 and Nigel Clark agreed to investigate what is available, including getting costs for BMHC, Gaydon.

Two volunteers Dave Richardson and John Edwards who are carpenters are willing to remove the current counter at HQ and install the HERALD Pub bar. It is hoped this will be in place for the Xmas open weekend.

## Date and time of next meetings

20th November at 10.30 a.m.

(preceded by finance meeting at 9.30)

15th January (no finance meeting).

**Vivien Thompson**

General Secretary

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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 Conversion Part 3

**Y**ou can cut up the original gear stick as Caroline has done, there is an alternative in the form of a complete straight quick-shift from Rally Design Type 9 parts and alternatives.

Beware when buying a type 9 gearbox that there are a couple of things to avoid, first off,



which on a Triumph is the very late type 9 gearbox as this has an electronic Speedo sender not a mechanical one, it's easily identified as the mechanical Speedo drive is on the right hand side of the tail shaft as sat in the car, the electronic one is on the left hand side and has two wires exiting from the sender, the only way to convert from one to the other is to replace the tail shaft of the gearbox.

Second problem which isn't really so bad so long as you realise what you have is a few of

the very early type 9 gearboxes have a 22mm x 20 spline input shaft not the far more usual 25.4mm x 23 spline input shaft, but the 20mm input shaft parts are not as readily available, and I have only ever seen one of these rare 22mm 20 spline boxes!

Note all the parts from the usual suspects are based on the 23 spline gearbox

Apart from that the world is your oyster

As this is in the Spitfire section the type 9 you need is the 4 cyl 1.6, 1.8, 2ltr out of a Sierra, Mk3 Capri or Granada,

The V6 box while stronger in 2.8 form with a taller first gear has a longer input shaft and is really too long to fit the Spitfire. Unless you are persistent and use the additional spacer that is available from the likes of Retro Ford together with the Triumph spacer, but beware you must then use the shortened type 9 remote to get it to fit, it also entails a custom propshaft which is not available off the shelf.

If you are fitting to the 6cyl Triumph engine you need the longer V6 box due to differences in the bell housing and crankshaft length.

With the 6 cyl engines you can (recommended) use the sierra 215mm clutch by skimming the flywheel flat and redrilling to suit.

If you must have the close ratio gear set BGH Geartech will build 2.8 ratios into a 4 cyl box or Burton can supply an exchange laygear and mainshaft first gear to bring the ratios closer together, but in real life it's not a problem!

### RD1745 Gearshift



Rally Design RD1745 this is what we have used on all our type 9 conversions and only needs shortening and gives a shorter/faster gear shift

The Sierra 1.6 25.4mm x 23 spline 190mm five speed clutch that with a little extra machining of the flywheel is part no QKT152AF for the kit from Quinton Hazell, individual part numbers for the clutch pressure plate and friction plate are Q10060 and C1175AF respectively.

The Gearbox rubber mount is you need for the type 9 is off a Mk 2/3 Cortina, rather than the standard type 9 mount QH part no EM680.

Here are the Canley Classics part numbers

Type 9/1 Adapter plate Ford type 9 box

Type 9/2 propshaft Spitfire

Type 9/3 propshaft GT6

Type 9/4 propshaft Vitesse

Type 9/5 propshaft Herald

105143/t9 spigot bush

122566/t9 bellhousing centre Herald/Spit

Type 9/8 short remote (exchange)

Type 9/9 1500 clutch plate

Type 9/10 GT6/Vitesse clutch plate

Jigsaw Racing (01536 400300) part numbers, please ring, as they did not reply to my initial email request.

Frontline developments (01235 832632) part numbers, please ring, again no response to my request for part numbers

If you are in south Wales Lyons engineering on 01495313033 will do the flywheel machining for sensible money

These people are useful for Ford gearbox spares, they are,

Euro Spares, The Granary, Roydon, CM19 5EL, UK Tel: (UK) 01279 793631.

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



### APC5 Concentric release

For those of you thinking about fitting a Ford crossflow, Pinto, Zetec, you can use a concentric clutch release bearing from Rally Design or Burton called the APC5 so you can keep the original hydraulic clutch master cylinder etc rather than convert the car to a "nasty" cable clutch.

The handy device uses the Saab 900 (HD4941) release bearing and works beautifully while the Crossflow and the Pinto fit straight on to the Type 9 the Zetec requires some messing about with the flywheel and the starter ring



### HD491 Release Bearing

the starter ring gear to fit and for reference the Duratec is a completely different bolt pattern requiring a special (available) bellhousing, again Retro Ford are your people

Well there you are for now, any questions please ask

**Hugh**



# SPITFIRE I - II - III Register



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

**Suzie Singleton**



## Toe Stepping?

I'm afraid this month I may tread on a few other Register Secretary's toes but will take that liberty as the topics I plan to cover are all, at least, Triumph related - and you all know I'm not shy about including non-Spitfire related items!

that it was the first time he'd made the trip from Kent and his brother also went in his 1500 Spitfire. A problem with the Spit's driveshaft which was fixed at the show by finding a replacement unit!

Unfortunately the journey home was rather eventful as Stewart had a very near miss when

*"my Vitesse decided to catch fire under the dashboard. Scary stuff but luckily, with swift action and the use of the quick battery cut-off switch that I had just fitted at the show a day before and the day was saved! We think it was a short on my headlights so I now need to replace a large section of the wiring loom and light switch, thank God for the battery switch, if I had had to look for a spanner it would have been too late - the*

*car would have gone up in flames - dread the thought!"*

Well done to Stewart for having had the foresight to fit the cut-off switch, something

perhaps more of us should consider for that once in a blue moon occasion which most of us will never face but, like Stewart, may do just when we least expect it.

Stewart originally contacted me spotting the relationship between his Sybil and mine - which were both registered in Somerset (the YB part of the registration number). He, and I,



At Stafford in August I met Stewart Rayner who had originally written to me some time ago about his Vitesse, another Sybil - SYB 350F. He wrote again afterwards to tell me



## SPITFIRE I - II - III Register

wondered if there are any more Sybil's out there - particularly Triumph ones. If you too have a Sybil in your garage, or even used to, we'd love to hear about them.

While surfing the net recently I came across a bit of a DIY kit - Airfix has nothing on this one



- or even Ikea!

I was recently sent another 'alternative' Spitfire by John Gribble who saw it near Lake Louise in

to take home - though I really don't know which



one I would have chosen, the 1800 or the 2



Alberta, Canada in August this year. At the Turweston Show in September (see Guy's article for more about that show) I saw a pair of 1938 Triumph Dolomites I would have loved

litre, they were both beautiful, with their waterfall radiators.

Moving back a little to the Spitfire's forebear, an article I spotted in a 1961 issue of Standard Triumph review:

*"THE Countess of Albemarle, D.B.E., has had a Melguard anti-theft device fitted to her new Triumph Herald. (See photo Overpage) This new device functions without keys or secret switches. It is a simple device which not only immobilises the vehicle automatically when the driver leaves it unattended but also sets off a*

## The Countess of Albemarle, D.B.E



strident alarm if any attempt is made to interfere with it. This control is operated by selector switches which gives the owner a choice of 1,700 combinations.

Basically, the Melguard consists of three main units; one is fitted under the bonnet, a second under the facia and a third on the bodywork.

The facia unit which is discreet and blends unobtrusively with the other appointments on the dashboard, measures 4V ins. x 2 ins. x H ins. and incorporates two control knobs that are set for any two number combination up to 12/12 that the driver may choose.

The control replaces the ignition key and, therefore, for starting the vehicle it would be necessary to set the correct combination (definite clicks enable them to be set in the dark) and then depress the starter switch. When leaving the car all that is required is to "scatter" one or both of the combination knobs on the facia unit.

The mere act of switching off the engine primes the alarm and immobilises the vehicle until the owner is ready to start it again.

The Melguard may be fitted to commercial vehicles. Even loads on the backs of open

lorries can be protected. It can give complete protection to cashiers taking money to and from a bank, to doctors, company representatives, tourists or anyone else who frequently has to leave his car unattended.

Further particulars of the Melguard, which retails at £12 12s., may be obtained on application to the manufacturers, Johnson Carguard Limited, Melton Mowbray, Leics. Cost of fitting varies from £3 upwards according to the degree of protection required."

So, my usual question - does anyone have a Melguard alarm fitted to their car and can tell us more about how effective it is - or was?

Or even, does the car still exist?

## Shropshire Spitfire Update

More now on the Shropshire Spitfire Project from David Embery.

Every car tells its own story and the trick we are learning is just to find the correct way of deciphering and interpreting that story!

Now that the autumn and winter months are bearing down upon us, we have taken the step, to start properly, the restoration of the Shropshire Spitfire. As you can see from Picture 1 we started in good spirits and with



the best of intentions. Bill, Steve, Simon, Steve, Tim and later John, joined myself to make a start in looking to separate the body from the chassis as we have a jig that will enable us to work on the body separately.

Tim Ward's premises are superb and just what we need in terms of equipment and space. The



## SPITFIRE I - II - III Register

lift we installed is now enabling us to get underneath the car for a proper look at the body and chassis. Well, the chassis and the running gear don't look too bad at all. Plenty of new bits and not just the ones we added earlier this year! This was telling us that the car was in good shape and things would be ok. We would soon be merrily on our way to cries of 'mind the paintwork!' 'Get the T-Cut!' and 'wrong way' as I assumed the aura of someone who knows what they are doing with a spanner!

Looking at the body revealed another story! There was not that much rot to deal with but rather than that being as a result of well maintained metal work, I learnt that rot does not survive well in a world of holes, fibreglass and filler! So much filler in fact that the mere hint of an accident in the car gave rise to a new phrase. "It would be like an explosion in a porcelain factory!" As you can see from the evidence that was retrieved from the gap between the rear inner and outer wings, the Shropshire Star local newspaper reports from April 1981 were plentiful. The work with filler and fibreglass had obviously been done in a



world of ATV, Family Fortunes, Star Soccer and Buck Rogers! Property values were a bit



different as well! (see pics 2 & 3). However, estate agent descriptions stand the test of time! As you can see from the other pics we proceeded and the bonnet, doors and boot lid were removed along with the loom. The later task being one that John took on for us. However we then encountered a rather alarming amount of wool like material (see pic



4) that had either been used as some attempt at sound proofing or the car was once owned by someone who did not fancy the cold too much and had a novel idea at DIY insulation. It will come as no surprise to anyone that this



all had to go and the car is now considerably lighter for it!

Well, we have now finished the



strip down and are ready to move the chassis to the jig. Then the work can begin as various tasks are completed over the winter months and I hope to be able to keep you updated with our progress as we unravel further the fascinating past adventures of the 'Shropshire Spitfire In The 20th Century!'

David

Thanks David, and just to finish 'back on my own turf', Ian Stuart dropped me a line noting that on Page 35 of the September Courier he spotted his MkII Spitfire - used in the advert for the Triumph Show at Donington Park.

He was wondering who had spotted his car

and photographed it and where. Does anyone have the answer? Or has your car been used in an advert? Do share your stories with us. Ok, I fibbed, one more item, partly related to the last one but also - in a way - going back to where I started - with Sybil. She was spotted by Jon Horsley,



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from Cadley Garage next door to us, gracing the front cover of Classic Car Weekly back in June this year.

**10 TRIUMPH SPITFIRE BUY ONE FOR: £2300**

Small, rear-drive and almost absurdly pretty, the Spitfire avoided the Midget's fall from design grace, with even the last 1500cc still looking the part. Better still, underneath the flowing lines lay knife-and-fork-simple mechanicals - initially from the Harard (and later Triumph 1300), and concluding, severely enough, with the same engine used in the Midget 1500.

The Spitfire was always a little honey to drive, and if you buy a well-sorted one today, nothing will have changed. The low driving position, nifty engines and direct steering all add up to venous fun in the corners.

If you don't like the sound of the earlier cars' propensity to snap oversteer when pushed (dangle the wing arm rear suspension), then you'll need to stick to either the MkII or the 1500, each of which sported re-designed rear geometry.

Similarly, speed addicts should opt for a MkII, the same engine was used unchanged in the slightly heavier MkII initially, but from 1973 on, it was re-engineered with larger big-end bearings, which rather stifled its endorsemongery revvy nature.

■ TSC: 01850 434424

**VITAL STATISTICS**

ENGINE	1296cc/4-cyl/DHV
POWER	75bhp@6000rpm
TORQUE	75lb ft@4000rpm
TOP SPEED	95mph
0-60MPH	14sec
ECONOMY	35mpg
GEARBOX	4-speed manual

And No - you can't buy my Sybil for £2,300!  
What a cheek!!





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

**Dave Rumens**



## International Weekend plus Cooling & Pumps

**H**ello Folks. As usual I went to the Stafford International in company with the Newbury area. We set off on Friday morning and were on site by 1.30pm. As last year I went in my Vitesse and it was great to get some real long distance miles in SUT. It always brings a smile to my face to hear that straight six engine working away up front. Once you get there and you get your tent set up it's good to know you have a Triumph weekend ahead of you with like minded people. Under Claire Hill's leadership the International has a real laid back holiday atmosphere about it and I am

**Picture 2.**



glad to say that this year was the same. Thanks must go to Claire and her team for organising a very enjoyable event. Picture 1 shows



**Picture 1.**

bonnets up during the Sunday concours. Having in the past both entered a Vitesse in concours and been a judge I always have sympathy for the judges as it is difficult to make a decision with so many fine cars now being entered. However, I believe this year's choices to me were correct with Lawrence Caines' White MkII Convertible being the best Vitesse, Picture 2. The high standard of Vitesse present in the Bingley hall can be seen in Pictures 3 & 4, remember my pictures are not the normal touched up versions you get in most



**Picture 3.**


Classic car magazines. Believe me UXC and ADN looks just as good in the flesh! I was intrigued by the rear exhaust on the Vitesse 6 in picture 5. To me it looks like an original 1960's style Peco box. Peco were well known for their sports exhausts, particularly the Big Bore type made for Mini's and fitted by many of the boy racers back in the 1960's. On Sunday when I was waiting at the site gate for the Newbury gang I heard PPA leave the site

**Picture 4.**

**Picture 5.**


it would be nice to own both of them. I would like to thank all the people who came up to talk about their interest in the Vitesse. It's good to meet fellow enthusiasts and talk about their experiences with these unique Triumphs. I must apologise to both Dave Austin for calling him Dave Angel in one of my articles last December and to Nigel


**Picture 6.**



**Picture 7.**

Thorley for not spending more time talking Triumph. This was because I was in process of leaving with the Newbury area and I had to keep things short. We were getting away mid-day on Sunday heading the 130 miles back down south before the traffic built up.

Cooling – More update on my method of improving the cooling by mounting the radiator to the chassis with large non-insulating metal washers, Picture 8. If you remember though I did find a noticeable improvement in the cooling, I raised some concern that both the rubber and fabric mounting bushes may have been used to reduce the adverse effect of vibration on the radiator, and removing them may cause damage. I received a very welcome email from club member Einar Ebeltoft on the subject -

*Dear Dave*

*Just some input to your column in the August issue of The Courier (which I read with great interest every month :) I've notice the*

*You mention that the rubber may be used originally to reduce the vibration to the radiator, and leaving them out may cause damage to the radiator. I checked my radiator, and it uses metal washers. It has been like this since I acquired the Vitesse in 2005 and I've driven it almost 30.000 km (=18.750 miles) without detecting any damage to the radiator. So, this supports that the metal washers could be used. Further, the Vitesse – which is originally a Vit 6 - has now a Mk2 engine with a glass bowl fuel pump installed. The glass bowl type fits very well and has been used the same amount of mileage. Just to confirm the two types are interchangeable.*

*Further info on my Vitesse can be found here: [www.vitesse.no](http://www.vitesse.no)*

*If you use the above information in your column, feel free to refer to my web site for general information to the readers. It may be of some interest)*

*Best regards*

**Einar**

Many thanks Einar for your very careful feedback on both the radiator mounting and the fuel pump.

Remember Herald's 50th back in 2009. Well next year's International is the 50th for both the Spitfire and the Vitesse. As a result we are looking for as many Vitesse and Spits as we can get into the hall on the Saturday. So please bring your Vitesse to the International next year and put in the hall. If you are interested then please get in touch with me ASAP.

Well that's my stuff for this month.

Keep them running on all six - Safe Driving

**David.**



**Picture 8.**

*suggestion of swapping the rubber bushes with metal washers to mount the radiator.*

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## Ben Broadbent

# Fitting a Header Tank

**H**ello, I cannot believe that it's already November and the show season is over, with many cars now in winter storage. The winter projects are beginning to happen and my local Triumph supplier reports a growing demand for spares. In recent months there have been articles about ingenious methods of improving our Stags. This month Danny Stroud, the Area Organiser for North East Scotland provides the article based on his experiences of Fitting a Header Tank. So as I usually say 'its over to Danny!'

*I decided to fit a header tank to my Stag because I found that coolant water would expand into my expansion bottle when the engine was hot but it would not draw out again when the engine cooled down. I must have air entering the system somewhere, I have checked all the jubilee clips and unions for security and I do not appear to have a leak. It was for this reason and piece of mind that I felt that this was the way forward.*

*After studying loads of information on retro fit header tanks on Stags I decided to go for a header tank from a Mercedes C230 (W202) for a couple of reasons,*

**1.** *It has an old style radiator cap and is more of a period fitting*

**2.** *The level of coolant can be seen through the plastic & 3. It was 99p on ebay; I guess this should be the main reason.*



**Picture 1. The Tank ready to fit!**



**Picture 2. Tank in trial fitted position on the nearside turret.**

The next stage was to decide on the best place to fit the tank, I chose the nearside turret, and brackets were made to suspend the tank from three places

1. Inside stud on McPherson strut
2. Forward wiper motor securing mount.
3. From underside of tank to bottom of McPherson strut turret just above chassis.

No drilling of the car bodywork was required.



**Picture 5. The setup at the front of the vee**

Ensure the tank is not fitted too high so as to foul the bonnet, the top of the pressure cap just touches the bonnet felt in my setup

The overflow hose had to be extended as it terminated just above the brake PDWA valve and switch.

I ordered a variety of parts from CBS (Car Builders Solutions) for the plumbing of the tank; these included hoses, T and joining pieces and hose a reducer.

The small hose joining section 19mm to 15mm shown above did not fit the tank so I ended up raking around the Persley (local) scrap yard until I found a suitable hose, It came from a Fiesta MK3 (I think), it has the correct 22mm diameter end for fitting the tank on one end and 15mm at the other end for fitting to the T piece which connects to the pump and the heater steel tube. It also has the correct bend (perfect in fact).

The Fiesta hose runs from the header tank to the T piece a short section of pipe runs to the pump and the other end of the T connects to the original U shaped hose which has been cut in half and remains connected to the steel heater pipe

Remove the brass-filling cap from the top of the radiator and fit the plumbing fitting to the threaded hole it is 1/2" BSP.



**Picture 3. Showing height of tank**



**Picture 4. Some of the parts required**

The vent/expansion hose from the top of the radiator was taken to the tank connection via the plumbing (1/2" to 15mm) connection. To this



connection I fitted a 15mm to 8mm reducer with an 8mm pipe with a flared end soldered into its end an 8mm hose completed the connection.

**Picture 6. Plumbing connection 1/2" to 15mm, I fitted a brass one.**



**Picture 7. Plumbing connection into the top of the radiator**

The other end of the 8mm vent/expansion hose connects to the 8mm connection at the top of the tank, this remains above the level of the coolant in the tank.



**Picture 8. Showing final arrangement with all brackets painted black.**

The original stainless steel Mercedes cap is

rated the same as the Triumph Stag pressure cap and it also looks good.

Access to the spark plugs, leads, brake PDWA valve and switch, wiper motor and fuse box are all still possible with ease.

If any further information is required please let me know [dannysportssix@btinternet.com](mailto:dannysportssix@btinternet.com)

Also please have a look at the Grampian Triumph Clubs website.

[www.brmmbrmm.com/grampiantr.bb](http://www.brmmbrmm.com/grampiantr.bb)

Well, a very big thanks to Danny. That was an extremely interesting article with plenty of detailed information and pictures that clearly show what you have undertaken. Thanks especially, for the contact details for further information, this is so useful for other members planning to attempt this job.

On a final note the descriptions above are of Danny's experiences and not intended as a TSSC guide to undertaking such work.

Please refer to the Triumph Repair Operation Manual where appropriate or consult a Triumph specialist.

**Call for articles and pictures of your Stags!**

Thanks to the members and others who have sent in their articles that have been published in the Courier during recent months. Thank you, also to the members who have emailed me saying how much they have enjoyed reading the articles. To follow up the request for articles many months ago, it would be great for you the members to continue sending in pictures and stories of your exploits and experiences with your Stags. I would like to continue featuring Club Areas from time to time, allowing members to show off their Stags in all their glory. There are some fascinating stories from the summer shows of award winning Stags. The quality of cars that have been on display during this season is somewhat overwhelming, especially when these award-winning cars proudly display the TSSC badge on their front grill. As has been said before, this is a fantastic club, so lets get your cars in the magazine and show the quality that is to be found in this club! So if you would like your Stags to be featured, please get in contact.

Keep those V8's purring!

**Ben**



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**Nigel Clark**



## Synchronising PI Throttles Final Episode

**O**ver the past couple of months, regular readers will know that I have been wrestling with the intricacies of balancing the throttles on the Lucas PI system of CBJ, my CP series TR6. Synchronising the opening of the six throttle butterflies accurately is important to get smooth low speed running and clean pick up. This task is made much more difficult by any wear that develops in the throttle linkage, but replacement of the entire linkage carries a price tag of over £200.

Last month I suggested an alternative to the factory approach, which was turned out to be quite successful. However, Moss Europe have recently developed a replacement for the link-rods and wear-prone trunnions, so for this final part of the saga I have tested the Moss replacements. The kit includes just the three link rods with ball joints to replace the original trunnions and at around £45 is a big saving compared to purchasing the whole linkage. In theory, the ball joints should last at least as long as the original trunnions,



**Old Link Rods & Worn Trunnions**



**Lucas period advert featuring the TR5**



**Moss Ball Joint Link Rod Set**

After removing the air intake plenum, fitting the ball joints and link rods was a simple task, if a little fiddly, and took less than 30 minutes. Note that the rods have a large retaining nut at one end, which should be fitted at the lower end. The smaller nut secures the top ball joint to the butterfly spindle lever. After fitting, the engine was warmed up and I followed the synchronisation procedure described last month.

Synchronisation was not difficult, although the adjustment thread on the link rods (right-hand thread one end, left-hand the other) was rather coarse. This results in a small fraction of a turn giving a large adjustment;



**First Link Rod Fitted**

and this kit only replaces the parts that were most likely to wear and cause problems in the original linkage.



**Completed and Ready for Testing**

not a major problem but a finer thread would make precise adjustment easier.

After completing the adjustment with the new link rods and ball joints, it was obvious that CBJ was running better. Very small throttle openings, even at low revs, failed to cause the hesitant, jerky drive which is symptomatic of poorly synchronised throttles, so this is a real success story.

### **Four Cylinder Engine Rebuild**

Regular followers of my articles (TR ramblings) will know that I often ask for contributions from owners of 4 cylinder TR's, since



my experience is mainly of the 6 cylinder variety. The appeal last month for a TR3A to add to the Clark fleet seems to have fallen on deaf ears, other than a couple of suggestions indicating that it's about time I started living in the real world! If none of this makes any sense don't worry, just read the closing paragraphs in the October TR2-6 Register column.

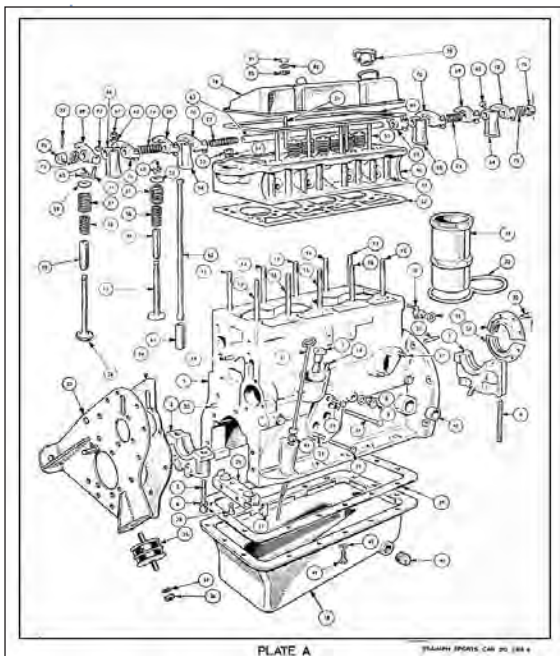
Recently I received a technical query from TSSC member Bernard Littlewood, who after of 140,000 miles has decided that it is finally time to rebuild the engine of his TR4A. The four cylinder TR engine is rugged and reliable (or agricultural if you prefer), and is generally quite straightforward to rebuild.

The one complication that may be encountered is when replacing the wet cylinder liners. The liners are cast iron cylinders pressed into the block. For those not familiar with this set-up, the pistons run inside the liners while the outside of the liner sits in the water jacket, fully exposed to coolant. This is where the term "wet liner" originates. If new liners are not fitted accurately and sealed carefully, coolant soon finds its way into the oil and the only answer is yet another engine rebuild – not to be recommended.

