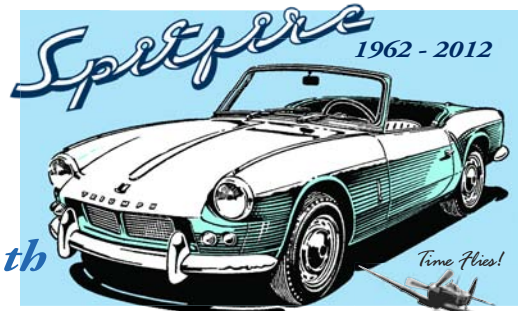




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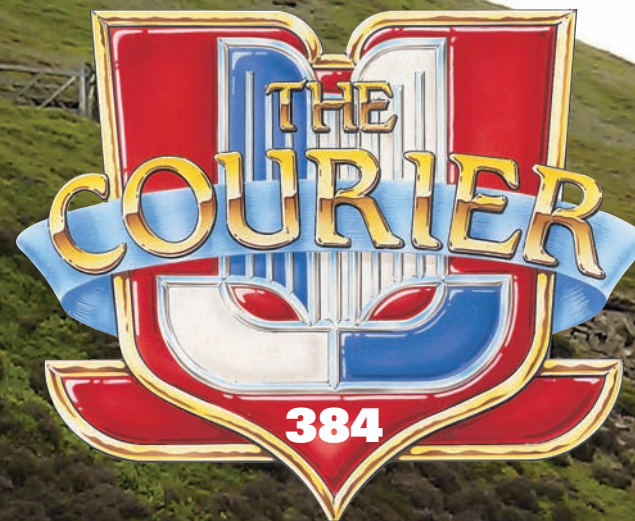


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Triumph Sports Six Club

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The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**

No.384 Vol 33. JUNE 2012

Price £3.50 Free to Club Members.

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Sunderland Court, Main Street,  
Lubenham, Market Harborough,  
Leicestershire. LE16 9TF.

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

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Bill Sunderland

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Telephone. 01302 850740 email: [gensec@tssc.org.uk](mailto:gensec@tssc.org.uk)

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## COURIER EDITOR

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

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Nigel Hill, Derek Holman, Jonathan Ingram,  
Peter Lewis, Jane Rowley,  
Frank Spencer, Victor Thompson,  
Vivien Thompson.

**For a full list of TSSC officials see page 72.**

## HONORARY MEMBERS

Dennis Barbet. Martin Cox. Dave Glead.  
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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COVER PIC  
SNAKE PASS HERALD - DERBY  
CHRIS MOXON



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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2012 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: trudiprettyjohns@tssc.org.uk**

## **NATIONAL & REGIONAL EVENTS**

See also further adverts in Courier

### **June 2012**

**FRI SAT SUN 15/16/17 JUNE 2012**  
**THE DALES RUN**  
CONTACT RICHARD 07766 354449

**FRI SAT SUN 22/23/24 JUNE 2012**  
**DERWENT VALLEY'S PEAK RUN**  
PEAK GATEWAY CAMPSITE  
NR ASHBOURNE  
www.derwentvalley-tssc.org.uk

**FRI SAT SUN 22/23/24 JUNE 2012**  
**AVON AREA (CHRISTMAS)**  
**CAMPING WEEKEND**  
CONTACT JUNE 01454 327059

**FRI SAT SUN 22/23/24 JUNE 2012**  
**NEWBURY AREA NEW FOREST**  
**CAMPING WEEKEND**  
CONTACT MARY OR DAVE  
01635 868640

### **July 2012**

**FRI SAT SUN 6/7/8 JULY 2012**  
**TSSC TRIP TO LE MANS CLASSIC**  
TEL 01858 434424  
WWW.TSSC.ORG.UK

### **August 2012**

**SUN 12 AUGUST 2012**  
**NEWBURY AREA CLUB STAND**  
**NEWBURY RACECOURSE**  
**CLASSIC CAR SHOW**  
CONTACT MARY 01635 868640

**SAT SUN 18/19 AUGUST 2012**  
**PLUS CAMPING ON FRI 17**  
**TSSC INTERNATIONAL FAMILY**  
**WEEKEND**  
STAFFORD COUNTY SHOWGROUND

### **September 2012**

**FRI SAT SUN 14/15/16 SEPT 2012**  
**TSSC MANCHESTER AREA'S**  
**HOLIDAY WEEKEND - MANCLINS**  
ELM COTTAGE TOURING PARK  
WINSFORD  
CONTACT PIP & FRANK 01524 791607

**SUN 16 SEPT 2012**  
**SOUTH WALES AREA CLUB**  
**STAND AT TREDEGAR HOUSE**  
**CLASSIC CAR SHOW**  