Unfortunately, Bernard has found advice is conflicting on how the replacement liners need to be fitted. The bottoms of the liners (Part No.31) are seated in pairs onto Figure of Eight gaskets (Part No.32), these gaskets universally known as "Fo8" for obvious reasons. The Fo8 has to provide a water-tight seal between liner and block, or we are looking at a serious water in oil situation and a second engine strip-down. In order to compress the Fo8 and seal effectively, the liner must protrude slightly above the face of the block when the cylinder head is clamped down. Information about how far the liners must protrude, and what tolerance can be accepted is conflicting.

Here is my reply to Bernard's email enquiry.

I would be guided by the advice in Roger Williams' excellent book entitled



## Cutaway of TR4A Engine

### "How to restore Triumph TR4 & TR4A".

There are a couple of very important pieces of advice before starting to fit the liners:

- Make sure that every trace of corrosion and scale has been removed from the lip on which the Fo8 seats. This is critical. Obviously if a liner leaks water through to the oil, the engine has to be rebuilt again.
- Use copper Fo8's rather than the original



## TR4 Wet Liners, courtesy Rimmer Brothers



**Bernard's TR4A at Stafford**

0.006" are acceptable. If a pair of cylinders does not protrude sufficiently, obviously fit the oversize Fo8. If you have any liners that protrude more than 0.006", you may need to grind a small amount off the liner to correct the height. When you finally fit the liners, use a little Wellseal to ensure a good seal around the Fo8 seals.

steel as they compress and seal better. If needed, copper Fo8's are available in the standard thickness of 0.013" and a 0.005" oversize as well.

Trial fit the liners and clamp (as you have done) then measure the protrusion above the block face. Results between 0.002" and

Good luck to Bernard with his engine rebuild. We will close with a photo of his TR4A, standing next to his Puck caravan at the TSSC International Weekend in August. As ever, please do write in with your TR experiences and queries.

*Nigel*



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# Area Showtime



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## Pip Flegel



## Duxford All Triumph Day

by Peter Lewis - Herts & Beds

Photos By Phil Smith

**W**e had the best summers day you could have wished for, blue blue skies and brilliant sunshine.

On the Saturday Stuart, Ray and I paced out the grass for radial parking to alleviate the usual boring rows of cars. It was really hot and Ray and I sweated as we watched Stuart pace up and down, trying to squirt his shoes with the line machine .

3 cans of paint and a few cones completed the job, untangle the bunting, and whack in the traders name posts, time for a cuppa.

around 8 am, and Up goes the marquee and on with the kettle

Getting traders is always a struggle but thanks to Nigel, Trudi and Simon for supporting us



with the TSSC Club shop and all the trimmings.

Bill and Karen from Rarebits 4 Classics, Glowmart, posters and models, SJ Tooling, MH Textiles, Boot-Bag and Alan's Tune Up van. And last but not least, a cracking display from Ibex camping with tents and camping accessories.

The cars started arriving at 9.30 and in 2 hours had nearly filled the main field,

arrivals dropped to a steady influx right up to the kiosk closing at 2pm, the turn out was more

The team of 14 volunteers arrived early Sunday morning bright and bleary eyed

## Area Showtime

than encouraging, 405 adults a good scattering of youngster's and approximately 300 really stunning and superbly presented classic cars.

erating team machine!! , we managed to hand out: the Rescue pack, Picnic stove, some bottles of good Plonk, a Sandwich toaster, a bottle of Famous Grouse, Tool kit, Polish and a bag of goodies from Jigsaw Triumph Specialists, and a £20 Rarebits 4 Classics voucher.



Sally B the WW2 B17 Bomber entertained us doing some circuits and bumps along with a few other odd aircraft.



The raffle for the lucky number tickets was drawn at 3pm and despite us having to fiddle the results of our random number gen-



I'm sure there's some things I fail to remember now as well.

The Car awards were kept simple, namely 1st 2nd 3rd and 4th and I persuaded Ashley to lend a hand, making the inevitable decision of







upsetting some but surprising other's, after a long battle of who, what and how, he arrived at these winners.

**1st GT6 Mk3 Nick Ledger,**  
**2nd Vitesse 6 Nick Bareham,**  
**3rd T2000 Mk1 Kevin Tingey,**  
**4th Herald Stephen Pedley.**

I would like to thank all who helped on the day and all of you who took the trouble to come along and make it one of the best gatherings of Triumphs this year, Well done to everybody. The standard of all the cars on site was indeed, quite remarkable. Many thanks also to Phil Smith (Canterbury Triumphs) for use of his excellent photos - a Life saver, believe me!



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# - Toledo/Dolomite 1300/1500 Register -



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**Andrew Burford**



## Sprint Overdrive?

**H**and welcome to the small saloon register. I'm sorry for the lack of articles although I have still been answering you enquiries and trying to help in the background. I don't know about you but despite the weather forecasters saying this has been the driest year for 16 years I don't recall the sun shining much, true it didn't rain much just a Grey sort of summer - still we wouldn't be happy unless we could moan about the weather now would we!

I did manage to attend quite a few events this year and also entered 2 cars into Stafford this year but some of the classes were poorly attended this year.

Crich is not a distant memory but having just come back from Mile Of Triumphs where there was some nice weather this year ( thanks apparently to Nigel, Claire and Chris for special ordering this ! ) and there was small saloons in attendance. There was a 1300 FWD in Valencia which although having covered over 100,00 miles was in nice condition and was proving a reliable family car. The owner told me they had an agreed value insurance for £1,000 but I advised him this was not enough for this car and he would find difficulty in getting another for that sum should something happen.

There is a lot of people who I know are finding things tough this year but from all the information from the auction houses classic cars continue to break records and most have a good sale rate. I know from my own

experience across in the USA that I haven't seen any bargains there and although some of the cars have come down a little there has been a steady increase over the past few years.

Given the fact of low interest rates for the foreseeable future then it really does make sense to buy a classic car and if enjoy the ownership with the proud knowledge that they just get rarer all the time.

I have heard of a lot of talk this year about a website where you can find out how many of your car model survive. I don't think its 100% reliable but it's a good guide and I believe many of the small saloon are now showing only a few hundred. I'm sure the 1500SE is still the rarest and I also know from the ebay "files" the numbers are certainly decreasing as there are some being broke for spares all the time.

On a positive note I did attend the Dolomite Club International this year and no less than 7 Toledo's and 8 1300 FWD where there amongst the others. There was a stunning car which had done 5,000 miles (yes you did read that right) from new.

This was an early 1850 Auto in Ice blue and it won the car of the show which was no surprise and I have asked the owner if he would consider bringing this car to Stafford.

There was a high standard of Sprints and it was nice to see so many cars together and in mostly in good condition.

It's a pity that more wasn't done to manufacture body panels to make sure cars would be restored because I fear there are too few now to make this viable for anyone to



## Toledo Dolomite 1300/1500 Register

invest in tooling as these cars have gone.

I was contacted by Bern Littlewood he asked:

*Hi Andrew,*

*I wonder if you can help me. I have installed a 1300 Dolomite engine and gear box in my sons Toledo and I really want to progress things to the next stage ( ie. Lower engine revs on the*

doing above 50 m.p.h. Whilst it's capable of touring above that speed with a different ratio, the revs are lower and the fuel economy becomes pretty amazing considering it's still a heavy car by today's standards.

The 1300 was never sold with this option so

you really have to fit the overdrive from a 1500 or 1850 but this means fitting the shorter O/D propshaft as well.

I still have a few of the special models made to celebrate the 40th Anniversary of the first year of production of the Triumph Toledo.

They are designed to be used for scaletrix models racing but



*motorway). I have a Dolomite Sprint gear box complete with overdrive, the questions I have are :-*

*1 ) What would I have to alter to get the Sprint box to fit and would the ratios be suitable if this was possible?*

*2 ) Could the over drive unit be installed on the 1300 Dolomite gear box and also would this give suitable ratios?*

*Attached is an image of the Toledo with Jack (the proud owner and future driver) at the Tredegar House Car Show 18/09/2011.*

*Thanks in advance for your help.*

*Best Regards*

**Bern**

This is something I have been asked before as this has different ratios from the Dolomite 1300 and the FWD 1300 and does rev higher when



could be used as a static model with a suitable chassis. They include the body and interior complete with the body glazing kit and have a special note that they are made for the 40th Anniversary, see picture.

These are available for £18 each excluding

postage so grab yours quick. You can look at the website and see how good a model it is when its built up. Look at [www.onethirtysecond.co.uk](http://www.onethirtysecond.co.uk), but you will find these are listed as not obtainable as the mould only is good for a small quantity.



Sorry not a Triumph I Know but I have put my request in to Santa and I have been a good boy this year!

I haven't come across many cars for sale there was a 1500FWD that was again in Ice Blue with low miles but I believe that's found a new home now.

There is one car that would make the 5,000 mile car seem high mileage but for now this is close kept secret and hope that I'll be able to tell you more next time.

As always please keep sending me your articles and pictures.



Until next time, see you at the shows.  
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*Andrew*



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## Trevor Collett Chance Encounters

I started last month's piece by saying how pleasing it is to come across new examples of Herald-based kit cars and specials, and I featured two such cars that were in attendance at a local car show. Just a few days after I wrote that piece I had to drive up to Leicester for a meeting, which meant the M1. It was an afternoon meeting so I had plenty of time to get there; I decided to stop for a coffee and Danish, and to read the papers for the meeting, at the good old Watford Gap MSA (that's what we road professionals call the motorway service areas).

A lot of people deride our motorway service stations, and I agree that the food is overpriced, but the continual ebb and flow of car-borne homo sapiens holds a certain fascination – all human life is there. It is rare for me to be able to sit down and take it all in for more than the 15



Gentry at Watford Gap

minutes espresso break I normally give myself. There was a group of lap-top equipped suits, boys and girls, near me that seemed to have chosen the service area for their meeting, with a



Note correctly fitted luggage rack

Costa waitress bringing them coffee on account – now there's an alternative to hiring a meeting room.

Eventually I had to pack up my own lap-top and head back to my chariot. What did I see parked just near the exit, something I don't think I've ever seen on a motorway, a RMB Gentry. And a particularly nice Gentry it was



too. You can see from my pictures – with thanks to my mobile phone - that it is fully loaded with all the right period hardware.

The period being just after WW2, the pertinent hardware being wire wheels of bigger-than-13inch rim diameter, lots of chrome, leather bonnet straps, Lucas fog and spot, rear-hung doors, chrome luggage rack (with the upright at the right end – they're not intended to stop the luggage coming off the back of a car, they're intended to stop luggage going forward in the event of sudden deceleration, and taking the heads off occupants) and an octagon-shaped badge.

An octagon-shaped badge; of course not every British sports car back then had one, but those that did had, as I recall, a two character initial, can't remember exactly what the characters were, but I'm quite pleased to see that this Gentry's badge contains the three characters "RMB". This is in homage to the man who introduced the Gentry to the world in 1973, Roger Blockley.

If I'd have seen this car on the way in to have

my coffee break I could have played the game of trying to identify what nutter I mean driving connoisseur had brought it up the M1, with juggernaut wheel hubs just a few feet from the right side of his/her face, well it might have been the left side of his/her face if he had six cylinders. Mind you, if I was driving on a

British motorway in a car like this I'm pretty sure I would not leave Lane 1, not for anything short of... well you can guess the sort of thing coming to my mind.

Another unexpected kit car encounter was through the modern medium of electronic mail. Ken Harrison sent me three pictures taken with his mobile phone

while on holiday in Malta. The subject of the pictures was a Triumph-based Midge, and a very good looking example it looks. Like me above, Ken had no opportunity of talking to the



**Maltese Midge**

owner of this car, so we know nothing about it. It would be good to know if it was built on the island, or shipped in as a complete car. I guess the obviously-not-random registration number gives a clue to the type of engine under the bonnet – a 1147cc Herald unit perhaps?



Dennis is a regular at the Prescott race circuit and he has sent me pictures of two competition cars that make liberal use of Triumph parts.

The car with its bonnet removed is listed on the programme as having an engine capacity of 2-litres, a build date of 1961 and an owner called Doug Mainstone.

The car numbered 146/946 has a 2138cc engine, was built in 1958 and was driven by Peter Thurston and John Peskett. Dennis'



letter mentions a third car, but either he didn't put the third photo in the envelope or I've left it in my in-tray (I can't check this just now as I am

The two-tone paint job, the well-fitting hood, the louvered side panels and dash board all point to a quality build; I've put our man in Malta onto it, but if anyone happens to recognise this car please get in touch.

Before email and digital photography I used to get letters and printed photographs on car-related topics come through my door, but these days this is a very rare event. There are, though, still club members that choose to use the traditional methods, and considering the focus of our interest I suppose that should be no surprise. The letter and photos I received back in the summer were sent by Dennis Haward who is from Banbury.



writing this while on a family holiday on Jersey).

I know very little about classic Triumph racing specials, a sorry situation that I would like to remedy. I thank Dennis for bringing the subject up – what we need now is for some more detail about the engineering of these cars, and any others like them – offers?





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## Guy Singleton

# Bonding at Stafford

I met I must start with an apology – In last month's article my 'Secretary' put the wrong caption on photos so I'll include the 4s here again, correctly captioned as belonging to Andy Faulkner – my fault I should have spotted the mistake before sending!

After an Indian summer of a week of gorgeous weather winter now feels like it's on its way – very high winds as I write this and rather chilly. There are fewer shows to go to and I am feeling less inclination to go out into the garage.

4s and Bob and Jane Buckby with Bob's 2 litre convertible and Jane's 2+2. A number of 3 wheeler Bond minicars also joined us and a

Andy Faulkner's 4s



Bond Bug. We had most of the cars going into the ring with the commentator learning more about Bonds than he probably wanted to know!



Wings and Wheels - Turweston

Our last Bond Event was Wings and Wheels at Turweston on 18th September. We took our 2+2 and were joined by Andy Belcher in his

father which was started in 1998. She recently sent me the following photos of the car. Amanda is sitting in the car in one photo and

Robin and Maggie Hedger, former owners of a very nice 2 litre convertible joined us on their Triumph Trident – the E-Type uses too much fuel!

Amanda Croft-Pearman now has her 2 litre coupe, appropriately known as "James", back home after a complete rebuild by her



**Wings and Wheels - Turweston**

her father is standing to the left of the car and Mike, their helpful mechanic and back-up driver on the right in the other. Congratulations

– just 12 years or so after the first one she wrote about it (which I will re-print when I have her update!

Amanda's father has another 2 litre coupe which was resprayed many years ago but which needs to be completed. Most parts are there together with an overdrive gearbox. If anyone is interested in complet-



**Project Anyone?**

ing this project please let me know and I'll put you in touch with him.

Finally, a reminder that 2013 is going to be the 50th anniversary of the Equipe so those with projects, please plan ahead as we hope to have two or three special events for this big anniversary.

*Guy*



to the team on a job well done and for giving James a new lease of life. Amanda has promised to write another article about the car



**Amanda Croft Pearman**



# BIG SALOON Register



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## Mark Blease

## It was a Slipped Disk

**T**he front brakes on a 2000 or 2500 lead a very hard life - not only is the car heavy, but the discs are smaller than the equivalents fitted to a Stag.

Spirited driving or towing a caravan means lots of heat is generated causing brake fade, and ultimately it is not unusual for the discs to warp. The first sign of this is a slight wobble in the steering wheel under heavy or prolonged braking. Our 2000 had been exhibiting this wobble for some time, and it was a job I really kept meaning to get round to, and after a 900-mile round trip to France the wobble had grown ever more severe. Time to get cracking!

As always, the first task is to gain access to the discs. Slacken the front wheel nuts slightly, and with the handbrake applied, raise the front of the car and support on axle stands (I find the suspension crossmember ideal for this), then remove the front wheels.

Turning the steering wheel to give better access to the open side of the brake caliper,

remove the two large split pins with the spring retainers, and slide the brake pads free (*Photo 1*).

I would always install new brake pads with new discs, but if your pads have lots of life left in them you may want to reuse them, but be prepared for an slightly extended bedding in period. Once the pads are free the caliper



can then be removed. It is retained by two bolts, the upper of which also acts as a fixing for the bottom of the suspension leg. Once the two bolts are removed, carefully slide the caliper free and temporarily support its weight so that undue strain is not placed on the



2.

flexible brake hose (Photo 2) -

I used a piece of wire to hang the caliper from the suspension spring.

The disc and hub must be removed as a unit. Remove the grease cap from the centre of the hub by gently tapping around the outside edge using a wide-bladed screwdriver, then carefully remove the split pin and castellated nut. By gently wiggling the hub the outer washer and wheel bearing will slide free and can be removed.

The hub assembly can then be carefully withdrawn, taking care not to damage the inner rubber seal.

The disc is secured to the hub by four bolts, accessed from the rear. The assembly needs to be clamped to stop it turning whilst the bolts are removed - if the discs are not being reused then they can be clamped in a bench vice, or you can cheat as I did (Photo 3) and use an air wrench for this.

Once the disc is removed from the hub, the new disc can be fitted. Remember that as supplied, new discs will be covered with a clear coating which protects them from surface rust during storage, and it is important to remove this before they come into contact with the pads. Any solvent degreaser should be fine, I used panel wipe. Make sure that the mating surfaces on the hub and disc and spotlessly clean, anything trapped here could cause the disc to run out of true. In such a critical area it makes sense to take every precaution, so I used new high-tensile bolts and spring washers and applied a little thread-lock before inserting and tightening to the specified torque (see table at end of article).



3.

With the new disc mated to the hub, it can now be refitted to the stub axle.

Apply a little clean grease to the inner bearing, but don't over-lubricate, and slide onto the hub axle, following with the outer bearing, washer and castellated nut, again



using some clean grease where necessary.

It is important not to overtighten the nut as this will cause the bearings to overheat. Slowly rotate the hub while tightening the nut using only your fingers, the aim here is for a torque setting below that which most wrenches can accurately measure, it is simply "finger tight". Insert a new split pin to lock the castellated nut - if it doesn't line up with one of the holes, turn it back until it does, but don't tighten any further.

The brake caliper can now be refitted. The inner dust shield is also retained by the two caliper bolts, so make sure as you slide the caliper back in that the lugs on the dust shield remain in the correct position. Once the fixing holes are lined up, the two caliper retaining bolts can be pushed in, again using a little thread-lock for extra security, and tightened to the correct Torque (see table below).

If you are fitting new pads, it will be necessary to push the caliper pistons back into the caliper body. If your pads were well worn the pistons need to travel a little further, so be prepared for the brake fluid level in the reservoir to rise as you do this. Apply a light smear of copper grease to the rear of the pads, and push the pads into the caliper recess. Use new spring retainers and split pins (*Photo 4*), remembering to spread the split pin after installation.

Once both sides are complete, apply the brakes a few times to centralise the pads.

Check both hubs for smooth running, then re-install the wheels and nuts and lower the car back onto solid ground, and finally tighten the wheel nuts to the recommended torque.

Go easy for the first few miles to give the new pads chance to bed in.

[Until next month!](#)

Mark

Fixing (no. per side)	Torque - lb/ft	Torque - Nm
Brake disc to hub (4)	32	43.5
Brake caliper to stub axle (2)	60	81
Wheel nuts (4)	65	88





# **TSSC** **1<sup>st</sup> Annual** **Christmas** **Dinner** **Dance**

*You are cordially invited to the first ever*  
**Annual Triumph Sports Six Club**



**Christmas Dinner Dance**

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

e-mail. [benbroadbent@btinternet.com](mailto:benbroadbent@btinternet.com)



## Ben Broadbent Totally Equipped to Party

### The Acclaim 30th Birthday Bash!

**O**n 9th October the Acclaim birthday bash drew enthusiasts from around the country meeting up at the Bullnose Morris pub in Blackbird Leys (pic1). The event was organized by member Phil Trenchard, who worked very hard to get the event to come together. He spent a great deal of time making arrangements with BMW at the Cowley factory and also with the team at the Heritage Museum at Gaydon. From all Acclaim Owners a big thank you to Phil and all those involved in putting on this event. On briefing everyone at the pub as to the plan for the day, Phil observed that *"This must be the first Triumph event where all the cars arrived by their own steam"* Needless to say, that went down very well! Acclaim Owner Ian Leggett has written an account of the day of his local club. So with his permission here



is an abridged version of what happened. Both Ian and Phil provide the pictures.

*From the pub we moved onto the factory at Cowley for photographs at the factory gates (pics 2 and 3) before we entered the*

## Acclaim Register



factory grounds for photographs on the old delivery formation area (pics 4, 5 and 6). As the assembled cars were lining up to move off, a former worker was telling us of his experiences at the factory when the unions ruled, and how he trimmed the car seats for the Acclaim in his time there. The factory is now the Mini production plant, but was in it's day the home of the Morris Minor, Oxford, Isis and Cowley and just about all other Morris models.

We then began the 40 miles run, in a convoy to



Gaydon, it certainly caused a lot of head turning as the 20 Acclaims made their way around Oxford and onto the M40 motorway.

Yes, this car is no slouch and quite capable of taking on the motorways.



On arrival at the Heritage Museum at Gaydon, we arranged ourselves around the front of the building (pic 7 and 8). The final Acclaim produced had been brought out and given the place of honour in the entrance (pic 9). There was much enthusiasm to inspect this perfect



10.



example (pic 10), with Acclaim Guru Barry



McGrath having a closer look (pic 11).

There was much discussion when arriving at Gaydon about the attributes of the Acclaim and how it is under rated today, and while it may never hold the affection of many other more glamorous historic cars it certainly has a soft spot for many dedicated owners, and others who use it as a reliable and economical daily drive, for with spares at a very low price, and even cars changing hands under £1,000, it makes this 42mpg car a realistic proposition.

There were several variants with the Acclaim, from the basic L, slightly more luxurious HL, to top of range CD with twin carbs. They also produced an auto version known as triomatic. A company called Avon even made a Turbo



12.



13.

version and completed the interior with all leather, and the exterior with body stripings. We were very lucky to have a perfect example in the form of Charles Brotherton's Avon Turbo (pics 12 and 13).

So with the 300 mile round trip and much of it at 70 mph where possible, in nicely upholstered seats highly suitable for my less than perfect back I have no complaints. With the radio playing appropriate music for the period I was transported back to the days 30 years ago, when as a rep, every where was driven at speed and the Acclaim would have been a better proposition than many other cars of the size, which had severe reliability problems. That is one thing the Acclaim cannot be accused of.

**Ian Leggett**

Thanks Ian, what a wonderful event, the last Acclaim and that Avon Turbo look fantastic. The pictures of all the Acclaims show cars that look amazing and well looked after.

Again, well done to Phil for organising the



14.

event. Phil also had a commemorative radiator grill badge produced for the participants (pic 14).

Well, that's all for this month. *Take care and JUST DRIVE IT, without any worries.*

**Ben**



## Your Insurance Questions Answered

**I**t might be far from the most enjoyable thing about owning a classic car, but choosing the correct insurance policy is crucial in making sure your pride and joy is fully protected.

With a huge range of different policy choices in the current marketplace, making sure you get the right one is not so easy, so taking the time to talk to a specialist is time well spent.

Fortunately, Paul Matthews, of specialist insurance broker and Triumph Sports Six Club partner Footman James answers some of the most frequently asked insurance questions, to make the choice that bit easier.

*"It's important that owners of classic vehicles, some very rare, don't forfeit quality cover by just choosing the cheapest policy when it comes to insurance," he explained.*

*"Coping with a stolen vehicle or accident can be distressing enough already, without the added stress of a difficult insurance claim.*

*"That's why it really is worth taking the time to talk to specialist brokers, like Footman James, who can offer you the best possible protection for your treasured classic."*

### **Q: What does a standard Footman James policy cover?**

**A:** All Footman James motor policies include European and UK breakdown cover, legal expenses cover, road rage personal accident cover and emergency travel cover.

A number of other companies do not include these as standard, so if you are shopping round for insurance, you must remember that any price comparison has to take these extra costs into account.

Different insurers include different services as standard, so it is essential that you find out exactly what you are getting for your money. That is the only way to truly compare policies.

### **Q: What if I have an accident and my classic is a write-off or is stolen?**

**A:** Heaven forbid your pride and joy should come to grief, but if that fateful situation should arise, Footman James offer an 'agreed value' policy option. Agreed value policies treat every vehicle individually and take into account the heritage, pedigree and condition of each classic. This option allows the enthusiast to provide evidence of the condition and value of the vehicle at the onset of the policy.

For example, a 1969 Triumph TR6 could carry a market price of around £6,500, yet if it was in A1 condition with its value agreed, the car could be worth £11,000 to £14,000.

Also, a 1972 Triumph Stag could carry a market price of around £5,000, yet if it was in A1 condition with its value agreed, the car could be worth £13,000.

The Triumph Sports Six Club will assess your car's value for a fee of £12. Footman James will send you a valuation form when you take out your policy, which you need to complete and send to the TSSC with supporting evidence

and photographs. When agreed and signed by a club official, the club will return the completed form to Footman James.

Conversely, a standard motor insurance policy in the event of a claim, may only pay out the vehicle's current market value.

Where the car is declared a cosmetic write-off (according to DVLA guidelines); the cost of total repair is more than the agreed or market value of the vehicle - Footman James offer their customers the right to purchase the salvage. In most cases the cost of the salvage is simply deducted from the cash settlement amount that is offered by the insurer.

The enthusiast is then free to source the parts and restore their beloved vehicle to its former glory, if they choose to.

If, thankfully, your classic has only suffered minor damage, we at Footman James appreciate that trusting your pride and joy at any old body shop just isn't on, so we offer our customers the option of selecting their own repairer or restorer or, if they prefer, they can choose one from our established network of specialist dealers and repairers.

***Q: I have more than one car to insure, do I have to put them on separate policies?***

**A:** Footman James appreciates that some very lucky people are the proud owners of more than one classic vehicle, so we offer customers multi-vehicle cover, which allows drivers to insure several classics on one policy.

This results in a lower premium, and means motorists can spend their time enjoying their classics, and only have to remember the one renewal date instead of several.

Multi-vehicle cover makes life a whole lot easier for classics collectors and provides better value for money than seemingly cheap one-off premiums for individual vehicles.

Footman James is also aware that most classics owners might not want to risk taking their much-loved vehicle on everyday errands such as the terrifying weekly supermarket run, and instead have a modern vehicle as their 'daily run-around'.

In most instances we allow for modern vehicles to be included on our multi-vehicle policies,

providing the majority of the vehicles on the policy are classified as 'classic'.

***Q: I don't notch up many miles in my classic, so do I get a cheaper premium?***

**A:** We realise that touring isn't so much fun in the pouring wind and rain, so if your classic only hits the road on the few occasions when the British sun shines, there's an ideal option for you.

Our limited mileage option is the choice of many TSSC members as they genuinely only use their vehicles periodically through the year and therefore benefit from a lower premium. Mileage options offered by the Footman James TSSC insurance scheme are available in various bands and based on the age of the vehicle.

If your Triumph is more than 20 years old and under 50 years old you'll qualify for unlimited mileage, which is usually charged at the same premium as the 3,000-mile option.

***Q: My car is stored away in the garage during the winter months, do I still need cover?***

**A:** It's the end of show season, and the winter weather has set in, so the classics are stowed away safe in the garage, however, with the impending change in the law, many classics owners may find they have not insured their vehicle properly or have the correct paperwork in place.

Laid-up insurance may be the most cost-effective way of providing cover for any vehicle that's not due to go anywhere under its own steam for a while, yet Footman James, reminds enthusiasts that they still need to complete a statutory off road notification (SORN), surrender their tax disc and re-apply for a new one at a later date.

Under the new continuous insurance ruling it will be an offence to own a vehicle without having valid motor insurance – this includes while a vehicle is off the road undergoing restoration or repair works, unless the car has been declared SORN.

The alternative for classic owners is to retain their existing on-road policy, particularly if they



are only planning to take their pride and joy off the road for a couple of months over the winter. The important thing is to ensure you have the correct cover and renew prior to the renewal date.

The government is clamping down on uninsured and untaxed vehicles, and has set up a motor insurance database – a nationwide bureau to cross-reference car registrations with insurance details, which the police have immediate access to.

This means that a car stored away without SORN or valid tax disc is detectable.

According to the DVLA, the continuous insurance ruling affects all vehicles apart from those which have not been used on the road and were last taxed before 31st January 1998, which will be exempt.

For independent advice and information on Continuous Insurance Enforcement please refer to [www.direct.gov.uk/stayinsured](http://www.direct.gov.uk/stayinsured) or [www.askMID.com](http://www.askMID.com)

**Q: If I've made a few changes to my classic, am I still covered in the event of a claim?**

**A:** We know how tempting it is to give your pride and joy that extra oomph under the bonnet, but before you set about it, make sure your insurance provider is told about any modifications to your vehicle. To put it bluntly, if you don't declare any changes made, your insurance could be invalid.

Very small alterations are unlikely to effect your current premium however all changes must be declared.

When the weather takes a turn for the worst some classic owners have decided to play it safe and change their tyres to winter ones. Some insurers class the change as a modification and increase the premiums accordingly, but not at Footman James! We would like to know about it though, so please pick up the phone and advise us of the change and we will make a note on your file.

**Q: As a member of the TSSC, do I get any insurance benefits?**

**A:** Footman James is in partnership with a number of vehicle clubs around the country, including the TSSC.

Our Triumph Sports Six Club insurance scheme was developed over 20 years ago by the key members of the club and the FJ business. It offers members competitive insurance rates on their Triumphs with agreed value, their classic and modern cars and motorcycles as well as home buildings and contents cover.

Subject to you qualifying for the TSSC scheme criteria your modern Triumph may be classed as a classic when it is just five years old, so you can start enjoying the benefit of a specialist insurance premium and agreed value option sooner rather than later.

Each policy taken out also earns money for the club on a commission basis, so there are benefits all round.

**Footman James' top tips for keeping your insurance premium down:**

On-line quotes may seem the quick and easy option, but if you speak to a specialist insurance company, you will be offered a choice of specialist vehicle policies to suit your specialist vehicle needs. Find out exactly what your quote includes (e.g. breakdown assistance, European travel cover) so prices can be compared evenly, and to avoid paying for the same service separately.

Take the time to work out your annual mileage – do you really need to do 5,000 miles this year? Explore FJ's limited mileage options to keep costs down.

As a member of a club – ensure when you ring Footman James that you advise us that you are a member of the TSSC as you will be entitled to specialist club premiums.

If you are blessed with a collection of classics, insure them on the same policy for a money-saving multi-vehicle deal

The only way to make sure your insurance policy suits all your needs is to discuss all the policy options with an expert, such as Footman James.

# THE EXETER TRIAL

## ...THEN THERE WERE THREE!

by Mike Crewes



All three at Hitchcombe

insistence that the car had to be a Triumph we settled on three TR7s. I had always wanted to prepare a TR7 and thought it would be quite good, after all, Mike Warnes had been successfully campaigning his for several years. So the deal was set, complete with encouragement

**R**egular readers of my occasional articles will remember the various Triumphs I have trialled over the years. When my last Herald eventually died I resigned myself to no more trialling and spending the money on our new house, but fate intervened. For over thirty years a small group of friends have kept in touch by meeting for a drink every Easter Sunday and Easter 2009 was no exception. This time, however, John had a mission, "We should all have a go at a joint project for a bit of fun. Come on Mike, what shall we do?" After much discussion and several pints we came up with three of us doing the three long distance reliability trials. After more drink and my

from my wife, Claudia. First entry was to be The Exeter Trial, January 2010.

All three of us quickly sourced our TR7s. John and I quickly got ours ready for the first trial, but Simon was lagging behind with severe problems all around the car; it also needed a new engine and gearbox. By January it had snowed and I found that the car was simply brilliant in the snow, we were now getting excited for the trial, but the snow was counter productive and the trial was cancelled.

Undaunted we entered The Lands End Trial, Easter 2010. We trialled in the worst section conditions that anyone had ever seen, but the cars went well. I got a Class 0 Award and John, with his wife Jane driving, only failed one section. The choice of car seemed the right one. By October we were getting really excited and entered the Edinburgh Trial. Simon's car still

## The Exeter Trial

wasn't ready, so he navigated for me. John & Jane went really well, clearing many sections that more exotic machinery couldn't, but the conditions were atrocious – only two competitors (out of 90) managed a Class 0 Award. I had to retire due to clutch hydraulic problems. However, I had managed some sections and Simon had had a taste of trialling.

On our return to Cornwall Simon was completely re-enthused and worked night and day to prepare his car, succeeding with an MoT at 4:40 pm on the day of The Exeter

but more of that later.

At 2 am, fed, watered, museum visit complete and with Control Cards in hand we headed out from the start to the first time control at Musbury Garage. This year the regulations had been altered so that we couldn't arrive early at any time control and had to be within 30 minutes lateness. Despite a very slow drive we arrived at Musbury 45 minutes early and, so joined the other competitors wasting time in the nearby lay-by. At our due time we arrived at the control, refuelled, purchased more oil, got the control



Trial 2011; just time to tax it!

Arriving ten minutes late with his son, Lawrence, navigating, we set off for Haynes Motor Museum, Sparkford and the start of the trial. John was navigating for Jane again and Anthony Quick was back in my navigator's seat.

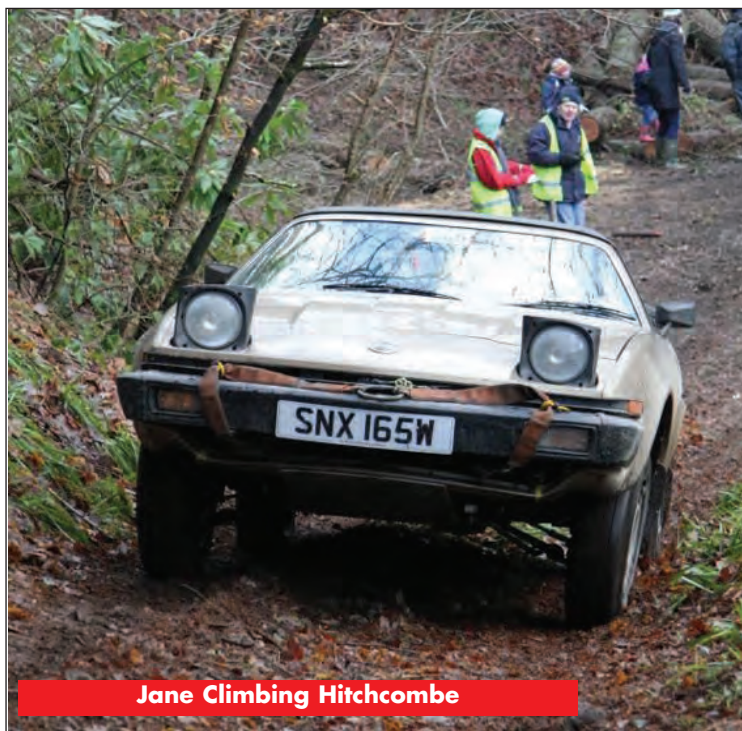
The drive to Sparkford was uneventful, except that Simon's car was leaking oil and John had to coax his reversing lights to work in scrutineering. Coming out of scrutineering my car had got quite hot and started missing,

cards signed and made off into the night. Within 15 minutes we had arrived at Section 1, Emmetts Lane. There was no queue so we went straight into the very muddy and rough, narrow, slippery lane. The rain that we had had all week had now stopped. With gusto we attacked the lane and despite the appalling conditions climbed to the top with hardly a spin of the wheel, Section 1 clean. We pulled forward into the exit lane to be joined by the other two cars, who had also cleaned the section. (Clean means no faults.)



Spirits high, we had started and in no time at all had travelled the four miles to Section 2, Gatcombe Lane. Gatcombe had big rocks,

Now running late we arrived at Stewarts Hill, Section 4, just over five miles away. Stewarts is a very steep and slippery hill that is basically



**Jane Climbing Hitchcombe**

slippery mud, but loads of grip. Surprisingly I got away easily and climbed the lane to another clean section, shortly followed by Jane and Simon, also clean. We were now getting into the swing of it again and, although these sections are old friends, last year's cancellation had removed them completely from my memory, so I was driving as if for the first time, just like the other two.

Twenty minutes and six miles latter we were at the bottom of Section 3 Jobbies Lane. There was a big queue here due to the many failures ahead of us, things didn't look good. To add to the problems my misfire had returned. Eventually it was our turn, off the start into a very rough and rocky lane the misfire cleared as the revs grew. Somehow we found all the grip we needed and climbed out clean to the amazement of some of the other competitors. Jane and Simon's clean sections added to our delight.

an 'S' bend. This means that you have to be careful with your speed, or you won't make the corners. All three of us made it look easy and were leaving the section with four cleaned sections behind us.

Section 5, Pin Hill was only four miles away and is an easy tarmac section with a couple of very sharp steep bends. Off the line the misfire was causing us serious problems and with wheel spin on the wet leaves on one of the bends we had lots of trouble. I had to grab the handbrake and build the revs back up, but the car wasn't well. We

climbed the section, but the stop meant our first failure. Jane and Simon had no such problems and sailed to the top clean.

Not far away was section 6, Sandy Lane, except we didn't find it and found Rill Path instead. We had no idea what had happened until I went up, came across a restart that I hadn't expected, panicked and stopped. The car started misfiring again and I couldn't get away, then came the ominous sounds of a puncture. Jane had already gone straight up without restarting and as we pulled off the section, Simon came up, restarted and pulled away again, showing us all up! Whilst we changed a wheel and got towed out, the other two had kept going, staying in time: I was sure we were behind time.

We campaigned on to Core Hill, our first Observed Test, which we cleaned with no problems at all and onto Back Lane, section 7. Back Lane gave us no problems, the misfire had

abated by now, so dejected and ready to give up we downheartedly continued to Exeter Services Time Control and a compulsory hour's rest. We got held up in traffic, which just made matters worse and were surprised to know that we were still four minutes inside our time when we arrived, but twenty minutes behind the other two. By now Simon was carrying as much oil as he could get his hands on, as the leak was getting worse, our misfire was coming and going, but we soon realised that it was related to engine temperature, so we did everything we could to keep the engine cool.

Jane and Simon, still clean, although Rill

Windout, section 8. Arriving at the start we were behind a waiting car and amazingly Simon was on the start line the other side of the raging ford. As Simon pulled into the section Anthony rang Jane and told her to wait for us, we needed oil. We ventured into the ford, Anthony put his window up just in case and to the start line. Windout is a narrow, switchback, tarmac hill, that has very slippery bends and a nasty restart. I usually clean this section, but one year it was covered in ice and treacherous, my only failure that year.

The marshal sent us off and up we climbed, being careful not to spin the rear wheels on the bends, away from the restart we cleaned the section with ease. Great, our spirits started to lift again, lifting



**Me and Simon returning, Hitchcombe**

Path had meant we had gone off route and would stop any award, left Exeter twenty minutes ahead of us, with me saying I would try and catch them up. Time to go, we pulled around to the petrol station, checked the car over, cleaned the windows and went for it. We were probably the fastest trials car on the M5 and A30 ever as we charged towards

even further when we rejoined the other two and topped up our oil. Back together again the three of us drove the hour's drive to Hitchcombe, (section 9) near Fingle Bridge. This is a very pretty section, driving along the side of a beautiful river to climb up through the woods, it was now daylight, everything before Exeter had been done in the dark.

Hitchcombe is a demanding section with deep



slippery mud and just when you think the section is about to end it turns sharp right and gets even slipperier and even muddier. Jane and Simon had got up, so now it was our turn. We were delayed slightly by our recurrent misfire. Cooling the engine with the bonnet up for a few minutes seemed to do the trick. Away cleanly from the start, building momentum the misfire returned, than thankfully cleared again. I arrived at the bend, turned the car in and amazingly she responded, but the hill beyond looked impassable. Keeping the car going with a combination of wheel spin and bits of grip we snaked our way past the 'Section Ends' boards, we had done it, our first real challenge so far. Our spirits were now in full flight – bring it on!

Just around the corner was Clifford, Observed Test 2. Now on an Observed Test you have to do something different. On this occasion both tests ran by starting with your front wheels on line 'A', drive forward across line 'B', reverse back over line 'B', then drive forward to stop astride line 'C' against the clock! Test 1 had been simple, being on the flat, but Clifford was on the side of a wet and claggy mud laden hill. I had to tell myself to be careful and not try for any heroics. Fortunately I listened to myself (I don't always) and we cleaned the

test. Jane and Simon had also gone clean, although Jane had taken longer than the 40 second allowance. With just three sections left we drove the five miles to Pepperdon alone hoping to catch the other two. We arrived at Pepperdon and went straight into the section, there was no queue.

Pepperdon is another tarmac section with sharp and steep corners covered in wet leaves. Away we went taking it easy and kept the wheelspin on the corners to a minimum, climbing well to another clean section. The other two were now well ahead of us and had cleaned it too.

We continued onto the time control at Ilsington Village Hall; always a welcome sight. The villagers come out in force to serve us pastys and homemade cakes, it's just what you need after a long day! As we went through Liverton we found Jane and Simon parked up, so we joined them to find that they had only stopped because we were about fifty minutes ahead of time with only a couple of miles to go to Ilsington.

We discussed how it had all gone so far and were all pretty happy. A local engaged Simon in conversation and told him that he had a garage down the road where Simon could get more oil. So we emptied our cans into Simon's



engine so that he could get as much as he could from the garage oil tank.

Eventually we had wasted nearly all the fifty minutes so we went onto our appointment with the pastys and cakes.

After our thirty minute compulsory stop, refreshed we entered the lane towards Penhales Plantation and Simms. Simms is known as the most difficult section on any trial and Penhales Plantation is the escape route for it. We had to climb Penhales, complete with restart. Simms was obviously busy and up to its usual tricks, the queue in the lane was long and very slow. We could hear cars on the section, not many seemed to be making it.

Eventually we were near the section start to see a Scimitar SS1 go up Simms. As it disappeared out of sight there were some horrible metallic noises and the Scimitar returned, backwards with what looked like a broken diff.

We had let Lawrence, Simon's son navigate us to the section, so Simon was first onto the start line. Simon put one wheel in a grippy rut, but that left the other on slippery mud – he wasn't going anywhere with that wheelspin, so he dropped back and took a run up. Simon later explained that he had seen all that grip and thought it would be a good idea, I explained that you have to balance the grip across the back axle, or you just get wheelspin. I lined up, pulled away fine and climbed well, then we got to the left hand bend and the front just slid wide to hit the bank. I hoped that the car might bounce around, but it just stopped. I dropped back half a car's length and went forward again to the restart, which looked mega slippery, so I stopped high in the box, with the back wheels where I thought there was some grip. The marshal dropped the flag and we pulled away gently. Building momentum the car slid broadside, but I managed to keep her going and we climbed out, but unfortunately we had failed the section when we hit the bank. Jane came up with no problems, just to rub it in!

Fifteen miles further on was our last section, French's, a new section to me. Simon moved forward to the start, but the marshal seemed to

be holding him forever, then off he went. We were called forward and found that the section was so bad that the marshal was briefing everyone on the conditions. Thanks mate! Off we went looking out for the washed out drain across the track, and there it was – a huge step upwards and over. I headed for the hedge so that only one side of the car had to bounce over it. It worked, we were over and then around a corner to the surface of Mars! Huge boulders strewn across a red muddy lane. I coaxed the car forward and upwards, bottoming out all the way. Into the right bend, lost the back end, recovered and kept going, a great section to finish on, except we hadn't got out yet. The lane out was still very steep, slippery and badly rutted, a section in its own right. We made it and joined Simon in the lay-by at the road, he was laughing with the fun he had had, soon Jane joined us and we all laughed in jubilation of making it.

Soon the remaining 5½ miles to the finish at Trecarn Hotel had been covered and we were home slightly late, but still within time.

Quickly check in, quick pint and a few hours kip before dinner.

Jane had done really well, claiming a Class 0 Award, but with our off route section and her over time Observed Test, she is unlikely to get one. Simon had only made one mistake, Penhales Plantation and had performed exceptionally in his first trial.

Me? I was disappointed, I should have done better, but the misfire cost me a lot, still there's always another year. We had, however, accomplished one mission, we three had competed together at last!

### *Other news;*

Mike Warnes got a Gold Award in Class 5, only failing Simms, but since no one in Class 5 cleared Simms the section was taken out of the results. Phil Tucker (Class 5 TR3) retired after the first section and Adrian Booth (Class 5 TR2) retired after Rill Path (where we went off route).

**Hitchcombe Photos courtesy of  
TR Register Cornwall Group**



# CLUB SHOP NEWS

Tel. **01858 434424** web. **www.tssc.org.uk**  
e-mail. **clubshop@tssc.org.uk**

**by Garth Jupp**

## Good News/Bad News

This month is a bit of a good news / bad news month so to start with wooden dashes. For many years the club has supplied new dashboards, door cappings and radio consoles. Unfortunately even after changing suppliers we are constantly let down on delivery times, which in turn means I get lots of phone calls from irate members wanting to know where the dash they have ordered is. This then ties up more of my time while I chase the suppliers, which means I am not spending as much time on the orders I can service and everyone suffers. So with much regret we have taken the decision that the club will no longer supply wooden veneered items. However the one thing that was never a problem was quality, so now if you want one the items we used to offer, you will need to go directly to one of the two suppliers we used.

The details are as follows.

### Chapman & Cliff

Unit 12 Cockshades Enterprise Park  
Wybunbury Nantwich CW5 7HA

Tel: **01270 842151** Fax: **01270 842151**

e-mail: [office@chapmanandcliff.co.uk](mailto:office@chapmanandcliff.co.uk)

Alternatively

**Classical Dash**, Unit 1 Lisle Road High  
Wycombe Bucks HP13 5SH

Tel: **01494 528333** Fax: **01494 528334**

e-mail: [sales@classical-dash.co.uk](mailto:sales@classical-dash.co.uk)

Both the companies produce first class product, but be prepared to wait a while for your order.

## Postage Rates

Next we have had two rounds of postage rate increases this year from Royal Mail and we have up till now absorbed the increases, unfortunately we have had to make some slight increases. The new rates are as follows:-

<b>Up to 250g</b>	<b>£2.95</b>	<b>251-500g</b>	<b>£3.75</b>
<b>501-750g</b>	<b>£4.95</b>	<b>751-1000g</b>	<b>£5.75</b>
<b>1001-1500g</b>	<b>£6.95</b>	<b>1501-1750g</b>	<b>£7.50</b>
<b>1751-2000g</b>	<b>£8.95</b>		

However to sweeten the increase the **FREE postage** offer on orders over £75 inc VAT will carry on. (There are exclusions to this, these are mainland UK only and does not apply to engines, alloy wheels, and bulky trim orders)

## Refunds

If you purchase something that has a surcharge like brake callipers or you are sending back an item for any other reason for a refund, please remember to provide you card details so that we can process the refund.

## New products

Silicone Hose kits. We can now supply Herald 13/60 kits for both Smiths heaters and those cars fitted with Delaney Galley heaters. We are

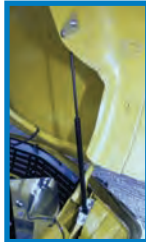


also now able to supply all the hoses in a matt finish so that they resemble the original rubber

hoses and retain an original look but with the added benefit of a lifetime warranty. The matt finish is an additional hand finishing operation which as you would expect incurs a cost. Therefore we will be stocking the matt finish as standard and glossy ones will be to special order.

<b>Herald 1200</b>	<b>Matt</b> £77	<b>Glossy</b> £67
<b>Herald 13/60 Smiths</b>	<b>Matt</b> £94	<b>Glossy</b> £84
<b>Herald 13/60 Delaney</b>	<b>Matt</b> £100	<b>Glossy</b> £90
<b>Spitfire 1500</b>	<b>Matt</b> £90	<b>Glossy</b> £80
<b>GT6</b>	<b>Matt</b> £120	<b>Glossy</b> £110
<b>Vitesse 2 Litre</b>	<b>Matt</b> £100	<b>Glossy</b> £90
<b>Stag</b>	<b>Matt</b> £149	<b>Glossy</b> £139
<b>Smiths Breather</b>	<b>Matt</b> £35	<b>Glossy</b> £25

### Bonnet Rams



### Early Spitfire & GT6 Gas Rams

The long awaited bonnet gas ram kits for the earlier Spitfires and GT6's are now being made and should be available mid November. The price is the same as the existing kits (Pictured above) at £98.50 and 1.2kg P&P

### Car Covers

Unfortunately our supplier of car covers have had to increase their prices. the new prices are as follows:

#### Outdoor covers

HAMILODC-D	£165
HAMILODC-EST	£175
HAMILODC-C	£160
HAMILODC-B	£155
HAMILODC-SS	£150
HAMILODC-LCW	£145



#### Indoor covers

HAMILIDC-D	£115
HAMILIDC-C	£110
HAMILIDC-B	£105
HAMILIDC-SS	£100
HAMILIDC-LCW	£95



#### Cockpit covers

2 seater	£49.95
4 seater	£64.95

### GT6

### A limited run of doordrop glasses

We are able to get batches of these made, however they are not cheap.



They will be £150 for a pair; they will not be sold separately. We have to order a min batch of 25 sets, and we can get them in clear or tinted; however we have to order a whole batch clear or tinted.

So we need your genuine interest/deposits. Call 01858 434424 or e-mail Garth at clubshop@tssc.org.uk to make this happen, make sure you say if it is clear or tinted that you are interested in. The same company is looking into other hard to get hold of glass for us, watch this space.





**Paul Richardson©**



# The Lucas Grape Vine

**L**ucas engineer Jack Bough, who served his apprenticeship in the experimental department of Lucas in Birmingham, went to America in the fifties to manage the Lucas operation there and was based in New York. I first met Jack at the 1993 Vintage Triumph Register of America Club's annual convention in Seattle when accompanying my father Ken who was guest of honour at the convention. Ken suddenly noticed Jack in the foyer of the hotel and said *'You see that old devil over there he's an old pal of mine from Lucas who I haven't seen for donkey's year's and we called him the Prince of Darkness.'* Ken introduced me to Jack after which a lengthy reunion took place at the bar!

Jack, then retired from Lucas, gave one of his ever popular Lucas Tec lessons to Triumph enthusiasts at the convention and before the convention concluded he granted me a full interview on his life story and he was very well informed on TR competition history.-

*"Of course I was involved with keeping tabs on all Lucas interests in the States because our ignition and electrical equipment was used on all the British cars imported here. It turned into a big job because I also represented Lucas at Grand Prix and the main sports car races at Sebring and speed records on the Bonneville*

*Salt Flats. But turning the clock back, I went back to England regularly, sometimes for lengthy stay overs involving discussions and forward planning on modifications or new products Lucas was developing in the experi-*



**Left Jack Bough & PR at VTR Convention in Fort Worth Texas**

*mental department like fuel injection and you can't do all that over the phone."*

Jack kept most of the publicity material he used at Lucas in America including records of the rally and race wins of British sports cars in European events etc., which he used to good effect to publicise Lucas products and he also had many friends in the British motor industry.

*"I developed life long friendships in the British Motor Industry, including that with my old and best mate from Lucas, Ray Wood, who was in charge of our competition department, and I*



**Jack Pictured on Right at Lucas Tec Lesson on Lucas kit used on Triumph Motorcycles**

always looked forward to my trips to Ken's Triumph competition department when I was in England as well. As far as the Lucas connection was concerned, Ken's TR's were winning class and team awards not just now and then but consistently and right throughout the fifties, and that included Ken's teams of rally saloons as well and Lucas dined out on all that considering all the sparks we provided for Ken's engines.."

Jack phoned me from his home in America about seven or eight years ago to let me know he was coming over to England for a week and we decided to meet up at The Gaydon Heritage Centre. This also led to another interview because Jack brought some notes with him that he called 'Aspects of Triumph from the American branch of the Lucas grape vine.'

Jack related. "I've still got most of the publicity stuff I had at Lucas and I've brought some notes with me knowing we were meeting up for a chat. 1956 was a year to remember for me because I was in charge of the Lucas involvement on the world speed records Donald Healey's team achieved on the Bonneville Salt Flats, and that year Ken's TR

team won five Coupe Des Alps in the Alpine rally as well as the manufacture's prize. (N.B the coveted 'Coupe Des Alps' award was presented to those cars with clean sheets and no penalties and the five TR 'Coupe' wins in the 1956 Alpine has never been equalled. P.R.). The reason I remember that particular result, besides the obvious, was that the Alpine rally took place about two weeks before I went to the Bonneville Salt flats in early August for the Austin Healey record runs. I received all the publicity about Ken's Alpine wins just before I went to Bonneville and with this still high on my mind, I pulled Donald Healey's leg about it when I got there. What prompted this was that the Healey record runs were a publicity stunt for the new Healey 100/6 with the six cylinder engine under the bonnet, and Healey's and TR's were always dicing against each other in rallies and with TR's taking the cups more often than not. Donald took it all in good hearted fun though because he knew I could be a bit of a leg puller sometimes because I'd known him



**Jack Having noticed Bodywork Instructions  
on a Triumph Reknown  
at a VTR Convention**

*from about 1949 when I went over to his place in Warwick to wire up his Healey Silverstones.. "*

Jack then gave his first hand account of how Donald Healey's team took two cars to the Bonneville Salt Flats in 1956 with Lucas ignition etc. One was a streamlined Healey with headlights and a long nose incorporating a Healey radiator grill in order to appear like a racing Healey prototype. It also had a faired in cockpit and a tapered tail section. This car was built specifically to take the measured mile speed record which it did achieving 203 miles an hour driven by Donald Healey himself. This was not without problems, however, because the supercharger drive snapped on the first run and the same problem occurred just after the Healey achieved the record on it's last run.

The second car was a full streamliner built to take the 1000 mile speed record on the ten mile circuit at Bonneville with a team of drivers. This attempt also suffered problems with the number one cylinder due to casting problems whereby the waterways in the head and block were found to be out of alignment. The problem was put right but in the knowledge that, due to the corrective work, the cylinder head gasket might fail. On the run the car was

driven at speeds to just better the existing records in order not to over-stress the engine and the car broke several distance and speed records at 200 and 600 miles at speeds of approximately 150 mph.

Unfortunately for the team the cylinder head gasket blew only 80 miles from the 1000 mile finish but the Healey team achieved many very well deserved world speed and endurance records.

After relating the

Bonneville story and how he was there for over a month Jack told me.

*"Of course Donald knew Ken well, and so did George Eyston who was with Donald's team at Utah on the organisational side in fact he set it all up for Donald. (N. B. Captain George Eyston was the famed and prolific World Land Speed Record holder – he drove 'Thunderbolt' to take the World Land Speed record in 1938 at 357.5mph P.R.). Anyway, when I was chatting to George and Donald after the Healey runs, Ken's name came up again when George mentioned Ken's speed record with the prototype TR2 at Jabbeke in Belgium in 1953. George went on to say that Ken had put some plans up for building lightweight and fully streamlined TR prototypes to race at Le Mans and how it all came to nothing because the directors at Standard Triumph wouldn't front up the budget for it.. This didn't make much sense because building streamlined bodies involves only a designer and the skill of body specialists and a few sheets of aluminium there's no real capital expense there only wages. I brought this up with Ken at one of the VTR conventions and Mike Rothschild (Twin cam Le Mans driver) was with us when all this was being mulled over again. As Ken said, building*



## The Lucas Grape Vine

*a team of TR streamliners for Le Mans had everything to gain and nothing to lose because a lot more top speed would result with the right gearing without making any major engine modifications. And coupled with weight saving of two or three hundredweight, the cars would have faster acceleration and probably could have hit 150 miles an hour or more on the Mulsanne straight..."*

N.B. after the 1955 Le Mans race Ken knew that TR's with production bodies stood no chance of bettering the result achieved that year (14th 15th and 19th overall and no class win) because they were not fast enough to

engines etc.). This reminds me that Ken instigated the 2.138cc engine for his rally cars in 1958. His reasoning being that no more top speed was needed just more torque for the steep European Alpine passes. This mod coupled with overdrive on 2nd, 3rd and top (which in effect provided a seven speed gear box) enabled Keith Ballisat to win the class and finish fourth overall with his co driver Alain Bertaut on the 2.138cc engine's first outing in the 1958 Alpine rally, and Keith beat the entire Austin Healey team powered with the new 2.6 litre '100/6' engine.



compete against sports cars with streamlined bodies so no TR's were entered in Le Mans after 1955.

It was also known that Ken's budget for running his team was extremely low when compared to other teams even to the extent that works drivers were only paid expenses. Development budgets were also minimal but luckily TR2's and 3's remained competitive in major rallies throughout the fifties and they were extremely reliable (even Ken thought the wet liner engine might become uncompetitive by the mid to late fifties bearing in mind that the rest of the industry were developing new

**The inscription on the lid reads. " Ken Richardson"  
"Congratulations from CASTROL on your achievement  
in the TRIUMPH Sports Car at Jabbeke on  
20th May 1953."**

To conclude, George Eyston was present on one of the final pre Jabbeke TR2 speed trials that took place on the Bicester straight near Oxford. After Ken arrived back in England from Jabbeke where he achieved the speed record for up to 2000cc production sports cars of 124.095mph over the measured mile, George Eyston, who was a director of the Castrol Oil Company, presented Ken with a large and superb silver cigar/cigarette box which is still in our family.

# TRIUMPH SPORTS SIX CLUB CLASSIFIED



## Spitfire



**1500** with overdrive Vermillion, 1977, 78k, MOT 07/12, Tax 03/12, garaged, dry use only. Many bills: new carbs & rad, Kenlowe, Lumination. History known since 1979. £ 2500 Nicholas (Sandown) 07960 076431

**Mark III** 1970. Excellent condition, minilite wheels, stainless steel exhaust, tonneau cover, rolling-road tuned. Maintained by Triumph specialists. MOT April 2012. £3,995 S. Cole (Cambridge) 07796 235460.

**2 LITRE SPITFIRE.** 1967 GT6 Convertible. Always garaged. Black leather seats, walnut dash board. Overdrive gearbox. New tyres. Super Slot wheels. Good hood. Hard top. Mot July 2012. £3,750. Andy (Sheffield) 01142 876587.

**1500** 1977 with overdrive. Mot September, taxed March, excellent mechanical order, over my ownership seats foams and covers replaced, before that new hood, carpets, powder coated wheels fitted. £2,495 Dave (Studland) 07831 258823.

**MKIV** 1972. Tax exempt, mot/tax feb 2012. Good body/chassis, needs tidying, average condition, run daily. £1,350 Maurice (Canterbury) 01227 772577.

## Vitesse



**MKII 2L CONVERTIBLE** 1970. Overdrive, 75,000 miles, 3 owners, MOT, Tax exempt, Much work done, drives well, Numerous spares included £3,800 ONO. Paul (Crowthorne) Mob 07854 206839, or 01344 773949.



**MK 1 SALOON** 1970. Damson. Sunroof. 12 months MOT. No rust. Phone for more details £2,000. D Nicholas. (Ware Herts) 01920 468548



**MKII SALOON** Overdrive. 1969. Re commissioned after a long rest with many new parts. 12 months Tax and MOT. Owned since 1974. £1,500 Deri Jones (Bidford on Avon) 01789 773496.



**MKII CONVERTIBLE** 1970 Saffron. MOT July 2012. Tax exempt. Two owners 90k miles. Repaired but never restored £3,250. Lynne (Oxon) 01608 677514.

**SPARES OR REPAIR** 1965 Vitesse 6 convertible V5 and chassis plates, plus 1360 convertible for restoration, plus spares including two engines, chrome, hood and frame, rear squab £250. Alex Howells (Lymington) 07973 792087.

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## Herald



**12/50 Sunroof Saloon** 1967 Blue. Long MOT. Sound chassis. Present owner 33 years. original docs. Minor tidying only. Reliable runner £850 Frank (Wiltshire) 01225 768708

**13/60 SALOON** Dark Green. 1969. Tan interior. New carpets. Original plus History. Show winning car. MOT Sept 2012. VGC. TSSC Value £3,250. Accept £2,250 ONO. Trish (Warwickshire) 01789 295538.

**ORIGINAL 1360** restoration project, spare rebuilt engine, club stainless exhaust. Blue,

original interior & panel work in parts, offers. C. Pearson (Cheltenham) 01452 780660.



**1200 CONVERTIBLE.** Good condition, unleaded, stainless exhaust, MOT Sept 2012. Sensible offers around £1650. Yorkshire Wolds area. Jeffrey (Weaverthorpe) 01944 738841.

## GT6



**MKIII** ex concours winner. £25K+ spent when restored, everything rebuilt. Featured on Spitfire & GT6 book. Now in parts to rebuild, new chassis, spotless interior. Offers C. Pearson (Cheltenham) 01452 780660

**MKIII** 1972. Damson, Overdrive, owned 28 years. Fitted with 2.5ltr engine (Spare 2ltr engine available). Good condition. Tax exempt. 12 months MOT. Club valuation £5,000. Offers around £4,500. Colin (Warks) 01926 730473 or 0777 4558065.

**M.W.**

**Restorations**

## GT6 SPECIALISTS

We can restore your GT6 to its original condition, including paintwork in classic Triumph colours. From a minor rust patch to a full restoration, call Mike for an estimate. Also ALL mechanical work, suspension, electrical faults and retrimming. We can also restore specific areas of your GT6 only, while you do the initial stripping down and final fitting up.

**FOR DETAILS RING THE WORKSHOP ON:**

**01799 584994**

**Saffron Walden, Essex.**

**e-mail: mwrestore@aol.com**

## CARS WANTED

**HERALD 1200** saloon wanted. Preferably running with MOT, but car with very recent failure sheet considered. Must be complete with good body and chassis. Thanks. Steve (Wimborne) 01258 858348.

**GT6** wanted, preferably Mk2 or 3, overdrive and s/roof desirable but not essential. Martin (Buxted) 07969 375174

**HERALD or VITESSE** Convertible or Estate. Cash waiting. Must be Good Condition. Michael (Wrexham) 01978 359263.

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## PARTS 4 SALE

**MORE  
OVERPAGE**

**SPITFIRE MK3** New Parts. F/Spring. £10. Kevlar Pads, A.R.B. Joints S/Compressor £15 each. Luggage rack £25. Spax adjustable front dampers £75. Used S.U. Carbs + manifold £40. F/Bumper £75. D. Haward (Banbury/Oxon) 01295 711018.

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**RING/WIPAC** Crystal Halogen Headlamp Kits. Low-consumption / Ultra-Xenon bulbs. Reconditioned steering racks / radiators. Up-rated master cylinders. Used parts. Competitive prices. [www.triumph-recycler.com](http://www.triumph-recycler.com) or [www.stores.ebay.co.uk/Triumph-Recycler](http://www.stores.ebay.co.uk/Triumph-Recycler) (trade)

**SPITFIRE 3** Spare parts catalogue 100 + P.P. Stanpart ringfolder £25. S.A.H. Ltd catalogues 20 + P.P. each Speed equipment etc. V.G.C. 1966 Spitfire £10. 1965 Herald (pictures) £15. Dennis (Banbury /Oxon) 01295 711018.

**WHITE HERALD** Convertible with experienced chauffeur available for weddings / civil-ceremonies. Comprehensive prices from £195.00 (10% donated to charity). Discounts available. [www.triumph-recycler.com](http://www.triumph-recycler.com) or [www.stores.ebay.co.uk/Triumph-Recycler](http://www.stores.ebay.co.uk/Triumph-Recycler) (trade)

**MINTEX** Pads 1144 MGB533 Brand new set brake pads code number MGB533, 1144 type, still boxed. Bought in error, cost me £44 plus p&offer? Pete eMail: [pete.monks@yahoo.co.uk](mailto:pete.monks@yahoo.co.uk)

**STEEL WHEELS.** Four 5" x 13 steel wheels, from GT6 fitted 175/60R13 tyres with good tread £70 Keith (Essex) eMail: [idlewile1@tiscali.co.uk](mailto:idlewile1@tiscali.co.uk)

**1500 SPITFIRE TONNEAU COVER.** FREE if COLLECTED Ken. eMail: [kentye@hotmail.co.uk](mailto:kentye@hotmail.co.uk)

**4 MINILITE** style wheels. Tyres are Avon CR322 175/70R13 (7mm tread). Centre caps have Triumph emblem. Wheel nuts supplied. Buyer collects. Chester. £290 Ian or Stuart (Chester) 01513 365250

**13/60** parts cheap to good home. chassis, restored. engine. new tyre 145/70 13. repair sections new; boot riggers. rear riggers, front wheel arch. below door, treadplate. sills, front footwell. Eddie (Bexhill on sea. East Sussex.) 01424 736193 or 07846 875286.

**TR4A** chassis. It is in restored condition and painted ready to be built on. open to offers. Richard (Ilfracombe) 07875 507498.

**SPITFIRE 1500** Rimmer Internal car cover £40. Refurbished Speedo £25. Mike (Hertfordshire) 07768 006419.

**HERALD/VITESSE.** 1200 Engines stripped, Blocks/Heads/Cranks etc. Filters, Pumps, ignition parts, Dizzy, Lamps. Spit/Herald Gearboxes, Bumpers. Many more Simon (Co. Durham) 0790 1842248.

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**Email [mike.papworth1@btopenworld.com](mailto:mike.papworth1@btopenworld.com)**

**HERALD** Glass. Complete set of glass for a Triumph Herald 13/60 Estate found in garage clearout. Free for collection in the Stafford area. Ring Paul (Stafford) 01785 663076 (eves).

**DOOR GAP TOOL,** unused and as-new. £ 40.00. In Devon and you are welcome to collect or I can send by courier for £10. John (Devon) eMail: [jkbonnett@tiscali.co.uk](mailto:jkbonnett@tiscali.co.uk)

### MICK DOLPHIN CLASSIC TRIUMPH SPARES

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**TRIUMPH** parts (new) Bought for TR6. Pair Lucas/TRW Discs Drilled/grooved DF7269 £30.00. EBC Greenstuff brake Pads DP2169 £30.00. Speedo cable (overdrive) £7.00 Grahame (Northants) 07973 228106.

**SPITFIRE** Hardtop. To suit Spitfire Mk.4 or 1500. Yellow. Needs new rubbers and lining. Buyer collects in Suffolk. £35 Julian (Stowmarket) 01449 612021.

**SPITFIRE MKIV** parts. South Coast. Original tonneau, hood bag vgc. Fibreglass; Door frame, drivers side. rear wing N/S front quarter valences. Steel, Quality sill. drivers side. windscreen pillar repair. Eddie (Bexhill on Sea E. Sussex) 07846 875286. or 01424 736193.

**GT6 MK1** Chassis £50. Suspension Turret £50 pair. Rear Spring £20. Anti roll Bar £10. Rear suspension £40 pair. Rear window £10. Steering rack £30. Adrian (Farnham) 01252 715781.

**HERALD** wheels refurbished, so ready to fit on Ninoroy 165/80/13, 3 perfect, 1 slight unusual wear but not a problem, all 6/7mm tread. £30. Frank (Leicestershire) 01162 792203.



# PARTS 4 SALE

**MASSIVE** spares clearout. Mainly Herald Gearboxes, Diffs, Water Pumps, Body fittings, Filters, Towbar, Bootlid, Tank and more, all cheap. Frank (Wiltshire) 01225 768708.

**BIG SALOON PI** fuel tank N.O.S. Offers. Spitfire fuel tank Mark unknown Offers. Big Saloon Tank Senders, New, Offers. Eddie (Notts) 01636 682068.

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# PARTS WANTED

**STAG Seats** Wanted. Doesn't matter if Mk1 or Mk2 stag seats but I need them in black. Thanks Rik. Email: rikhurst2001@yahoo.co.uk

**LOOKING** for a riveted wooden steering wheel and boss for a Spitfire 1500. Good to excellent condition please. Thanks for looking, Matt. (Ashford) email: matthew.mcguigan@o2.co.uk or Tel. 07834 638805

**AFTER MARKET SEATS** late 1500 Spitfire need a pair of good to excellent Recaro or Corbeau (or similar) seats in black or red for late Spitfire 1500. Matt. (Ashford) please e-Mail: matthew.mcguigan@o2.co.uk or Tel. 07834 638805

**MK2 VITESSE** boot trim panel, fits behind number plate, per Mk2 Vitesse. Photo, price & P&P cost please:- Joe (Morpeh) 07831 097659 or:- joseph.grundy@btconnect.com

**VITESSE/GT6** O/S Vertical Link - Part no. GSJ 267 (NOT BENT)- Price & particulars please - Nev. email: glimmertwins64@aol.com

**HERALD 1200** starter motor. After a good condition working starter, spitfire mk1 and 2 will fit thanks. Ed (Yorkshire) 0776 803570.

**HERALD/VITESSE** Door Cappings. Looking to find a pair of original wood door cappings for 1968 (F Reg) Herald 13/60 Convertible - please contact! Roger 01865 821407

**PLAIN BLACK** spherical gearknob without gear position inscriptions (Original part no. 131246). 5/16 UNC thread in brass insert. Was fitted to early Herald, Vitesse, TR4/4A and Spitfire. Andy (St Albans) 07956 543874.

**Herald 1200** seats required. Phantom Grey front seat required, please. Front and rear for 1200 Saloon. Steve (Chesterfield) 07762 560959.

**TRIUMPH 2000** bonnet chrome. Need the bonnet top chromed intake fitted to a Mk1 T2000. Mine is missing. Please help. Thanks Julian (London) 02088 902499.

**HERALD 948** removable heater air in-take grill. The bit on the bulkhead, under the bonnet. Del Holman (West Kent) 01732 743747 or e-mail delandwen@kent2.co.uk

**VITESSE BUMPERS.** I'm looking for the rear bumper for a MK 1.1. I can't find them anywhere since this Vitesse was never imported to Canada. Paul Barlow (Richmond, BC Canada) email: paul\_tr250@shaw.ca

**SPITFIRE 1500** engine. Need one while I set about rebuilding upgrading and detailing my own engine over the coming months (years?) The more complete the better. Matt. (Ashford Middlesex) please e-Mail: matthew.mcguigan@o2.co.uk

**SPITFIRE MKIII** engine. My project has no engine. Anyone have a complete one? running or known good & overdrive even better! Have pick up so easy collect. Darren (Sevenoaks) 07746 698182.

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TSSC REGALIA MAGAZINE BACK ISSUES  
TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court

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All magazine material must be received

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

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TBA

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Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,  
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# AREA DIRECTORY

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

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.brmmbmm.com/grampiantr.bb">www.brmmbmm.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 Pip Fiegel: 01524 791607	Best Western Bolholt Country Park Hotel Walshaw Road BURY Gt Manchester BL8 1PU	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366 Lisa Garland: 0151 5491267	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

COVENTRY	Phil & Lyn Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tuesday 8.30.
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 07701 049881 William Bate Tel: 07887 605778	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE	Last Wed 7.45pm.
WEST MIDLANDS	Roger Haywood: 07969 024999 From May to September	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125 Barry Minett-Smith: 01242 522973	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm

## WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Plough at St Asaph	3rd Wed 8pm.
		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. 8pm.
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	1st Sun. Lun
		The Star Inn - LIVERTON	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.

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	Soulis Papatthanasiou 00 30 6977280215		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
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NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797		Emmastraat 206862 GT - OOSTERBEEK.
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SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46		Pomonagatan 45 - 742 36 OSTHAMMAR.
	Philip Bellamy: 0041 79 347 1221		Switzerland
TASMANIA	Alan Donohue: 00 61 004 35 77 70198		Switzerland
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			Revere Court Lacey, Olympia - WASHINGTON 98503.





## ALO REPORT . . . ANDOVER AVON . . . CANTERBURY

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

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Congratulations to  
**Derwent Valley Area £50,**  
**Coventry Area £25 and**  
**Sussex £10 Club Shop**  
Vouchers, please contact  
Angie Hill at Club H/Q to  
claim your prizes.

Well it will soon be the time  
of year (December) when  
your Area Registrations  
should be coming into Frank

and me so we can update the directory and your Area is covered by the club insurance for events etc.

If any Area Organiser has any ideas that we can include in the Area Tool Kit Packs that isn't already included please let me or Frank know?

May we take this opportunity to thank all Area Organisers for your commitment and enthusiasm that you have shown throughout the year and roll on 2012!!!

Don't forget if you haven't already booked yourselves or your Area for the 1st Xmas Dinner Dance at Barceló Hinckley Island Hotel!!!!

Please get in contact with Club H/Q or book via the TSSC website. It would be good to see you all there!!!!!!

*Pip & Frank*

### ANDOVER

Tel. 01672 514241

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As Guy and Suzie were off on a well earned holiday you all have to put up with my recollections of the September meeting. Numbers were a little on the low side hopefully none of you came on the Thursday following as this is an easy mistake when our meetings fall really early in the month. Anyway my thanks to Ed and Brendan for keeping me company, subjects discussed included Sat. Nav., GT6 chassis mounts, how we all survived before mobile phones, Sons and Daughters, carburettor floats and poly bushes, so pretty varied.

The next meeting by the time you read this will be on **Thursday 10th. November** just before the The Classic Motor Show at the NEC. Hope to see you there.

*John.*

### AVON

Tel. 01454 327059

As we reach the end of the year, we have arranged our Christmas meal for **12 December**. This means there will be **no December meeting**. The meeting in **January/February** may be affected by the revamp of the Cross Hands but will confirm arrangements in the **December** news. The meal is now booked up due to the good turnout in October including our two new members who are brave enough to try the event! Looking

ahead, the panto in January is Aladdin. Tickets will be available in **November**, so please let me know if you wish to come. They sell very quickly. Date not yet confirmed but will be **Saturday** night - choice of 2. Will confirm date and take names at the **November** meeting - or contact me if unable to attend. **November** will also be election of AO.

A reminder that if you want to go to Coleford the forms need to be with me by **2 January**. I think that is all for now - so a reminder: - **7 November** meeting - choose menu options for meal and book panto

**No meeting in December**

**2 January** - meeting at Cross Hands tbc

*June*

### CANTERBURY

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Sincere and abject apologies for the absence of a report last month. The reasons were many and various and I could hold you spellbound for hours with tales of the massive computer meltdown, the nest of vicious spiders in the chimney and the invasion of aggressive bumble bees, but the truth is I forgot. So sorry.

The October meet was a convivial affair with a good turn out of members. Not so many in their classics now as the weather has turned a bit down here in the south east. But that doesn't mean we haven't been doing things!

The trip to St. Omer in northern France was a roaring success according to those who attended. Mike T's Burlington broke a rear spring as it hit the ferry ramp in Calais and was promptly turned round and returned on the same boat! He was successfully recovered from Dover. A couple of cars mislaid the main convoy in the roads outside Calais but we all met up at the V2 launching site for a visit in glorious sunshine. Then off to the old town of St. Omer for a cracking lunch in a restaurant I would recommend. An hour spent wandering about (we're good at that) and then a leisurely drive back to the ferry to be told there was a 40 minute delay!

Kat and Andy had a good holiday on the continent in the 2000 with the newly installed Megasquirt fuel injection. All went well until the trigger wheel fell off the pulley in Switzerland. See Andy and Kat for a tale worthy of a winter's evening round a log fire.

The trip to Duxford for the all Triumph day was cracking. Glorious sunshine and 8 (or was it 9?) cars in a sensible convoy to that wonderful museum, and for once the coordination was impeccable. Well done all! Charles had a small radiator/engine interface problem (no water) which meant a change of car, while our Spitfire decided to block its fuel filter on the way back. Many thanks to Tim W, Ray and others who watched our back on the return.

And talking of Tim W : congratulations to him and Kate on the birth of a baby boy. Stirling effort!

And so to next month's meet. I shall try to get hold of the meeting room for **November's** meet as there are things which need discussing, such as:

AO for next year

Which charity to support with our annual donation

Our Christmas dinner (Charles)

Next year's events calendar including club runs and meetings with other areas

Web site improvements (Bob)



AOB (All Out to the Bar)

If you have a view on any or all of these issues be there or let me know by phone or e mail so that your view can be heard. That's all for now. I'm off to deal with the aggressive bumble bees.

*Phil R*

## CHESHIRE

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A week ago we were having the Indian summer and we were very grateful for the aircon (the sort that cools the incoming air) in a friend's car when we went to visit our new kittens. Triumph air conditioning consists of winding down windows and/or aiming the hood at the orifice in the back of the car – and cursing the plastic seats! On our meeting night it lashed down with rain (and some lightning was added for good effect) and we had the heater on to warm us up.

Only one Triumph made it to the meeting. It came all the way from somewhere near Crewe, and Richard admitted to running his Triumphs (those that are currently roadworthy anyway) all year round.

Even Paul was seen in a French car due to the weather.

We welcomed Mike, who has a Spitfire MkIII, owned for about 2 years. He sat next to John so our two Spitfire MkIII owners were able to swap tales about their cars. At least, that's what I think they were talking about. As I understand things, we have to go back to the MkII for the hood that was made by Ikea on a bad day (or was it MFI?), taking Jon the better part of an hour to put it up the first time.

Very little progress is reported on our rebuilds. Paul's Vitesse hasn't made much progress, and neither has Richard's Herald Estate. Hark the Herald's owner needs to go on a spray gun course – or, more to the point, RTFM. The new spray gun has 3 controls, plus the trigger, which is 3 variables too many. Turning down the air control to reduce the paint flow means the best orange peel this side of the supermarket fish section.

Adrian has been buying Triumph engines. I think this is a substitute for small Peugeots in various states of (dis)repair, as the small Peugeot destroyers have largely flown the nest. The latest acquisition came from Swansea (conveniently located about 220 miles away) and was supposed to be a 2.5S engine (106bhp @ 4700rpm, the torque figure is missing from my notes). However on closer inspection it has the PI engine number and the bits for the PI metering unit so it's not quite as advertised. Adrian has been listening to Henry (always get a second opinion!!) whose view is that an engine as built by the factory is likely to run properly.

This is from experience of several modified engines in the distant past that had huge flat spots and other bad habits (not including stopping altogether, though).

Last month the technical department contained an item about swing springs hitting the brake cylinder bits on shorter drive-shafts. Bernard read the mail and informed me that the GT6 swing spring article was in the June 2010 issue 360 page 10 (Thanks Bernard). The article included modifications that we're unlikely to make (at least in the first instance) so there's not likely to be a problem here.

Please remember to prepare the Triumph for the winter hibernation period. Drive it into a dry garage (warm and dry is better!) and remind it to be ready to start in Spring. If you're feeling generous, add a car cover to avoid having to wash it before

## TSSC AREA NEWS

the first outing of the new year.

Our next meeting is on **Thursday 3rd November** at the Cock and Pheasant. Again, we start around 8.45. I'll try and order better weather this time round.

*Henry*

## CORNWALL

Tel. 01726 851687

Well what a quiet month Helen and I have had, so first we are going to a report from Carol Coventry who went to the Swanage Show.

Myself, Graham Karen attended the show this year, them with their Triumph 1300 and me with my 1500 Spitfire. We left Cornwall on the Thursday stopping off at an old transport cafe in Bridport for Breakfast. We arrived in the afternoon and set to work in getting the tents up in the horrific weather that we had. We then headed off out to find a pub for warmth, food and lots of alcohol. On the Friday morning when leaving with our cars for the show, yet again Graham had to become a mechanic as yet again my car wouldn't start it must be something with the Dorset air. Yet again it was the coil just like last year. We had free entry in to the show which also gave us free entrance to the Norden to Swanage Steam Train Service. At the same time Swanage were also holding the Folk Festival so there were many forms of music and entertainment which went on all day long. On the Saturday night after getting back late that night, I awoke with my tent partly in on top of me thanks to the tail of the hurricane that caught us. In the morning Graham asked me if I had heard the woodpecker in the early hours!! The date for next year is the 7th-9th September 2012, we are hoping to get a group of us to go up and show off our cars and to enjoy the entertainment in Swanage as well. We will give more details closer to the time that we need to think of booking in.

This month we have a second report from Mike Crewes with news of the Trialling that he and a few other members are into doing.

Jane, Simon and I just competed in The Edinburgh Trial. The toughest of the three reliability trials. Simon and I are claiming Class Awards and Jane missed out by one section. A very good result. Simon missed out on a Trio Award (3 Class 0 Awards in the same year) by one section on The Exeter Trial back in January – his first trial. Between us we have collected 5 Class awards (out of 9) this year, which is pretty good going. Here's to next year and Class 5.

Ok so here are details of the Cornwall Christmas Party, this year it is at the St Michael Hotel in Falmouth over looking Gylngvase Beach. The hotel has just been refurbished. The cost also includes the use of the spa which has a heated swimming pool, sauna, jacuzzi, steam room and fitness suite. The plan is to meet for lunch in a pub somewhere in Falmouth then in the afternoon looking around the shops. Then back to the hotel to get ready and then have a great party. The meal is £34.99 per person and the B&B is £24.99 per person. If you would like more information and details then please ring Sally-Ann on 01872 530686 who can e-mail you all the details.

Finally we are organising a meet and greet for **Sunday 11th December 2011** at The Victoria Inn in Roche just off the A30 for TSSC Members. The plan is to meet up from 11am onwards, say hello, and meet members we know and those of you that



## CORNWALL . . . COVENTRY CUMBRIA

### TSSC AREA NEWS

#### Cornwall Continues

we don't. If you would like to stay and join us for lunch they do a lovely Sunday Roast in the pub. So why not come along and meet us and arrange to come along to some activities.

The next club meeting we have is on **Thursday 10th November** at the Hawkins Arms in Zelah, we will all be there from 8pm.

Best wishes

*Tony & Helen*

#### COVENTRY

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Well the "Smithy Spitty" has been off on it's travels again, first was to the Heart of England Meet at the Griff in Bedworth on Sunday the 11th September, the attendance was a little bit down to the normal, probably due to the inclement weather and also the fact that the meetings have now changed to the second Sunday of the month at lunch time, until the spring, and people did not realise, still a good showing of TSSC members our normal jovial group enjoying a lunch time pint. The following Sunday the 18th we were off again to the GWR steam railway classic vehicle day at Toddington Station, we met up with Paul & Joan Cheshire in their Saffron Spitfire at Evesham and then traveled in convoy to Toddington, we were one of the first there and had plenty of time to enjoy an egg and bacon butty before our outing on the steam train to Cheltenham, a lovely relaxing trip, helped by the fact the buffet and bar was open. On return the show was in full swing, approximately 150 classic cars, nice to see different ones from other areas, the weather was good, we departed about 4.00pm and took a different route home making a great day out.

Sunday 25th September we once again joined up with Paul and Joan and off to the Kettering Vintage Rally at Cranford, a good trip there, although a bit boring on the A14 (we hate that road). A first class steam Fayre and Rally with a terrific amount of exhibits, stalls and events in the arena to make it an interesting day, which of course included the obligatory egg and bacon butty to start with and a couple of visits to the beer tent.

On Sunday the 2nd of October it was off to the Nottinghamshire TSSC & Churnet Valley Railway Triumphs and Trains Day. We set off early morning (well about 8.30am) that's early enough and met up with Paul and Joan at their house, they led the way and off we went, but after a few miles their Spitfire started to misfire, so into the lay-by to try and sort it out, luckily we had a spare dizzy cap, fitted it and off we went but still misfiring for a short time before it cleared, we continued the rest of the journey with no more problems and arrived with only 15 minutes left before the train left, so we had to miss our bacon butties. The train journey is a 10 mile return trip up the valley with the canal and river running along side most of the way, most pleasant, on the return trip the jinx of the day struck again, this time it was the steam engine that had to be repaired, so we were delayed for approx 45 minutes at the station while it was fixed, we hopped off at the next stop for refreshment at the local hostelry before re-boarding the next train and returning to the classic car show mid afternoon. There was once again a lot of classic's we hadn't seen before being as it was out of our area. The rain started to sprinkle

about 3.15pm so it was time to pack up and off home we went. Another great day out in great company.

Tuesday October the 4th our monthly meeting at the Bull and Butcher, Corley Moor, a clear but chilly night and of course too dark to display our cars in the paddocks, that still didn't stop 6 triumphs and a MGB Roadster turning out. A special welcome to newcomers Sharon and Steve Long joining us for the first time. Not a bad turnout with 14 of us in total.

The dark nights are here so into the snug bar it was for a most enjoyable evening.

Forthcoming events:-

We was looking at organizing a trip to Wood Farm Brewery Nr Lutterworth on the 16th of October, but have now decided to delay that till Sunday the 24th (will inform all by email of details later) due to deciding to go to Donington and join up with our friends from Wales, Roger and Helena. Will no doubt see a few more of you there as well, anyone wanting to join us for the run up just let us know.

Sunday October the 9th from 11.00am (we normally get there about 12). The Heart of England Transport Club Meet at The Griffin Inn Bedworth. Bring your fold up chairs and join us. We are in the white Spitty "WEN 882M".

On the **3rd of December** the Heart of England are running a Dance night at the Bulkington Workmen's Club, Chequers Street Bulkington, with live music and buffet, proceeds going to the Mary Ann Evans Hospice, tickets £5.00 a head. If you are not going to the TSSC dinner dance and want a good night out contact ourselves or Roger Perkins of the Heart of England. At our **December the 6th Meeting** we will be having our Christmas Dinner Party Night at the Bull and Butcher. The cost is £15.95 a head for a 3 course meal with a choice on all courses. Those wanting to come let us know at **Novembers** meeting your choice of menu and how many of you. Those not able to attend **Novembers** meeting but still want to come, contact us and we will email you the menu to you for you to choose.

Our next monthly meeting is **November 1st** 7.30pm Bull and Butcher Corley Moor.

Keep them Triumphs running. Regards

*Phil and Lyn.*

#### CUMBRIA

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The last show of the year at Selkirk, 18th Sept, was quite eventful. Three cars and a camper van set off on our journey up to Selkirk to camp over night on what should have been a three hour trip. Anne and I in our Spitfire, Ray and Gill in their GT6, Dave in his Spitfire and Sally in the camper van. Just the other side of Longtown we found the A7 shut for the weekend and a division sign taking us around by the Keilder forest. 2 hours later we arrived at the show ground and the camp site was a mud bath. A quick word with the organisers and they let us camp on the area where our club stand was. Dave did try to get the camper onto the camp site with the help of a tow from a 4 x 4 but that got stuck as well. He had to wait for a tractor to tow him off. After a great evening on Saturday night in the event tent we were joined on Sunday by Mike and Esther, TR7, Rod and Joan, Courier van. It was the first time that Ray and Gill had camped but the weather did not put them off doing it again. Another great weekend and thanks to Dave and Sally for bringing the Camper with its instant coffee machine.

There was a good turn out for the last meeting of the month at



## DERWENT VALLEY . . . DEVON



### TSSC AREA NEWS

- 1st November 2011** – Area meeting and AGM. Smalley Common Ex-Serviceman's Club from 7:30pm.  
**3rd December 2011** – TSSC Christmas Dinner Dance.  
**3rd and 4th December 2011** – TSSC HQ open weekend.  
**6th December 2011** – Area monthly meeting. Smalley Common Ex-Serviceman's Club from 7:30pm.  
**3rd January 2012** – Area monthly meeting. Smalley Common Ex-Serviceman's Club from 7:30pm.  
**8th January 2012** – Annual New Year Run.  
More details will be in next months Courier.

That's all for now folks

*Colin*

### DEVON

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September started with the Lincs weekend and continued with much activity finally ending with the 'Mile of Triumphs'. A great weekend was had by all who attended and the sun shone right the way through the weekend. Although the MOT is now a different format there was still lots to do and of course it's great to meet up with friends to share laughter about their Triumph experiences over the last 12 months. The Teddy Auction was up to its usual standard. Biggles returned yet again and raised £290. Derwent Valley member's individually bought several bears, dogs and other stuffed creatures and had enough money left over to make a cash donation of £85 at the end of the night.

On the Sunday was the traditional run into Gt. Yarmouth and the line up for the 'Mile'. This was followed by a scenic run through the countryside. Roger, Julie, Kim, Paul and Angie and me stopped on route to sample the cream scones. Realising the time we headed back to the campsite for the Peoples Choices Concours. You could have knocked me down with a feather when Angie's Stag was voted the best Stag at the MOT. Angie's first trophy is proudly displayed in the cabinet at home.

October's monthly meeting was also quite an event with the main topic of conversation being Angie's success at the MOT. After the usual natter and an update regarding next years Peak Run from John we were challenged by a quiz set by Kim. My first impression was that it was an easy quiz, but there were some fiendish and trick questions laying in wait for the unwary. The eventual winner was Bob with 22 out of 25. Well Done.

Today (9th October), we held our annual Derwent Valley Bowl which was well supported by 6 areas of the TSSC all not wanting to win the 'Bowl'. Eleven games were faced by all. The individual winner was Bob of DV and the boobie prize was awarded to Jorden of Hallamshire who is extremely proud of the miniature toilet presented to him. Niamh achieved the under sixteen's top score. The area winners and keepers of the bowl for the next year was NORTHANTS who have now won the trophy twice equalling the record set by DV.

Well done to everyone and thank you for attending and making it such a brilliant event.

Dates for your diary:

*Roy*

Firstly, we have been overwhelmed with bookings for the Christmas meal on **3rd December** and are unable to accept any further bookings – sorry.

September saw us still out and about at various shows. We attended the South Devon Railway show at Buckfastleigh, taking both our cars, and meeting there with Sarah (13/60 convertible Ruby Wax) and a holidaying member, Richard from Stockport with a very neat Vitesse convertible. The Star was overflowing again on Club Night, with seven cars there – TR7's of Colin and Julie (her's looking very smart after some TLC) Dan's 2.5 Pl, Jasmine's Dolomite Sprint, Shaun's Stag and two Spitfires, Mike's now running perfectly, and Mark's (or is it Jane's now?). It was Sarah's 17th, with Marc's and Karen's (both a little more) coming up over the weekend, a 'cackle' of Karens celebrating!

Another Triumph Meet & Greet at Route 38 at the end of September. 5 cars met at Peartree Cross and led by Dan's 2.5 Pl, Simon's 2000, Russell's Vitesse, our Stag and Mark's Spitfire made our way down into Cornwall. There we met up with Marc (13/60), Julie (TR7), Colin (TR7) and Ann (Herald) and a good selection of Triumphs from around the area. We caught up with Plymouth member Phil who now has a very smart Dolomite and hope to see him out again soon. After a good lunch, we led the group to Liskeard, through St Anne's Chapel (looking for Mick Lewis who has recently moved there), back into Devon via Gunnislake as we are too mean to pay to get back over the bridge, and on to Yelverton Airfield. We usually stop there for an ice cream but, as the van was not in its usual location, we made our way to the tea room where certain members could not resist the temptation of a cream tea, and then we went our various ways home. Another lovely day out, with the weather for once improving instead of deteriorating. With the season winding down, we still have plenty planned for our Devon members.

At the beginning of October, still basking in the wonderful 'indian summer', seven Triumphs met up at Exeter Services. This time it was Ian & Karen leading in their Smart car, but behind them were two Vitesse's, Allan's and Russell's, Dan's Spitfire, our Stag, Colin's TR7 and Carol's Spitfire. Tops off where appropriate all the way and Ian led us around some East Devon lanes which we had not seen before. Some fantastic scenery, and some very narrow roads, finishing for lunch at the Bowd Inn on the Sidmouth road, a pub we have often passed but which John and I had not previously been in. A really good



## TSSC AREA NEWS

### Devon Continues

carvery, during which we saw a Vitesse enter the car park. and we met up with Colin and his wife, now living in Seaton, but originally TSSC members from Cornwall who were well known to Carol. Perhaps we may have inspired them to rejoin the Club? After lunch, young Robbie enjoyed the play area whilst the rest of us basked in the sun. After that, Ian again led us through the lanes to their house at East Budleigh, where we all piled into the garden for tea and an early celebration of Jackie's birthday. The reason for the Smart car became apparent when their Vitesse and Herald were found encased behind building materials for their new house.

Steve Wilkinson reports on North Devon sub group's activities - We had a great meeting in September at the Tarka Inn near Heanton, North Devon with Barry Pascoe (two Spitfire Mk3's) joining us and hopefully see you next time. Sharon & Steve W came in Sharon's Spitfire MkIV and Steve K came in one of his Reliant Scimitars. We were also joined by Ray & Wendy, Glenn & Trish, Dave & Kay and Edith who came in their moderns. The weather for the bbq was not the best to say the least with lots of very heavy showers and a strong wind in the morning that thankfully dropped as the day went on. We had fun with 3 club cars and a nice little gang of Steve K (with daughter), Dave & Kay, Glenn & Trish, Ray & Wendy, John, Joan and Shan & Steve, Sharon W and Edith. John, Joan and Shan camped in John and Joan's new folding caravan and Shan had great fun on his pit bike in the field. Ray and Wendy, as winners of last year's Treasure Hunt have kindly volunteered to organise one this year, and we hope to have lots of support for their event on **6 November** (see below).

Still in wonderful weather, John and I took the Stag to meet a group from the Triumph Club de France, over here from Brittany for a week. We joined their 2 TR4A's and a TR3 on a drive from Plymouth over the moor to Princetown (showing them the prison built by Napoleonic prisoners), meeting friends from the Devon TR Register, then on to lunch at the picturesque Fishermans Cott at Bickleigh Bridge by the fast flowing River Exe. There they left us to continue their trip to Somerset where they were visiting the Fleet Air Arm Museum and Beaulieu before sailing back from Portsmouth. We hope to keep in touch with a view to a possible trip to Brittany in the future.

Can anyone solve our puzzle? Our Stag's clock - like many others - has not worked for about 2 years apart from briefly and inexplicably, when she had a little welding done. John (an ex auto electrician) got her out, after looking at a problem headlight, and lo and behold the clock is working - why? John cannot come up with an answer but it is possible that one of our Devon potholes may have jolted it back into life!

#### COMING UP

**Sunday 6 November** Treasure Hunt for the '2 Jags Chris' Trophy. Meet at 10 for a 10.30 start at Lords Meadow Leisure Centre, Commercial Road, Lords Meadow Industrial Estate, Crediton EX17 1ER. There's a large public car park there. Please let us know if you are coming along as we do need to know numbers for lunch.

**Thursday 10th** is the North Devon meeting (ring Steve 07968 702611), and Club Night is at the Star Inn, Liverton on **Wednesday 16th**.

It is already time to be thinking of the Area Organiser's position for the coming year. If you still want us, we are happy to

## DEVON DORSET SOUTH

carry on, but would welcome any ideas for events to put on - do get in touch and we will try to fit in your ideas. If you have not before been along to a meeting, you will be made very welcome and we always love to see new faces or cars. We try to move our weekend meetings around the county, usually finishing at a suitable hostelry for a meal - ideas for venues are always welcome too. Criteria - a big car park and good food at reasonable prices.

#### DEVON DIARY

<b>Sunday 6 November</b>	Treasure Hunt from Crediton
<b>Thursday 10</b>	North Devon Meeting
<b>Wednesday 16</b>	Club Night at the Star Inn, Liverton
<b>Saturday 3 December</b>	Devon Christmas Meal - fully booked

*Sue & John*

### DORSET SOUTH Tel. 07920 549474

Hi Gang. As I write this article it is dark, wet and windy outside so after the glorious heatwave in early October it is now official! All fair weather Triumph owners tuck your pride and joy away in it's cosy bed for the winter.

Only couple of events to catch up on. September 17th/18th was the second classic car show at Church Knowle animal sanctuary. The weather was not to kind for this event



although Dorset South members Richard Hall (MK3 Spitfire) and Dave Harris (TR6) did brave the elements (see pic). I spoke of the October heatwave and what a fantastic day it was for the Autumn leaves classic car get together held at Highcliffe Castle Christchurch on October 2nd and organised by Downton



Engineering Works Car Club. There was a good array of cars from classic minis to gigantic Caddies. See picture of Dorset South members on display in front of castle. Also on show were number of other Triumphs from TR4's to a tidy Dolomite. That's about it from me for this month time for my hot water bottle and bed. Roll on summer.

Cheers

*Rob*

## ESSEX

Tel. 01375 672072

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

As another show session draws to an end we look forward to our winter program and a look back at what a year we had, the club attending "shows" sometimes three different ones on the same day and some times despite arriving at what was to be the show ground no show. One of our members had his cars fettered in a National magazine (practical classics) another had his photographed for a book on sports cars and members have picked up prizes all around shows, at one show a members car got two prizes and at another the Club stand picked up a prize. And the best bit, we have been getting new members along the way, a good year so far for the Essex TSSC.

MY OFFICE - Not much time spent in the garage this month due to just becoming a granddad. I still believe I am not old enough and if I am will it bring down my insurance?. Being a glutton for punishment I have just acquired a Mk IV SPIT PROJECT the one I mentioned offered at Battlesbridge this should keep me even busier over the winter, not yet decided whether to break it or rebuild it? My wife does understand me most of the time, and at least she knows where I am. More to follow next month

OUT AND ABOUT - COLCHESTER LIONS - Two cars at this show, Ian and Cheryl in their Spit, Janet and I in her TR7. there



were a number of interesting cars at this show, the Marcos club were there with a selection of their cars of different ages up to a nearly new race car, there were a number of local Triumph owners there so spent sometime encouraging them to join the club, this may pay off. Good show in pleasant surroundings, all for local charities, what away to spend the day

WANSTED - John was first to arrive, closely followed by Jason and son Jack in their GT6. A welcome addition to the show gang. Steve and Maria and then Momma and Stuart. A mammoth journey of about 6 miles to the show. Upon arrival we were parked with the other classics on one side of the park. The next gang members to arrive were Malc, Lesley and Nancy. There was a lot to see and do, lots of toot stalls, ice cream stalls, bbq etc. The first thing the gang saw was a very strange

## TSSC AREA NEWS

pushbike. It had six seats all arranged around a circular frame and each person had a set of pedals. The main seat had a steering wheel which operated the two front wheels. A bit hard to explain it properly so have a look at our 'web site [www.freewebs.com/essextscc](http://www.freewebs.com/essextscc) Wanstead Festival' video. We met Peter in his newly acquired Herald 13/60 Convertible. He told us that he has only had it a couple of weeks. It was an Ebay purchase that he put in a silly bid for and ended up winning it. So he parked with us. It's Saffron Yellow, he seemed enthusiastic so we might see him again. We were entertained by Nancy doing some unusual walking. Again, see video on web site. We left about 5 ish for the short journey home and just about got home just before the rain. A very nice show.

CLUB DAY - I was expecting this to be a quiet day as a lot of the members were at a show but it turned out to be busy, there was Ian and Cheryl in their Spit, Janet in her TR7, I had taken my Spit as the wrist could take short journeys, we also had Ray and Lesley and their lovely Red Herald and Steve and Janet in his Herald coupe, nice to see you out in your car again Steve. Bronwen and Stuart my extremely expectant daughter and hubby turned up for dinner and so he could get a look at the cars. I spent a lot of time nattering to every one. Ray and Lesley are new members, they were looking for a car and saw the Herald and fell in love with it, they will be venturing out on longer journeys with us as it proves it self to be reliable. 12:00 to 15:30 were does the time go? no sooner have I finished dinner and spoken to a couple of people and the time has gone. I did get time to go into the car

BATTLESBIDGE - Early start for this local very popular show, we had a club stand so lots of opportunity to promote



our self, nine cars but two were not Triumphs as their Triumphs had let them down (I thought Triumphs were reliable!) John, Donna, and Lucy in a Herald, Steve, and Maria in a Herald, Keith and Caroline in a Spit, Andy and Jess in a Spit, Paul and Charlie in a Spit and me in a Spit, then a lone TR7, plus two non Triumphs.

But it seems the breakdown bug was still active, as we queued



at the entrance gate Ian was jumping out of Rosie and lifting the bonnet with clouds of steam pouring out, the electric fan had stopped working and he had removed the old mechanical blades, no problem we thought, lots and lots of auto jumble, there was bound to be





## ESSEX . . . GLOUCESTER HALLAMSHIRE

### TSSC AREA NEWS

#### Essex Continues

some fan blades out there, you are already ahead of me and as you guessed not a single fan blade to be found, back to the car and try and gerry rig some wiring but it turns out the motor is the problem not the wiring £35 later and a hole new fan he has cooling and the honour of wearing the breakdown vest. The show was very busy, lots of people taking leaflets and chatting about Triumphs. Whilst chatting I was offered a MK IV Spit that was going to the scrap man if I didn't want it. See comment in My Office

CLACTION - Steve and Maria in their Spitfire and Johnny No Mates on his own in the Herald. We arrived at the show reasonably early. We immediately settled in for a cuppa and John was persuaded to have a bacon roll, cooked by Steve. He didn't need much persuading! Then it was time for a mooch round the toot stalls. Not that many here but Steve and John did both buy a little ratchet set. By midday the show field had filled up and there was quite a lot of cars. A good turnout, especially for a Saturday. A few other Triumphs were here, 2 other MK3 Spits, another 13/60 Convertible and a very nice pale blue 1300 FWD. We had a good chat with the owner and had a good look around the car. He showed us the very unusual starter motor arrangement. It's at the front of the engine and the ring gear is on the crank pulley. Best bit is that it's all exposed and you can see it working. Never realised they were like this. He told us he was having trouble with a persistent oil leak from the front crank oil seal. I had the same thing a few years ago and it nearly drove me mad, ha ha. Anyway I'm pretty sure his problem is the same as mine, oil thrower round the wrong way. Hope we bump into him again to see if it was. The weather wasn't too bad. We had one big downpour during the morning which had us huddled under the broly for a while but after that it was dry for the rest of the day until we were halfway down the A12 on the way home. The last half of the journey was done in the rain. Oh the joys of drying out a classic car

UP AND COMING

CLASSIC MOTOR SHOW **Friday 11th/Saturday**

**12th/Sunday 13th** . NEC Birmingham

MONTHLY MEETING **Sunday 20th** . The Halfway House

MONTHLY MEETING & AREA XMAS DINNER .

**Sunday 18th** White webs museum auto jumble followed by pub lunch **2ND Jan 2012** yes 2012

BIRTHDAYS Mark Jackson (stag) from over the water 7th . Nancy Wing from over the water 12th. Steve Cox 12th Charlie (Paul's of the bread pudding son) 15th

*Allan*

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

In all honesty it's only a matter of time before the Worcester area news and the Gloucester area news become one and the same as the two areas are so closely entwined and we share a great deal of events and functions. However until that time I shall give my review of the happenings this passing month.

The "movie night" looked to go ahead without the weather catching us out. That was whilst we were putting the marquee up and after that it went slightly awry, but it'll take more than driving rain and near hurricane winds to deter us hardy folk, the

fact that all was in motion by that time and the point of no return had long past saw the evening progress.

Jean & James very kindly allowed us to use their garden for the venue and weather aside, the atmosphere in the marquee was great. As expected the tastiest sausages were cooked up (along with a pair of my eyebrows), onions, buns, ketchup and mustard to taste and the attendees were fed and prepped for the movie. Tom and Jerry entertained the wee ones as food was handed out and other than a few serviettes there was nothing left. A round of freshly popped corn and yet more dogs ensured no one was left wanting.

Thanks to everyone for the help in organising and catering the evening and thanks to our host for allowing us in.

The next day Vicky, Jane, Jasper and I set off for a long walk around the Beaulieu autumn autojumble. It was a blustery day but the sun shone all day too so we were able to meander and take in the vast array of goodies displayed. We met up with Tracey & Marcus and bumped into David Embury too, all out looking to see what could tempt a shilling from pockets.

The lovely unseasonal burst of hot sunny weather helped the American themed weekend at Prescott swell their numbers, Barry went along and even though the Americana isn't his first love (British is best) he thoroughly enjoyed the weekend. Lots of V8 power on display and the wall of death too and no that's not a dig at Barry's driving.

As Barry was enjoying Prescott a last minute weather capturing drive was organised by sergeant Vicky, five cars and nine peeps enjoyed a lovely tree lined route through the Forest of Dean and out to Tintern old station. Lots of other people had the same idea as the area was very full but we squeezed in and set fire to some charcoal to enjoy yet another feed. The cars were appreciated by lots of passers by especially a young lady who turned up with her dad in a VW camper and decided she loved all classic cars and promptly set about drawing them all, unfortunately for her she'd left it a little too late as we were driving away at the time, we moved along to the Abbey car park (this one doesn't lock up at 5.15) and finished the afternoon with a walk along the river path. Fab.

That's it this month I'm off to Malvern now to the autojumble at the three counties, I'll let you know how that goes next time.

*Andy*

Events.

**Sat 5th November** Christmas card & small gift sale for Leukaemia & Lymphoma Research at Don & B's 35 The Holt, Bishops Cleeve. 10am-4pm all welcome.

**Fri-Sun 11th-13th November** the International classic car show at the NEC

**Mon 21st Nov** Area meeting at The Swan Inn, Coombe hill.

**Sun 27th Nov** Autojumble at the Three Counties Showground, Malvern

**HALLAMSHIRE** Tel 07837 110325  
or 07809 655388  
e-mail: [ade@adrianhadfield.wanadoo.co.uk](mailto:ade@adrianhadfield.wanadoo.co.uk)

I write this just back from my first Duxford event, well what a marvellous event, so much to see with six hangers of aircraft/vehicles and memorabilia to explore, plane rides, the club shop plus 300 triumphs on display and with temperatures hitting the thirties, what more could we have wanted?

Setting out early with Dave and Angie, AO's from Northants and another member we had a scenic run to Duxford arriving at

## HANTS & BERKS HERTS & BEDS



### TSSC AREA NEWS

**HERTS & BEDS** Tel. 01582 750943  
e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

10:30 giving all day to enjoy the sights/company. Will definitely be doing this event again.

Few weeks previous saw a few of us attend the Rotherham show again with weather on our side yet another successful event which gave us a forty minute run round the Rotherham area before culminating at Clifton Park, once parked on display we were free to explore the stalls and fair there.

Events now thinning out, I look towards finishing my garage to enable those winter jobs that are planned, engine out of Vitesse and chassis legs painted and front suspension rebuild awaits.

Don't forget to book those TSSC Christmas Dinner Dance Tickets and Accommodation.

*Adrian & Julie*

#### November

1st - SY Meeting

21st - Hallamshire Meeting

22nd - SY Meeting

28th - Nottingham Meeting

#### December

3rd to 4th Open Day at HQ

3rd - Xmas Dinner Dance

6th - SY Meeting

19th - Hallamshire Meeting

## HANTS & BERKS

Tel. 01252 810828/07822 801275

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

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

This years Christmas meal has now been booked. Once again we will have this on our normal meeting date at our normal meeting venue, the Crooked Billet at Hook. Table has been booked for 8pm on Tuesday 6th December for 20 people although we can no doubt squeeze a few more in!

Menu choices are:-

**Starters** • Homemade Roasted Parsnip & Carrot Soup with Herb Croutons • Prawn & Crayfish Cocktail • Breaded Brie with Cranberry Dip • Game Pate with Onion Chutney and Toast

**Mains** • Roast Turkey with the trimmings • Beef casserole in Mulled Wine • Salmon Fillet with Dill Crème Fraiche • Lamb Shank with Rosemary and Redcurrant sauce • Vegetable Wellington with Mushroom Gravy (All served with Roast Spuds and Fresh Veg)

**Puds** • Christmas Pudding with Brandy Sauce • St Clements Sponge with Fresh Cream • Eton Mess • Raspberry Cheesecake with Mixed Berry Coulis • Cheese & Biscuits

Price is the same as last year at £17 for 2 courses, £22 for 3 courses. I'll be publishing the menu on the area website. Let me have a £5 deposit per person at the next area meeting or contact me.

Feel free to bring along family and friends.

The other piece of news is that I may have found someone to take over as Area Organiser when I pack up at the end of **December**, I'll not publish this until it's confirmed but those of you who were at the October meeting know who the potential successor is!

That's all this month,

*Andy*

Hi Triumpher's. The September Pub meet was a record with 35 Visitors and I think 16 cars in the parking, we managed a quick spiel on how Duxford was to run, but with a few new faces and many old ones it was too busy to talk or meet you all, begin to think we need a bigger Pub. A Big thanks to all who came along for a natter.

Not too much to report this month other than a big thank you to the Duxford Event Team comprised of

Pete, Jill, Valerie, Ray, Malcolm, Robert, Ashley, Alan, Christine, Jim, Christine, Valerie, Andy, Gemma, Chris H, Paul, Stuart, PeteS,

Stuart Ray and myself marked out the miles of white lines on Saturday and marvelled at the weather..our luck's in, this could be a cracker and Wow what a result, brilliant Blue skies, Hot Sun, even the B52 Sally B was up doing circuits and bumps for crew training, the result was 405 paying adults a scattering of children and around 300 Triumphs, first mistake.. we should have been selling sunscreen oil!

The raffle, made up of a, rescue pack, wines, toolkit and much more supplemented by some goodies from the traders and a nice bottle of Grouse from Geoff and Hazel all found a selection of winner's, after much faffing about, as our stone age random number generator continually failed to pick a winning ticket, but we got there in the end with a bit of a fiddle and a play on numbers... ..all part of the fun! ( must try harder)

Ashley did a good job sorting out 4 cars for a prize, something that is always hard, and you win some, loose some in whittling the likely cars into some order of merit! It is never a concours award but more an award for well loved, well presented, a tad outstanding etc. The results were:

1st GT6 Mk3 Nick Ledger, 2nd Vitesse 6 Nick Bareham, 3rd T2000 Mk1 Kevin Tingey, 4th Herald Stephen Pedley. All of these being cracking examples of the model and marque, there were so many to choose from it's difficult with the high standard of presentation of all the cars on site.

To me everyone there deserves a "well done"! Thank you all for coming, many from far away, it was a brilliant day.

The next Pub meet at Hitchin will be **November 28th**, after that we will be holding our Christmas dinner at the Anchor Inn, Hitchin on **December 9th** and we expect all payments to be finalised then, it's a two priced menu £9.95 or £19.95 if you have an appetite, all has to be pre booked through me and payment made to me at the pub. Menu available from me on request. All the locals on our pub's e mail have a upside down pdf copy!

The **November** meeting will also have to include a simple AGM, So don't run off, anyone who would like to be on our committee or happen to want the AO position please drop me a line to let me know as soon as possible please, the exiting committee is made up of Alan Gower (treasurer) Pete & Stuart Saunders, Barry Huffer and Myself. I don't know who's daft enough to stand for another year as I have not asked at time of writing all this waffle so this will have to evolve before the night, anyone is welcomed to help out, give it a try, new idea's always welcome. Is there anyone out there who would like to write these news letters?

Regards

*Peter*

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



## ISLE OF WIGHT . . . WEST KENT LANCASHIRE . . . LEICESTER & RUTLAND

### TSSC AREA NEWS

#### ISLE OF WIGHT

e-mail: [isleofwight@tssc.org.uk](mailto:isleofwight@tssc.org.uk)  
www.triumph-iw.co.uk

We will mention the weather! We spent last weekend driving around topless, going from one beach to another and even paddling, it was fabulous, just like being on holiday. Other people on their holidays were some Dutch visitors in their TRs, they were at the Island classic car show and also came along to our meeting on Monday, great to see you all.

We saw a few familiar faces at Beaulieu, the rain stayed away and we even managed to find some bargains and visit the museum, which was a result.

Goodwood wasn't so kind, I understand it was rather soggy underfoot and down the back of some peoples necks, not always a good idea to perch under the edge of an umbrella Angela! Still very worthwhile as much charity money was collected by our members.

The next meetings at the Woodman Arms in Wootton are **Monday 21st November** and **Monday 19th December** from 8pm.

Where do you want to go for a Christmas meal anyone??  
See you all soon, regards

*Tracy.*

#### WEST KENT

Tel. 01732 743747

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

This months meeting was very well attended with 3 new members joining the 'usual' crowd. Les Featherstone brought along his recently acquired Stag with MOT, a nice example which naturally I had to have a good look at. Jim and Ann Black brought their Herald 1200 - another nice example of an early Herald. Darren Checksfield came along in a very nice Escort Mk1, in his defence he has a Spitfire Mk1 in his garage awaiting restoration, he has recently posted pictures of it on the forum under the Triumph Projects heading. Later in the evening Darren's friend Phil, also joined us in a Mk3 Spitfire.

In addition Rob Garrett brought along his white JC Midge, a very nice special based on a Spitfire chassis. In keeping with the largely 'small chassis' theme for the evening we were also joined by Colin with his concours winning Spitfire, David in his MkIV Spitfire which was recently featured in Practical Classics, and Chris in his latest acquisition, a black and white Vitesse 2 Litre Convertible.

I came up in the Stag with Andy, we were both sporting our Ten Countries Run T Shirts in celebration of achieving 2000 miles across the Ten Countries last month. I even managed to 'entertain' some of our group with some video I had taken of the event accompanied by 'The Italian Job' soundtrack!

It can be found on Youtube at:

<http://www.youtube.com/watch?v=5I7FF69jx3Q> if you're really interested!

Last Sunday, a group of us went up to the All Triumph day at Duxford, hosted by the Herts and Beds Area. I followed Del and his Vitesse there in my Stag, and Chris, Malcolm and Keith joined up with the Essex section in their Vitesse and Herald. It was an excellent day and all credit must be given to the organisers for both the event and selecting a weekend with such good weather. It was also good to meet up with

Canterbury Area there, and we discussed possible co-operation on events next year including a combined Drive It Day Run again.

*Steve*

#### LANCASHIRE

Tel. 01282 449099

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It's the end of September it's dry but almost dark when the three of us from the east of the county arrive at the Canberra club for our monthly meeting. I'm thinking to myself that this will be a poor turnout as winter is approaching and the nights are drawing in, but nothing of the sort, in no time at all we had nine Triumphs (and the MGB) on the car park and two dozen people noggins and nattering inside and out. Now if I could figure out what brought so many out on the night I'd bottle it. Nevertheless it was the best meeting of the year.....so far! Chris had composed a 'what's the emblem' quiz with an exquisite bottle of bubbly to be won.....well done Dennis (king of quizzes) Petty.

We had two newbies to the meeting, first Rob Ballago in a very tidy low mileage original and unrestored TR6, Rob also owns a GT6 and a Marcos (one of the V8 ones not a mini Marcos) a nice collection in all and an understanding wife I suspect!!!!. Secondly we welcomed Andy Simpson in his GT6, Andy had some tales of woe of his recent repair bills for the car giving us all a lesson to be learned when putting our cars in the hands of so called 'entrusted' garages.

With Andy's car on the car park that brought the tally of GT6's to four, looking impressive all parked alongside each other. Andy I hope you got home ok if you were going to keep up with the other two mad 6 drivers that live your way.

Thanks to several members who personally donated to our club funds, we can now pre-order the sun walls for the event shelter in time for next years activities.

One event worth mentioning here is our Christmas dinner (yes Christmas!!!) I will have emailed those of you who are on my list, but at the time of writing we have two option dates which are the **3rd and the 10th of December**. Again at the Canberra club costing about £22 per person, which is for a Christmas style dinner, cabaret and disco. Those who haven't already told me that they want to go please contact me asap please.

That's all for now.....

*Kevin*

#### LEICS & RUTLAND

Tel. 07774 276564

*To Start off we have Last months Leics & Rutland area News which although received by myself was not included. Error on my part! So apologies to all Leics & Rutland members and here is Octobers missing news - Bernard. Ed.*

Phew, a weekend at home. The month of July was very quiet for the area, just a few members attending the Beaumanor Car Show and likewise the Northants Area Rally, As for August, despite the poor weather, a blast.

The weekend of 7th August saw the area on a day out to the seaside. The destination being bracing Hunstanton for Kite Flying, Fish & Chips and Erica in a wetsuit. Eight club cars made it to the Lighthouse and a good day was enjoyed by all.

The 14th August and our own "Sunshine Rally" number 28. Members met the evening before at Brooksby and erected a few tents before some departed, leaving a staunch band of





## TSSC AREA NEWS

members to stay overnight, in tents, caravans and motor homes. We had just finished the BBQ when from the other end of the field, £1,000 of fireworks made a spectacular display, all thanks to the couple who were having a wedding reception at the Hall. The men who had set off the display joined us for a pint of Andy's home brew and commented that it was nice to talk to someone after their work. Sunday stayed dry and we had a good display of classic cars for the show with Tony Simpson taking Car of the Show. Attendance numbers were slightly down on the previous year but once again a successful show and a boost to area funds.

The next weekend saw several members arrive at Stafford show ground on the Thursday afternoon to stake out our place on the field. By Saturday we had twenty members and families staying over for the show. Enjoyable weekend with several members entering into the spirit of the 80's theme on Saturday evening.

Next it was Earls Barton Steam Rally and a sizeable number of members and cars arrived on the Friday for the weekend show. A well organised local show with lots to do and see and a well stocked Real Ale tent. However, with Andy once again arriving with his home brew and Neil producing a bottle of Glenmorangie whisky, Friday night was fun, and no need to leave the camping area. Graham fell over, blaming the wabbit holes whilst looking for the walkway and Neil spent the night in the company of a bucket. Ade slept soundly after muttering "light weights" to the men.

And finally, Shakerstone family weekend. Steam engines, canal boats, train rides, wing walkers, no rabbits this time (no Andy's home brew) real ale and much much more. Even the MG club with fence, bunting and a closed off gazebo. Only the "do not touch signs" were missing off their cars. Some lovely classic cars on display and even their owners were commenting on the closed shop of the MG owners. Why bother to attend if you do not want anybody to get near to your cars. Neil stuck an MG badge on a mobility scooter, at least it moves.

Forthcoming events are a Go Kart evening, the Mile of Triumphs and the Churnet Valley Triumph and Trains day. Several members indicated that they will be at Churnet. On Sunday 9th October I will arrange a drive out to Derbyshire arriving in time to partake of the mayhem and chaos that is the Derwent Valley Bowl. Sunday 16th October will see us at the autumn National MG & Triumph show at Donnington Park where the club have a stand. Lots of cars, auto jumble etc. To close October we hope to have a firework and BBQ evening on Saturday 29th October at the Edmonds home, South Croxton. Bring your own banger and the odd firework or two. Dark, quiet evenings. Bliss.

*Dave*

Just like the buses, no area news for two months and then two come along at once. (I hope). The Go Kart evening at the Six Hills track proved very enjoyable under the floodlights. Twelve members drove the karts and after three eliminating heats and a semi final, six battled it out for the winning medals and podium finish. No serious accidents, but quite a few shunts into the tyre walls proved fatal for some drivers medal hopes. The only woman driver was Erica, in a fetching blue overall, and hair flying, but boy did she motor around the track, taking no prisoners. She came a creditable fourth in the final behind the winner Dean, followed by Seb and me. Found it quite tiring on the arms and had this strange feeling driving home afterwards that I wanted to not let any other car pass me, or if they did, to knock them off the road. Fortunately, the

feeling passed without incident.

Several of us made it to Yarmouth for the weekend and the Mile of Triumphs. About seventy cars turned out for the drive into Yarmouth on the Sunday and as always the teddy bear raffle raised a lot of money for good causes. The lovely weather also helped to make it a successful and enjoyable weekend.

The weather was also dry for the members who turned out for the Churnet Valley event. Lots of classic cars in the car park, folk groups at all the stations and train rides on the extended line to Cauldon Lowe. We broke our journey on the way back at Cheddleton and enjoyed a pub lunch at the Boat before boarding the steam train ride back to Froghall.

Three members indicated that they would be at the Derwent Bowl to represent the area.

We also have five of our members cars on the TSSC display at the Autumn National Show on Sunday 16th October.

The bonfire and BBQ is all set to go with a bang for **Saturday 29th October** and the area AGM will be **November 1st** during our regular monthly meeting, followed by table skittles. If we can organise it we will try and take the area slot car challenge and put out a challenge to the locals in the pub.

Please note that as the Red Lion are busy during the month of **December** dealing with Xmas meals, we will **not be able** to hold our monthly meeting scheduled for Tuesday 6th. However it is our own area Xmas dinner at the same venue on **Saturday 10th December**, so any notices, comments will be made by me then.

*Dave*

**MANCHESTER** Tel. 01524 791607  
**www.tssc-manchester.org.uk**

For the first time ever this is going to be a small Area News because sitting at my computer is a little difficult at the moment so I would like to start by thanking every one for their visits, cards, pressies, texts, phone calls and flowers, thank you!! it's touching knowing I have so many friends.

Dates to have a think about next year **2012**.

Manchester Area Event **August Bank Holiday** or **2nd weekend September**.

Prescott Hill **19/20th May**

Spa **25/27th May**.

Le Mans **7/9th July**.

Tatton **2/4th July**.

If anyone would like to join us at any of the above events please contact us in the usual way.

That also goes for anyone who would like to join us for the Xmas Dinner Dance at the Barcelo Hinckley Island Hotel and the Xmas open Weekend at Club H/Q.

*Pip n Frank*

**NEWBURY** Tel. 01635 868640  
e-mail: **dave.rumens@btinternet.com**  
e-mail: **mary.rumens@btinternet.com**

As usual the area had a flurry of activities at the close of the season. Roy in TR3A, Malcolm and Josie in GTfire, Andy in Bond, Nigel and Helen in TR7, Patrick and Jean in Spitfire and Dave and Mary in Vitesse all made their way together to the



## NEWBURY . . . NORFOLK NORTH EAST

### TSSC AREA NEWS

## Newbury Continues

Shalbourne Car Show and were able to park next to the TR group which made a nice showing of Triumphs. The weather was good on the whole with just a passing shower, but enough to make everyone who was with the cars at the time rush round and do a 'hoods up' job for all those who were elsewhere. As usual there were some super cars there and the organisers were very pleased with the event as it made £15,000 for local village causes. There were over 200 cars there and it appears to be going from strength to strength, so look out for it again next year.

One of our meets was a photo evening to display pictures taken by area members over the year. By far the most popular was Malcolm's picture of the 1960's round black plastic table and chair strapped to the boot of the GTfire. His caption was that it was a new form of sat nav!!

Thank you to all those who took photos, some people had put a lot of thought into their scenes.

At the beginning of October we had our annual mystery run out, ending with a pub lunch.. There were 6 cars – Sean and Carol in Moss, Nigel and Helen in TR7, Roy and Helena in Midge, Malcolm and Josie in GTfire, Ian in TR6, Dave and Mary in Vitesse. This year the weather was fantastic, unlike last year when it rained hard all day. There were glorious blue skies, not a cloud in sight as we had a lovely drive through the leafy lanes of Berkshire. There was a lot of guessing as to where we were actually going because there are so many country pubs in the area. Quite a few people were out and about enjoying the sunshine and stopped to admire us as we went by.

The Quiz with the TR group is set for **7th December** at the Winning Hand pub, where they normally meet. If you came on the mystery run you will know where that is! The plan is to have teams of 6, TSSC/TR/mixed club. It will not be one club against the other as we do not have the numbers to field against them – just a fun social evening. I think the plan is that those who want to eat should get there early (?7 p.m.) so that we can start the quiz promptly at 8.30. There will be a raffle as usual. Details will be confirmed nearer the time.

Next Meetings

**9th and 23rd November** Starting about 7.30 at the Spotted Dog, Cold Ash Events

**7th December** Quiz with TR group at the Winning Hand pub.  
**14th December** (Usual club night). Christmas meal at the Spotted Dog 8 p.m. Pre-booked only  
Keep 'em flying

*Mary and Dave R.*

## NORFOLK

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

Tel. 01603 426539

The season is nearly over and the nights are drawing in, so time to start thinking about other things to do on club nights other than standing around in the car park talking cars! That probably explains why at our last meet as we waited for everyone to arrive I opened the discussion on a repeat of last months events, or was it just my early onset alzheimers. Who knows, but we had a good 10 minute discussion before I remembered writing the report up on the events!! Everyone was too polite to

point this out, thank you.

Well we did get under way talking about Seething Airfield Charity day, attended by David and one or two others. Not a bad day, but not as good as last year, some trouble about parking near the runway etc.! Yellow John Rob and Bill went to the Norfolk Gala Day at the Show Ground, which had more individuals turning out rather than groups as they used to, but not the less an enjoyable day. The MOT on Sunday 25th saw 75 cars lined up on the front, perhaps we need to promote this a bit earlier next year? The Duxford Triumph day was attended by some 420 cars and motor cycles, including some of our own, like Yellow John, David Adrian et al. As always with Duxford loads to see and apparently we even managed to bring away several raffle prizes as well. This coming month on the 16th we have the National MG & Triumph Show at Donnington, 23rd is the National Restoration Show at Stoneleigh and on the **30th** we have Graham Carrs Halloween Run. Please ring Graham to confirm entry 01603 714552. **November 11th - 13th** NEC Classic Motor Show at £23.50 in advance, probably £25 on the door! **26th November** British Heart Foundation Day at Snetterton Circuit. Come and give your support and blow yer wigg off by going out on the new circuit with the super cars, failing that take your classic round the new inner circuit for a £10!

Don't forget our Christmas Dinner on the **3rd December**, book now with Laurie for £15.00 a head for TSSC members. Check web site for menu.

Sorry it's a short report, but I have to get down to my garage and finish sorting it before my next rebuild!

See you all soon

*Mark*

## NORTH EAST

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<http://tsscnortheast.blogspot.com/>

Hi all. Not the biggest turnout at the October meeting but thanks to everyone who turned up, especially those in club cars.

As guessed, Ian Longmire made it in his 13/60 convertible, nice looking car with a usual slightly eccentric touch. Ian has side stripes along the bottom of the doors a la GT40 with Herald written in the centre. Looked very good, allegedly it was yellow, though under the car park sodium lights I couldn't tell what sort, probably bright! Mind you, it's already been on the back of an AA recovery truck.

As mentioned last month, Chris Fish has got the Dolomite Sprint, completion target is April 2012. He should also have completed the purchase of a new building to gather his widespread collection of Triumphs. By widespread, I mean not all his cars are together in one place, in fact most of his cars aren't together at all.....

On the adding to the family theme, many congratulations to Aaron and Catherine Tucker who are expecting another baby (third) next March. (Checks back to see if Triumph made a people carrier – nope).

Coming up soon, our Christmas do, **Dec 10th** in Birtley, cost around £5 each, please confirm by the **December** meeting (**3rd**) if you're attending.

I'd also like your photo submissions for our next calendar no later than **January** please, preferably by the **December** meeting so we can choose the best ones, pre-orders only this year. Let me know by the **January** meeting so we can get them made

## NORTHANTS NORTHERN IRELAND . . . NOTTINGHAM



up for **February**, they'll be **March '12 to Feb '13**.

We have 5 cars and 9 people who have paid a deposit for Classic Le Mans 2012. Anyone interested in going let me know as soon as, as we have another likely traveller who's looking for a passenger to share costs.

Not a lot else for this month other than don't overtighten your bearings.

All the best

*Mark*

**NORTHANTS** Tel. 01234 740548  
www.tssc-northants.org  
e-mail: d.richardson13@sky.com

Well the unexpected good weather has made the last few car weekends more enjoyable.

Unfortunately we were unable to attend the Lincoln weekend ourselves, but have been told by other members from our group how much they enjoyed it, and from the YouTube clips they where right. And where did that guitar come from Butch? well done to you for the entertainment.

The M.O.T. the last week in September was very hot compared to the rain and mud we encountered the previous year. We turned up on the Friday afternoon to see Butch, Barbara, Jonathon and family already set up from our area. For a while we did think we had got the wrong weekend as we saw no one else arrive, but it turned out that lots of people got caught up in traffic as the A14 got closed. There was a quiet chill out day on the Saturday, we had a lovely drive arranged for us, it was a great route, heading along the coast road, and stopping at tea rooms for a well earned cuppa. Later we met up with our area for a spot of lunch, where Dave will find it hard to live down the fact that we went a good five miles further down the road than we needed to due to a missed digit on the sat nav, with Butch and Barbara waving and flashing behind us, and Dave waving back !!! Saturday evening disco and teddy bear auction was a great success with around £840 being raised for East Anglia Children's Hospice. Myself I managed to get a green talking turtle which I am hoping will be attached to 'Joys' my Mk3 spitfires steering wheel when she goes on the road.

At the moment 'Joy' has had her underneath resprayed, and her diff /rear spring and hubs are going back on after being revamped. Next step the engine bay. So she will be keeping Dave busy for a while yet. Before and after photos are being taken so I hope to do a portfolio of her make over.

Duxford on the 2nd October was a good event, Julie and Adrian and boys came down from Hallamshire to join us for this, and along with Robert we did a scenic drive down to it. Again it was a hot day and a lot of Triumphs turned out, with all the museum exhibits and planes flying there was a lot to do in the day, a well done to Herts & Beds Area for achieving well over 200 cars (ish) !!

Now it is roll on Derwent Valley Bowl, fun and games and a tilt bowl to win.

Lastly Happy 60+th Birthday to our very own John Fairey , cakes John cakes !!!!

Events coming up -

Classic Motor Show, NEC Birmingham, **November 11/12/13**

TSSC HQ, Christmas open weekend/Dinner Dance,

**December 3/4**

Our next area meet is on **Wednesday 9th November** at The Elwes Arms - Great Billing

*Dave and Angie*

## TSSC AREA NEWS

### NORTHERN IRELAND

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Well the summer is well and truly behind us now, apart from the odd glimpse of sunshine the weather has turned wet and windy.

We had our last run of the season on Saturday 8th October. Alan and Pam had devised a great run from Comber to Castle Ward via a warren of country lanes and minor roads. Some of these were a little bumpy as demonstrated by Stephen Kernohan managing to scrape the exhaust bracket down the road! Luckily, we were cocooned in luxury in the 2000 and just wafted over the undulations!!

We were lucky with the weather and had a lovely mid run stop by the shores of Strangford Lough at Killinchy. The run finished at Castle Ward where we had our lunch, some people had a BBQ and some of us enjoyed the National Trust Tearooms.

It was good to see so many cars on the run, we had a total of 13 vehicles that included a couple of modern classics (Mk1 MR2 and a Smart). It was good to see Gary giving his fuel injected Spittie a run out, as well as the usual crowd!

An excellent run and everyone appeared to enjoy themselves! I would like to pass on everyone's thanks to Alan and Pam for a great day out.

October's club meeting was lively as usual with many topics discussed, including next years events calendar, the dates have been provisionally set and I will publish these once they have been confirmed.

The next event is the Film Night on **Weds 9th November**, this is being organised by Richard and he will send out some more details nearer to the time. Following that we have the AGM on **7th December** where the annual elections/volunteering session for the role of AO will take place.

The next monthly meeting will be on **Weds 2nd November** at Nortel Social Club and I look forward to seeing you all there.

Regards

*Mark*

**NOTTINGHAM** Tel. 07971 017012  
www.notts-tssc.org.uk

Well, what a month! September started off so promising with the Stag finally on the road after almost two years of work...bodywork one year then a new engine this year. It looked and sounded amazing. We even got a chance to go out in it as Nigel wanted to test drive it before the Club Triumph 10 Countries Run. Off they set, Nigel and his co-driver Chris Gunby, with everything ahead of them. Including it seems, a barrier fence in France on a wet, rainy night..... Result, Bye, bye Stag - hello insurance hassles. They have now wrote it off and it's gone off to the netherworld of insuranceland. The big question now is, do we get another or downsize as our teenagers are beginning to pass their tests and venture forward in Triumph ownership themselves.

We headed off to Great Yarmouth on Friday 23rd September to much more promising weather forecasts than last year. (Let's face it - it can't have been any worse!). The weekend was fantastic - glorious weather, nice runs out and loads of cash raised for the local hospice again. The Mile of Triumphs will definitely



## TSSC AREA NEWS

### Nottingham Continues

ly be on again next year - dates etc will be confirmed shortly. The Area meeting in September was once again well attended with members both from Notts and local areas appearing through the doorway. We are making plans for another Go Karting event on Sunday November 6th so please get in touch if you fancy having a go at that. This will be followed by the annual fireworks and BBQ at our house. All welcome but please try and let me know in advance so I can plan the catering.

November also sees the NEC Classic car show. There is usually a discount code somewhere in the Courier Advert to pre-book your tickets and as the TSSC has yet another nicely sized stand this year it will be well worth a visit to catch up and see what else is on exhibition.

Finally, talking of tickets. Have you booked for the Xmas dinner do at Leicester yet? It's going to be an amazing night and with full use of the hotels facilities for the reasonable price of £50 per double room it's a chance to let your hair down a bit. As the TSSC HQ is also open over the weekend it's a good chance to combine the two together for a really good weekend. Cheers for now

*Claire*

Hello again. Hardly seems five mins since Stafford and now the season is about at the end for another year. My car has sadly still not yet returned home because the sills could not be finished as the garage were struggling to weld to the fibreglass repairs that have previously been done by former owners to the wheel arch resulting in a new arch and wing being required.

Event wise - Claire and Nigel had a better weekend at the Mile of Triumphs in Norfolk with good weather and an excellent turn out. Sadly I couldn't get there, but some excellent sums of money were raised in the raffles for charity!

On a down side, Nigel, who had teamed up with Chris Gunby had a slightly more eventful time during the 12 Countries run which resulted in the Stag being written off following an early morning spin on a wet road and going sideways in to the cliff wall. At least they both came home in one piece and the car was still driveable. Hopefully a replacement can be found sometime soon. I wonder if Nigel ever found his PJ's as Claire didn't pack him any!

Our joint event with the Churnet Valley railway went well with at least 115 classic cars and a bus packing out the car park at Froghall. Not all were Triumphs and there were even some moderns that crept in. Those that rode on the first train would



have seen the excellent work done at the CVR when the steam locomotive was failed after a piston problem. Thankfully after some speedy work the train continued after some hasty packing of the piston and tightening of seals. Some of the chaps got



chance to see inside the engine room of one of the working diesel locomotives and were amazed at the size of the engine. Sadly, the day ended with a drizzle of rain before fish and chips in Matlock. Thanks to everyone who came and supported Triumphs and Trains.

A Sunday afternoon out at the Derwent Bowl event saw a great win from Dave & Angie Richardson taking home the bowl

trophy for their areas mantlepiece and a highest individual score for 3 Derwent Valley members. Guess you have been practicing???

Go Karting coming up again soon in November.

For those following the TR7, spraying is underway on the outside of the car with the doors off. Once the front end is sprayed we will be completing the fitting of the radiator and then we can fire up the engine. Apparently from a text sent to me yesterday from the father in law the doors don't look good, so it may be new skins or new doors before we progress any further.

Till next month!

*Andy*



### PETERBOROUGH

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Doug and I were both struggling to get to our October soiree as we both independently had other meetings to attend. However I managed to give apologies elsewhere and got along to the Bertie Arms feeling rather unprepared - no raffle tickets, limited prizes, no membership register. I hate turning up to meetings like this - you feel rather exposed! Doug was also able to make a late appearance so we were back to full strength by the end of the evening.

As it turned out it was one of our quieter meetings with just a dozen or so in attendance. It was however nice to see a new member, Elliot with his dad and a rather nice 1967 Herald. Elliot has owned the car for about a year but has been working on it during that time. Then he recently passed his driving test and has been putting in the miles ever since. I only saw the car briefly as I left and it was dark. However it looks rather nice and I hope to be able to get a closer look in the months to come.

I didn't quiz Elliot on the night but I think classic motoring can be a good way to start driving. The cars are fairly simple to maintain, the performance is generally modest compared to modern cars so insurance is reasonable, and they drive in a way that demands some respect and concentration. My son is taking his driving test soon and I am seriously considering letting him drive my other classic (1967 Beetle). The Triumph won't be up for grabs!! Do others have experience of youngsters driving older, classic cars?

During the past month we have had members attending both the Duxford All Triumph Day and the Mile of Triumphs. Both were this year blessed with fine, warm sunshine as we have

## SCOTLAND CENTRAL WEST . . . SHROPSHIRE



### TSSC AREA NEWS

enjoyed our warmest Indian summer for many years. Both were also very successful and enjoyed by those that took part. The one thing I haven't seen from any of the summer shows is any photos! I am on my bandwagon I'm afraid but it will soon be calendar time again and I really do need photos of our members and their cars. I don't want to leave it all until the last minute so please send them over to me.

My email is: paul@lumsdon.eclipse.co.uk

Next month is an important meeting. It is the Peterborough area AGM. Now I know some will shrink away thinking they don't want to take on any organisational responsibility and that to be honest is fine. But Doug and I would like to see as many of you there as possible to let us know what you think about the Club, our area meets etc, etc. We are planning possible trips to Coventry Museum of Transport and Donington Park Historic for next year but we need to know if you want more and if so what sort of events. Please try to get along and have your say – it is after all your club! The date will be **Monday November 14th** at the Bertie Arms, Uffington near Stamford from 8pm.

Finally, we have provisionally booked our Christmas party for **Monday 12th December**. Please make a diary note of this date. We will once again be ordering from the standard menu at the Bertie Arms and we would like to know whether you will be attending as soon as possible.

That's about it for this month. Please remember to make a special effort next month. We look forward to seeing you all.

Cheers

*Paul*

## SCOTLAND CENTRAL WEST

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The October meeting was very well attended and we were well into double figures, 4 club cars, 2 Spitfires, Herald, Vitesse and 6 moderns/vans. Getting very dark at meeting time now so we were inside mostly. Jacqui brought several boxes of assorted autojumble which we all dived into to gain these vitally important parts, some will be sold to fund the Area Building fund. They were quickly sorted through, but I will bring the box back next month (honest). A very big thank you for that J. Other news David's son is named as Alfie (middle name Romeo'. only kidding). Jacqui also completed the Berlin Marathon last month in a very respectable time, so Stafford **2012** will have an Area Run, without cars at 0700hrs Saturday morning, sharp. Yes we have already started thinking about **2012**. A new structure, Area Stand in Main Hall. Some are waiting for Le Mans details to come out, so there will be some of the Area going. As a result of the show in **2011** we have a good contact with Stirling CC for **2012** events.

Report on Scone, This is one of the last of the season, wet leading up to the event but drier on the day. Managed the run up with the top down. A few people there at this big show. I managed to find Spitfire bits in amongst the tractor parts, at a good price as everything was soaked. Traders packed up early because of the hurricane warning (well tail of it) so some things I was going back to look at were packed away, if I didn't buy them first time did I really need them?? Slightly better for getting in and out of the car park this year. Large autojumble but fewer Triumph parts again, good tool stalls and some odd items, interesting to rummage.

Report on Selkirk, The next weekend was the last show of the season. I thought I had solved my tyre problems but got a flat

on a pothole in Lanark, got it fixed and onto Selkirk despite the signs being moved. It was muddy to say the least, but due to all my punctures the Spit had 4 new tyres and put some modern 4x4s to shame again. Tip for leaving muddy venues, mud filled treads do not grip. I met up with Roy and Cumbria Area briefly as I was late arriving. Good to see you all. A Variety of Triumphs on show on the stand, interesting to see new cars (TR7, Courier Van). We will be doing a joint venture with them next year all TBC. Selkirk has a large autojumble and is well set out. The wet weather really put the dampers on the shows but as it dried up slightly, they were good apart from travelling in the pouring rain. If it had been dry then a stand at Scone and camping at Selkirk might have been possible, **2012??**

Over the past months I have met a number of people visiting Scotland who have friends with Triumphs (and MG's) and classic American metal. They were greatly taken with our Area and the Club in general; needless to say I unloaded some Couriers on them to take home.

I am looking for steel or alloy, Spitfire or Herald wheels (5) to replace mine (must be J to take tubeless tyres) not Dolly types. I may find some at Stoneleigh. I may have a look at getting my Vitesse running for 2012 to give the Spitfire a rest and to get a bit more space for travelling (autojumble).

The Area donation to the Riverside Museum has now been put on the website as well as the virtual wall at the entrance. We may in the future be asked for charity support for events, details will follow. This is a result of our presentation or our cars at shows and the fact that we let people get close or into the cars. This is you fellow members, so well done.

Reports on Lenzie and Stoneleigh next month.

The shows are all over for the year unless travelling south.

Show Dates **2012**

**14th January 2012 - 2011 Christmas Night Out** - Glasgow City Centre - Area Get Together. Venue TBC.

The rest of the info from the SVVF is at [www.svfv.org.uk](http://www.svfv.org.uk)

Any more suggestions - Within reason. We would need definite numbers for any (ad) ventures further afield and a report on the event if you attended this year, also if enough people a minibus trip. (Anybody work for a hire firm??). Next Meeting is **Wednesday 2nd November** at Lochinch. Come and join us at the meets as you never know what will turn up. If we can help we will, bring a torch.

Hope to see you soon

*Gregor G*

**SHROPSHIRE** Tel. 07701 049881  
[www.tssc-shropshire.co.uk](http://www.tssc-shropshire.co.uk)

Well the nights are drawing in and the temperatures rise and fall so much you don't know whether to go out with thermal underwear or Bermuda shorts. Never mind the usual dilemma of top up or top down!

September's meeting was well attended at the Red Lion with a good selection of cars on view. I, unfortunately, had injector trouble with my TR6 which meant I ended up arriving late and in the modern car! Most disappointed but hopefully, the weather will be kinder now and we will see everyone at October's meeting. We aim to plan our winter activities so I'll keep you posted in next month's edition of what we are intending to get up to!

We also had a second meeting in September in North



## TSSC AREA NEWS

### Shropshire Continues

Shropshire Nr Oswestry. No dilemma this night as it was most definitely a top down night! Good company and good conversation meant the evening went well. Thanks to Tony and Debbie for this.

We've had some illness, accident and family issues within the group over the past month or so and happily they all now seem to be resolving themselves satisfactorily. More good news has come our way in the sale of the blue Spitfire that we had shown was offered for sale recently. The proceeds are going to pay for someone's care home fees and hopefully the new owner, who we are told lives in Telford, will be at one of our group meetings very soon.

*David*

### SOMERSET

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Hi everyone, yes I am still alive and kicking - just been busy with work and not had much spare time, so my apologies for not making it to the last two meetings, and my thanks to Derek and Martin for dealing with them. Welcome to Kevin from Backwell who has been along to the last couple of meetings - I hope to catch up with you soon.

I have noticed in the Courier that the Club has recently started printing the new members list. On occasion I have seen members from the Somerset area returning, or joining for the first time. I am speaking with HQ to see if I can be notified of the E-mail address of all the new members so that I can make contact and welcome them to the area. In the meantime, if you have been looking for Somerset news in the magazine and see this, please come along to a meeting and give it a go - we don't bite, bark or talk cars all the time!! Alternatively, e-mail me, or call me and have a chat.

Rod has e-mailed me the story of getting his Stag into Spain permanently, but having read it, I am due to pass it onto the Stag Sec for him to use in a future article.

We have undertaken a few events this year with some of us joining Devon for Powderham which was by far the biggest show and Club stand so my thanks to Sue et al for letting some of us join you.

Thornfalcon has also been and gone, again a big gathering, although not many Somerset members made it.

Baytree Rec at Weston is a small event in aid of the Lions, which we have supported for the last few years - at the chance of ruining next year, we always seem to have good weather at this one and most seem to enjoy a lazy afternoon in the sun. We have set the theme for the Resto Show in **November** - this may just arrive in time, which is on the weekend of the **6th November**. Not going to say too much, but there maybe some club members on the stand as you have never seen them before - and probably won't want to see them looking like it again!! Want to know more, come to the show and say hello!!

Short and sweet this month, but not as short as the previous two months, and some would say never sweet!!

*Phil*

#### IMPORTANT NOTE

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

## SHROPSHIRE SOMERSET . . . SOUTHERN

### SOUTHERN

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

Hi All, not to much to report on this month as I was away for two weeks in Kos, lounging around in the sun and drinking ice cold beer, ( terrible job, but someone has to do it .) The regular meet at the Seven Stars was again well attended but the number of club cars out front has fallen, no surprise there. Of course the topic for this month was Christmas dinner. I think I gave menus to all on the Tuesday but if you have not got one please get in touch with Mike Gooding Paul or myself. At the November meeting we will be collecting all the money for your dinners and of course your menu choices so there is no worrying about paying on the night. Also for the Christmas Dinner could we all bring a Christmas Present, not exceeding £5, for the evening raffle.

The Sunday lunch for **November** will be on the **20th** at the Hunters Inn , Swanmore.

On Sunday 2nd Oct. Goodwood was holding it's Breakfast Club meet, the theme for October was "Everything but the car" Wendy had a little jolly along and said that there was a wonderful diversity of machinery there. Meanwhile Dave Moore and myself had a little jaunt up to Duxford in Cambridgeshire for the Herts and Beds area annual Triumph and classic meet.

We left Waterlooville just before 8am , and arrived about 10.15am. The drive up the M25 was a little chilly but as soon as we hit the orbital the sun had warmed up. We only saw one other Triumph on the way up, a Vincent Hurricane which we followed for about ten miles from Duxford.

There were of course a lot of nice Triumphs at the show and I did meet up with Chris Lilley , a member of the Triumph Vitesse Page on Facebook. Chris is a member of the Kent area T.S.S.C and I'm hoping that next year he can send me some info on shows in his area.

As Dave had not been to Duxford before we did not waste any time having a look around all the hangers and other parts of the museum. We were also privileged to witness the starting up and take off of a B17 Flying Fortress.

Coming home had taken twice as long as going up as I decided to not take the M25 as I thought it would be full of people coming back from a day at the seaside, so we went cross country via Aylesbury, Dunstable, Amersham, High Wycombe, Maidenhead, Basingstoke Waterlooville. The trip home had taken just over four hours but the Vitesse had not missed a beat all day. Result.

Young Aaron is still having problems with his Spitfire, this time the rear nearside flexi pipe, being long past it's usefulness has now rusted itself to the only bit of steel brake pipe on the car, with the result that both pieces will have to be replaced.

Dave Moore is now well into the restoration of his GT6 MK3, having refurbished the chassis and running gear he has now started on the main body. The car was restored and back on the road back in 1991 so is now effectively a 20 year old car which, as to be expected, has now got some areas where the tinworm needs to be addressed. Dave has now done the majority of this although there is an area at the back of the car which does need to be sorted . Winning there Dave.

Don't forget , **November's** Goodwood Breakfast Club will be for 4X4s and will be the last meeting of **2011**.

**January's Sunday** lunch will be at the Jolly Drover, Liss Up and Coming Events

**November 1st** Regular meet Seven Stars , GU32 3PG ( collecting Christmas menu selections and monies )

## NORTH STAFFS . . . SUFFOLK SUSSEX . . . THAMES



**November 6th** Goodwood Breakfast Club 4 wheel drive  
**November 20th** Sunday Lunch at The Hunters Inn, Swanmore  
**November 24th** Run out Deers hut, Griggs Green  
**December 6th** Southern Area Christmas Dinner 7.30pm for 8pm, don't forget your raffle prizes  
**December 26th** Classic informal rally, Wickham Square  
**January 1st 2012** Informal gathering at The Elsted Inn  
 That's all for this month,  
 Take care

*Mark*

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Well I've finally gone and done it!

Against all advice and my better judgment I decided that Staffordshire needed to be represented in the midlands area so I arranged a meeting to try and resurrect a local group for North Staffordshire.

The first meeting was held on the 12th September at the George & Dragon at Meaford Nr Stone, which had a good turn out for a first meeting with a number of Triumphs turning up in the car park, I was particularly jealous of a very nice GT6.

We had eight members show and they were keen to see a new group formed; there were one or two who could not make it on the night but would also like to join.

This was an encouraging start, so to keep the momentum going a second meeting was arranged for the 28th Sept so that Pip & Frank the area liaison officers could attend and help with setting up the new area.

Unfortunately at the last minute Pip & Frank were unable to attend due to Pip being ill, however an application form has been filled with the club office and hopefully by the time you read this we should have an official North Staffs area.

So anyone who would like to get involved more with the club in the Stafford area please contact me at [triumph-sportssixstaffs@gmail.com](mailto:triumph-sportssixstaffs@gmail.com), or pop along to the meeting which will be held on the last Wednesday of the month at the George & Dragon Meaford Nr Stone at 8.00pm.

You can also see latest news via the blog <http://triumph-sports-six-staffordshire.blogspot.com/>

When the area is officially registered I hope to post any news on the TSSC web sites area blog.

Thanks to all who have contacted me and helped to get the new area started there's much to do yet but we are on our way, so keep driving the dream.

*Dave*

**SUFFOLK** Tel. 01206 250360  
 e-mail: [Suffolk@tssc.org.uk](mailto:Suffolk@tssc.org.uk)

A pleasant evening for the October meeting; nice enough for hoods down both there and back, and to hold the meeting outside on the terrace. Any chance of November's meeting having the same mild weather?

A couple of shows were visited by Triumphists. The Lavenham show was, apparently, exceedingly good with a wide range of classic and older cars. One car that was viewed in awe was a 1920's Bugatti – presumably lots of noughts after the pound sign. There were also about a dozen Daimler Darts, I would have thought these were quite rare now.

The other show was organised by the East Anglian Practical Classics Car Club. This was held on the promenade at

## TSSC AREA NEWS

Aldeburgh, in a similar way that the Ipswich to Felixstowe run uses the Felixstowe promenade. There were about 130 cars and vehicles present, including a 1932 Morris fire engine making its inaugural trip after a long and thorough restoration.

Many people refer to their cars with a pet name and, while some people think this strange, it seems fairly common in the classic car fraternity. A quick glimpse in the Courier will confirm this. Some people will even give their GPS a name, my sister-in-law calls hers Francesca. However, if you are tempted to give your GPS a name, never, ever call it Lyall for it will always take you the wrong way. And if you want to know what that was all about you should have come to the last meeting – might even tell you if you come to **November's**.

Time to finish now. The next meeting is **1st November** followed by the **6th December** and **3rd January**. So, see you at the Sorrel Horse, Barham on **1st November** at 8:00pm

*Peter*

## SUSSEX

Tel. 01273 566593

Well, the month has flown past. Some cracking weather to finish September, and indeed start to the autumn. But I digress. My Toledo is well and truly run in after the engine rebuild, putting in a fair performance at the CT autosolo. Gill was also driving it, getting quicker and quicker. A bit more practice and she could be very good. Especially once my Spitfire is finished (please, nobody hold their breath) And so onto the spitfire. It now has the freshly build CV jointed driveshafts all bolted in, complete with rear discs. So soon it will be on the ground and ready to trial fit the engine and body. Hopefully I will be a bit more inspired to get on with it.

Elsewhere it has been a quiet month. I know Martin and Pete have both got their cars through the annual MoT with only Martyn making a slight error in his preparations. I shall say no more, but it was quickly sorted.

Onto the Christmas Meal. We are booked in to the Anchor for **Sunday 11th December**, 4pm. I have taken a fair number of names already, but I REALLY need to know if you are coming at the **November** meeting, or phone me. I know the pub is flexible and incredibly helpful, but even so I want to get this sorted in a timely fashion.

I hope to have news about the Stoneleigh spares day, plus the big all-club may event in **May** (or is it **June**?) And of course LeMans in **July**. Hmm, could be a busy year!

**November** meeting is **Tuesday 1st**, hopefully you will get this before then!

Cheers

*Clive*

## THAMES

Tel. 0777 362 3807

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

Hello all. With the dark nights back with us and the colder weather, the number of Triumphs at the meetings slowly fall. Although some will still be used throughout the winter months, but no need to panic as you can still come to the meets in any vehicle you like to use. My Vitesse will be absent for a while as I gather funds for the engine rebuild. But we have still managed to get to the last local shows of the season. Bowling time is





## TSSC AREA NEWS

### Thames Continues

here once more so get your names in quickly and bring a fire-work to the first meeting in Nov (10th) as we hope to brighten up the skies in Old Windsor.

#### SOCIAL EVENINGS AT THE FOX & CASTLE

1st September We are in the Euro box to night and will be for a while as the Vitesse awaits an engine rebuild. To keep Julie and I company tonight we have, George B, Dave L, John C, Tony & Penny, Rob W, Bob, Mark M, Ben & Margot, Mike H, Andy & Paul, Ollie & Nikki. Triumph's in the car park this evening were Mark's Mk2 Vitesse saloon & Ben's GT6 Mk1. On going work on our Triumphs has been:- Tony's TR8 has a new sports exhaust. Rob's Mk1 2000 is in bits and has two new door skins fitted and repairs to the rear valance. Bob's been exploring the amount of rust there is in his Spitfire shell. Mark's Vitesse has a new solenoid. Mike's alternative Triumph (VW Golf Mk1) has a new exhaust. Julie's Raffle winners were, Bob with a bottle of wine. Rob won a magic mitt. Mike won a stationary set. Andy won a woolly hat. Dave won a keyring.

15th September No Julie tonight so I am alone in the fort Panda. At the Fox & Castle I have the pleasure of John C, Peter R, George B, Rob W, Dave L, Tony H, Chris C & Mike H for company. Triumph's in the car park were Peter's GT6 Mk3, George's Mk1 Vitesse convertible, Tony's TR8 coupe, and Chris Spitfire Mk3. Rob's got the repairs on his Mk1 2000 painted. Although Julie was not there we managed to raffle off some goodies and the winners were:- Peter won a bottle of wine. I won carpet/upholstery cleaner. Tony won a box of after8's. Rob won a woolly hat. Mike H took the Grumpy Drivers Handbook home.

29th September Julie and I are at the Fox & Castle along with George B, Mike H, John S, Mark M, John C & Peter R. We have three Triumph's in the car park tonight they were, George's Mk1 Vitesse convertible, John S 1200 Herald convertible with a fresh MoT & Peter's GT6 Mk3. Julie's Raffle winners were Mike H won a tub of swarfega. Peter won another bottle of wine. John C won 2in1 cleaning cloth. George B won a box of Allsorts which he shared before leaving. Mark M took the Grumpy Drivers Handbook home.

#### SHOW & EVENT REPORTS

4th September RSPCA Gala Day As my Vitesse was off the road we visited as paying customers to this show as it's just down the road. There we meet up with Dave L & his Rat Mk2 2.5Pi Saloon (Plus his skinny smoking pal), Ollie, Nikki & Tribe in their Herald 12/50 Saloon. John C in his Mk1 2000 Saloon. Mike H was also there in his Non Triumph VW Golf. Soon after meeting them all, the Heavens opened up and most of the cars and public soon left. Shame as it's a lovely show and for a good cause.

11th September Windsor Show This show had been dropped by the old organisers and we only got to hear about it a week before it was due to be held (Thanks To Carl S). After phoning around we managed to get some of our local members interested. Julie and I met at Dave at his house along with John C & Mike. Our show equipment was shared between the three Triumph's and we headed off to the show. There we saved a plot big enough to park up the Triumph's we knew that were coming and helped park up the other classic and interesting cars that turned up. We set up our stand with TSSC banners, flags and bunting. Under the gazebo Julie was frantic with the

## THAMES NORTH WALES

Tea's & Coffee's. Triumphs on stand were Dave's Rat Mk2 2.5Pi saloon, Mike's Mk2 2000 saloon, John's Mk1 2000 saloon David's Spitfire Mk4, Georges Vitesse Mk1 convertible, Mike & Babs in their Mk2 2.5 Pi Saloon Andy in his Stag, Trevor in his Herald 13/60 saloon Peter C in his Herald 13/60 saloon, Colin & Dillon in his Spitfire Mk4. From Kent we were join by Ann & Airlie in their Vincent Hurricane. We also meet Steve & Diana in their GT6 Mk3, Hue & June in their TR4 & tear drop caravan, Will in his TR2. Other Triumph's there were a TR4 & a Mk2 2000 saloon amongst the 24 other classic cars & two motorbikes. In front of the car show was a dog display arena, Birds of prey, Live Crafts, Sweet stalls, Garden furniture, A Pimms tent, Tea & Cake stall, a kids funfair, as well as the usual horse related stalls & and of course the national horse carriage trials. We were blessed with sunny weather and only a couple of light showers. We love this show and it will be back to usual next year as word spreads that it back on.

18th September Tilford Julie and I are in the eurobox loaded with our show equipment. We meet up with Trevor in his Herald at Jacks chip shop on the A30 and make our way to Tilford. Once there we manage to sneak the Panda in and unload the Gazebo's banners, flags, bunting and tea stuff, table and chairs before hiding the Panda in the corner. The Gazebo's soon goes up as do the TSSC banners, flags and bunting. We are displayed under the trees and share it with the Midget club. On stand we had George B in his Mk1 Vitesse convertible & Chris, Martin & Cynthia in their Spitfire 1500, Mike in that Golf, Trevor in his Herald 13/60 saloon, John S in his Herald 1200 convertible, Graeme in his TR6, Mike & Jasmine, in their 2000 Mk2 saloon, Dominic & Anna in their Vitesse Mk2 saloon, Mike & Babs in their Stag, Vanessa & Tribe in their Mk2 2.5s saloon & Portafold caravan, Gil & Pauline in their Stag, David in his Spitfire Mk4, Peter in his Stag & Mike in his Austin Healy 3000. Other Triumphs among the 250 classic's on show were seven Stag's two TR3's, a TR7, TR5, Renown, 2.5Pi Mk2 saloon. As well as 37 motorbikes, all the Museum exhibits, Auto jumble, Leather crafts, real ale from Hogs Back Brewery, Plants stall, Cakes, Birds of prey, Ice cream and face painters. We had a great day looking around and chatting with friends, a smashing show.

Our next meetings at the FOX & CASTLE are from 8 pm in **November** on the **10th & 24th** and in **December** on the **8th & 22nd**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

#### November

3rd Bowling Maidenhead

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

For me it has been a month of enforced inactivity, yet enormous fun and the realisation that being a passenger isn't really boring, given the right vehicle and the right driver!

Having missed Derrick's barbeque and our friend Ray Field's moment of glory, the month really started for me with the Tweedmill show, where we turned out 14 cars (plus Brenda in the Jaguar) and, for once, our Triumphs outnumbered the MGs. Sadly, Julia's Spitfire played up and she had to use her MX5,

## TSSC AREA NEWS

otherwise we would have really swamped them.

Alan joined us with his lovely little 1600 Vitesse (he's still looking for an overdrive 'box) and Darryl came along with his rolling-restoration 13/60. Darryl opted to park well away from our gleaming Club cars, but was hardly inconspicuous, two slots away from, a wonderful, prize-winning 1920's Rolls Royce tourer. At the moment Darryl is concentrating more on the various uses of gaffer tape than the attractions of bling.... The important thing is that the 13/60 is running strongly and Darryl is not short of enthusiasm.

Prizes went to a nicely restored Allard M-Type and that Rolls. But the biggest smiles came from Andy and Derrick as they played with gyro-controlled Segways. I've not seen wider smiles in years as Derrick sought to revive memories of the Manx TT course and Andy simply enjoyed himself. I'd say Andy had the faster lap times, but that may be down to relative power to weight ratios... know what I mean!

I struggled round the show with a badly twisted ankle that was to haunt me later. It became so troublesome the following week that I abandoned plans to drive my MG on the Walled Towns run – and simply rode shotgun for Derrick, who was down to drive my GT6. It turned out to be a fabulous day, although the GT6 blotted its copybook by coming to a halt on the road out of Chester. Our Triumph squadron of Andy, Warren and young Richard pushed us off the road to investigate and we established that HT power had vanished at the rotor arm.

The rotor arm had been replaced only 2000 miles back – happily I had another new one in the tool kit. Tracing and rectifying the fault took about 20 minutes, putting our four car brigade at the rear of the field. That suited us fine and we had a fabulous, high speed cruise through the Welsh countryside to the finish at Conway.

Derrick didn't allow my presence to temper his enjoyment of my well sorted six. He had it really on song, just as it likes to be driven. At one stage we pushed a Porsche Carrera (no kidding!) to the point where the blokes driving became decidedly ragged. The sound of those 3 GT6's and Andy's Spitfire should have been recorded for Classic FM. Roll over Beethoven!

Derrick obviously enjoyed having a six under his boot again. Could that be the spur to speed completion of his Vitesse? He even indulged in some of his roundabout nonsense. For me, I can now add to the GT6's CV "as driven and approved by Squire Binning". I reckoned that should put at least a grand on the asking price when I come to sell.

My leg continued to give me trouble, so for the Offal I became a passenger again, this time in Helen's pretty little Herald 1200 convertible, with hood down in the sunshine. I hadn't been in a Herald since I sold my 1200 fixed head coupe, back in 1965 – glorious. It brought back happy memories as we drove down to Sleaf Airfield in Shropshire. After lunch in the control tower, Sam Jerrett took members up for flights in one of the club's Cherokees, Kilo Whisky.

I couldn't even have clambered up into the cockpit with my leg problem, but it was sheer nostalgia for me, as Kilo Whisky was the first plane I ever flew. Now several members share my affection for that lovely old Piper.

Later in the week it was discovered that the stumble that twisted my ankle had probably also involved a torn calf muscle. That has now been diagnosed as a deep vein thrombosis and I'm on Warfarin for three months...

Despite suggestions by certain people, I do know that DVT is not a new German transmission. But, that Warfarin, is that a

single malt or the blended stuff?

Mick Cohen has finally called my bluff over my challenge to him to find me a Triumph Italia. He's found one. It's in Dusseldorf and it's only £77,500. A real snit!

Meanwhile, thank you for all your calls and good wishes. I will be back!

*Bob*

**SOUTH WALES** Tel. 01656 861709  
www.triumphwales.moonfruit.com



A busy month for the area as the 2011 show season comes to an end, at the beginning of the month Paul, Bernard, Tim, Barbara and myself entered the "Pembrokeshire County Run" which saw an early start from the showground at Haverford West for over 600 vehicles which had to complete a 120 mile route around the beautiful county of Pembrokeshire. This event is well supported by the population as every village and town saw crowds out in the street giving encouragement and expressing their appreciation of all the "Classics" as they proceeded through the county. Although a long day out for us, we covered nearly 300 miles, we thoroughly enjoyed the experience and the Dolomite behaved impeccably.

The following week saw our group support the "Glamorgan Classic Car Club" at a new venue in Aberdare Park and although not a good day weather wise we had 4 Spitfires, 1 Toledo, 1 Dolomite and Carol & Howards renovated GT6 which was a pleasure to see. The venue is excellent with parking on tarmac within the scenic environment of a lovely park. Public attendance was good considering the weather.

Tredegar House show followed a week later with my sons Tim and Chris entering our Dolomite in the "Tulip" rally on the Saturday, a 100 plus miles which took them through the Wye Valley and around the Forest of Dean which they enjoyed immensely whilst raising funds for the Leukaemia Trust. On the Sunday the group had entered for the largest show in S.Wales and an excellent effort by 14 members saw a great display of the "Triumph" Marque. It was a pleasure to meet up with members from West Wales and Mike and Derek and family from East Wales. It was a shame that the display area turned muddy, after several downpours.

The monthly meeting was well supported by 13 with the main topic for discussion being the Christmas Party on the 15th of December. Please contact our AO if you can attend as your support would be appreciated.

Requests for information for input to the "Courier" and the area website please, the more info I receive the better and more interesting the reports!



## SOUTH WALES . . . WESSEX WEST MIDLANDS

### TSSC AREA NEWS

## South Wales Continues

Finally, where was Hugh Glossop when the lights went out? At my house fitting a new fuse box and relay thingy's to cure an on-going frustrating lights failure on my Spitfire.

Thanks Hugh!

Cheers

*Gwyn*

## WESSEX

Tel. 01425 475376

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

September has been a busy month for us in the Wessex Area. Starting with The Wessex Classic Car Show at Bovington on the 4th. For the second year running we put on a joint club stand with our neighbours in the Dorset South Area.

Between the two areas we managed to put on a decent display of club cars including examples of the Spitfire, GT6, TR7, TR7 V8 and Acclaim. Of the different Marques the Mk 3 Spitfire was the most prolific. The day started with Janis and Carol, Neil, Martin, Richard and myself meeting at the Fox & Hounds with a drive through the rain showers to Bovington where we met up with our colleagues in Dorset South Area bringing the total contingent of Club Cars well into double figures. Jerry had already gone ahead towing the newly refurbished Club Caravan. This was its inaugural outing and Jerry was not sure how it would fair but I think we all agreed at the end of the day it very much proved its worth – if only for the fact that it provided a good platform from which to brew up tea and coffee and sample the fruits of Carole's baking.



Here is the long awaited Photo!

Overall the show was well attended with a good varied selection of classics of all shapes and sizes. Although there was a bias towards Jaguars which was not unexpected seeing that the show was organised by the local area of the Jaguar Enthusiasts Club.



The next show on the agenda was the Swanage Railway Steam gala over the weekend of the 9th to 11th September. On the Saturday Martin and I made the customary pilgrimage to the Beaulieu Autojumble. Fortunately, the weather just right for walking those miles around the various field and numerous stalls. In all we had a good day, we even found a few items on which to spend our money.

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

There was certainly plenty to entertain - Swanage was again host to various breeds of "Nutters" for the weekend. There were steam railway enthusiasts, Classic Car and Vehicle enthusiasts (us!), and Morris Dancers enjoying the annual Swanage Folk Festival with blackened faces and bells on their ankles!

The following weekend – 17th to 18th was the Classic Car Show at Church Knowle which was held in the grounds of the Animal Sanctuary. Martin with his Mk3 Spitfire and me with the TR7 made the effort to motor on down to Church Knowle on the Sunday.



We were hoping to meet up again with our friends in the Dorset South Area to put on a good showing of Triumphs, but unfortunately the weather played a cruel hand. Whilst there were odd patches of dry weather, on the whole the wind and rain kept most people away with the result that most of the planned activities had to be cancelled or severely curtailed – a lot of planning and organising had gone into this show which, unfortunately, proved to have been wasted. Organisers of any such event are at the mercy of the weather and their disappointment was obvious.

For the future we are hoping to arrange further events in conjunction with our friends in the Dorset South Area – details will be announced once available.

We had a good turnout for our September monthly meet at The Fox & Hounds and it was good to see some more old friends that we haven't seen for a while.

That's it for now – hope to see you at the next monthly meet which to confirm is the **THIRD Thursday** of the month. Our roving meetings have now finished for the year and hence from now on we are meeting back at the **St Leonards Hotel** for the near future.

*Trevor*

## WEST MIDLANDS Tel. 07969 024999

The nights have been drawing in fast over the last month which means that when we now arrive at the Drakes Drum for our monthly meeting it is quite dark and although the car park is artificially illuminated members find it difficult to spend as much time as normal chatting on the car park and examining each



## TSSC AREA NEWS

other vehicles. Also quite a few of the hoods are up on the convertibles as the weather changes, although I must congratulate the hardy few who would turn up with the hoods down even if it was snowing.

First some bad news:- **Ray Timms who with his grandson Zak has regularly attended at our monthly meetings at the Drakes Drum died suddenly at the beginning of last month. Ray aged 71 years was the proud owner of a Vitesse 6. Having had the car for about 4 years he decided that it needed a respray so he sent it away for renovation. Sadly the car was not finished before he died, so he never saw the final result. However his daughter Pam and her husband Graham made sure the car was finished and it formed part of the funeral procession from his house to the chapel. There along with a number of other classics from the West Midlands Area it formed a fitting tribute to a very lovely man. I am sure that Ray would have been delighted with the final tribute paid to him by his family in that he was carried to his funeral in a 1989 White Classic Daimler Hears, brought specially to Birmingham by a firm in Coventry who have an amazing range of classic limousines. His funeral was attended as well as by his close family by a large number of relatives, friends and neighbours and by members of the West Midlands Area.**

**Pam and Graham have now decided that her father would wish the car to remain on the road and to be used regularly so they have taken up membership of the TSSC, and along with their sons, Zak and Kevin will continue to be with us at the Drakes Drum each month as well as other functions. I have no doubt that when both his grandsons are able, they will be proud to maintain and promote their grandads car.**

Now for other news.....On the 20th of last month, the 3rd Tuesday, we were due to meet at the West Midlands Police Social Club. However with the Liberal Party holding their convention in Birmingham there was a security alert and on arrival at the club where we were told it was not open as usual. We had to switch venues quickly to the Selly Oak Tavern which is about half a mile further up the road. Having been chauffeur driven to the Police Social Club by Luke, (whose car was pictured on page 10 of last months Courier), If I must give you a hint? If ever given a lift to a venue by Luke do make sure that you have got your walking shoes with you, you might need them. As it happened the Selly Oak Tavern did not want our custom so the good old Nautical Club in Bishopgate Street hosted us for the evening. We are visiting there again on the 18th October and probably again on the **15th November**. Their hospitality is great, the beer cold and the venue perfect.

On the 9th October a party of West Midlands members made the trip to the Smalley Common Ex-Servicemen's Club to defend last years win of the Derwent Bowl. I am pleased to report that we came third and so didn't win the coveted trophy, our efforts as you might say went right down the pan. However I am assured that a good time was had by one and all and our congratulations are sent to the Derwent Valley Area for hosting another successful function. Well, done everyone, you must be flushed with success.

On the same day I had the pleasure of attending what I believe is the first event organised specially for Triumph Acclaims. The first Triumph Acclaim rolled off the production line at Cowley in Oxford on the 7th October 1981, so this year 2011 is the thirtieth anniversary. Nineteen models of the mark assembled at the Bullnose Morris Pub in Cowley, Oxford and we then went in convey to the Cowley Works a short distance away for pho-

tographs in front of the factory at which the cars were first produced. We then went again in convey 40 miles along the M.40 to the Heritage Motor Museum at Gaydon where again photographs were taken along with the last Triumph Acclaim taken off the production line at Cowley, now retained at the Heritage museum. I am glad to say that my car seemed to be in far better condition than the one retained by the museum, and my car being an Avon Conversion was one of only two at the rally. There was a suggestion that we should also hold a rally to Tokyo where the engine for the Acclaim were produced.

The Christmas Party has now been arranged to take place at the Modern China Restaurant, Marsh Hill, Stockland Green, B23 7DS. The cost will be £14 per person and I will be pleased to take your reservations and cash at our next Drakes Drum meeting on **Tuesday 1st November 2011**.

Also on **Tuesday 1st November 2011**, it is my intention to hold a General Meeting to discuss the future of the West Midlands Area. As you are aware we have grown steadily in numbers of the last couple of years, which is healthy, but with increased numbers comes increased responsibility, and I need your assistance to ensure that the area not only remains healthy but gets better and better. I cannot do this alone, I need your advice and assistance. I would like this meeting to start promptly at 8.0pm, to be followed by our normal raffle and other notices.

See you there...Best wishes.

*Roger*  
the Dodger

## WIRRAL

Tel. 0151 339 4150

Hi everyone, this months area news is very brief as I have been busy in work and almost forgot to write the email. Not a lot to report as the show season is now over, however, the October monthly meeting seemed as busy as usual, hopefully this will continue through the winter months. The only information I do have is that a booking has been made for the Christmas Dinner. This time we will be having the meal on **Sat 15th January 2012**, instead of the usual time in December. More details will be posted when they are available. That's it for this month. Take care.

*Andy*

## WORCESTER

Tel. 01527 894125

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

Well after a fairly hectic August, September calmed down a little, but not much. We had our first 'Drive In Movie Night' and I think I can safely say that it was a success. We did seem to pick the only night that had three torrential rain showers but it didn't put too many people off, in fact it made it all the more cosy underneath the marquee! About 30 people turned up to sit outside and munch their way through hotdogs and popcorn, drink fizzy pop through straws and be entertained by 'The World's Fastest Indian'. Our thanks go to Jean and James who allowed us to use their house for the evening and for supplying the hot chocolate at the end to warm everyone up.

The following day was Beaulieu so a few of us went down to have a trawl through the junk fields, sorry I keep getting that wrong, the 'oh I must have that, it's just what I need to finish off my...' fields. A very pleasant day was had and I must admit





## WORCESTER . . . NORTH YORKS SOUTH YORKS . . . WEST YORKS

### TSSC AREA NEWS

## Worcester Continues

that I did buy something whilst I was there, some 80's singles that I just had to have for the jukebox. It was also good to meet up with Tracey and Marcus from the Isle of Wight group who popped over for the day.

We started off October in a very familiar way to the group, a trip down to the Old Station at Tintern to enjoy the glorious weather with a BBQ. We joined up with a few of the Gloucester group and took our chairs and cool boxes for probably their last outing of the year. A very pleasant time was had by all, sitting in the sun, eating and drinking and rounding off the day with an ice cream or two. As I mentioned another fairly typical run out for the group.

We had a good turnout for the monthly meet, they must have heard about the exciting raffle prizes that were on offer but I suspect the lure of sandwiches and chips was probably what reeled them in.

I think that about wraps it up for this month so all that's left to say is that if you're looking for something to do on the **first Monday** of the month, come along to the meet and see what you're missing out on.

Cheers

*Vicky*

## NORTH YORKS

Tel. 07766 354449

Hi everybody. Busy month last month so no chance for the write up! Mike and Linda's visit turned into a truly amazing night with 20 turning up from all sorts of places including Spain, France and even deepest, darkest Northallerton. It was a fun night and we really enjoyed seeing Mike, Linda, Joanne and Allan. Mark and Deborah came down from Northallerton to see what his dad Mike had been blabbering on all these years! Nigel and Sue popped in as well to round up the long lost members corner!

The end of year bash worked quite well for a short notice event. Ed got a ride home on a recovery truck but after all that it seems just to be the starter and a U/S electronic ignition. We ought to plan further in advance for next years event!

The new landlord is still spoiling us with sarnies and chips which is nice. I've some ideas for trips forming in my head for next year so if you have any suggestions please email or call me.

Club nights

**Monday 14th November** - Club night at the White Swan Deighton, South of York on the A19

**Monday 12th December** - Club night at the White Swan Deighton, South of York on the A19 This may change!

That's all this month

*Rich*

## SOUTH YORKS

Tel. 07980 010741

[www.southyorkshiretssc.yolasite.com](http://www.southyorkshiretssc.yolasite.com)

Short n Sweet this month I'm afraid - Congratulations to Al and Corinne Banks for winning this years' SY TSSC People's Choice Trophy with their GT6 Mk 2, a worthy winner!

The Brass Monkey Camp was only for the hardy, some would say, mad! Set by the River Derwent with it's friendly pub-side location, Yedingham is always a winner. Bracing sea-air and fish n chips by day, log fires and hot water bottles by night, and a hot toddy or two kept the cold at bay!

Well, we thought he'd never fly the nest, but the SY TSSC

young'un Gareth has gone on to pastures' new. We managed to keep his send off secret from him and his face was a picture as everyone piled into the restaurant to wish him Bon Voyage. Naturally there was uproar when he said he'd try and get back for Christmas - nether the less, we'll miss him til then! Thanks to Julie for all her help organising the do and the splendid table decorations.

By the time you read this, we'll have attended the St Leger Rally to the Trolley Bus Museum at Sandtoft and The Autumn National Triumph Show at Donnington., so I'll let you know how we get on next time.

The Christmas do's set for Friday 16th December at The Crown Inn. Names and Deposits are now being taken, with final balance to be paid by Tues 6th December please. Also please let me know asap if you are interested in sharing the cost of the minibus, which Neil Blair has very kindly offered to drive for us again this year.

Coming up we have -

**Tues 1st Nov Club Meeting**  
**Sat 5th Nov Bonfire Party -POSTPONED**  
**Tues 15th Nov Noggin n Natter**  
**Mon 21st Nov Hallamshire meet**  
**Tues 6th Dec Club Meeting/Election AO for 2012**  
**Fri 16th Dec Xmas Night Out, The Crown Inn**  
**Mon 19th Dec Hallamshire Meet**  
**Tues 20th Dec Noggin n Natter**

Love

*Paula  
x*

## WEST YORKS

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Hi all, I am sorry you did not get a monthly report in the September Courier.

September's meeting we had 20 including 1 new member, Louisa Thompson, we all welcome you to the club. Over the last few years we have had the Dales camping weekend in Dent and we have been looking for a new venue over the last couple of years as nowhere has the same excellent facilities. After the third trip up to the Dales to look at new sites this month I am very pleased to say I have found one. The site is called Dalesbridge and is at Austwick near Settle. I must have passed this site dozens of times in the last few years and so must some of you! I was under the impression this site was just a youth camp but last week after a run up to Ingelton to look at 3 other camping sites, we stopped and had a good look around and thought this will make a very good venue for 2012.

The following day I rang Richard and Martin with some details and for them to have a look at their website and I hope you all will too. Web address is [www.dalesbridge.co.uk](http://www.dalesbridge.co.uk). It has everything that we require and having both looked I got the thumbs up from both of them and booked it. This site has all that we want and more, we require a level ground with hookups, clean toilets and showers, a covered washing up area, B&B on site. If you require a breakfast instead of cooking it yourself when you get out of your tents etc you can have it in the dining room.

A full bar with seating for over 100 people in it is there as well - is that a bonus or what? This venue will give us the opportunity to do some new runs for Saturday and Sunday as we will be having an all new format for this years event a full page advert will be in the back of the **December** Courier. One more bonus is that the owner of this site is a Triumph man with a TR2?

**November's** meeting is the AGM. As you may know I have not been fully up to it this year due to ill health, so I think it is time for a change of AO, SO LET'S SEE SOME HANDS UP FOR THE COVETED BADGE OF OFFICE THIS YEAR!

Keep your Triumph wheels turning

*Alan*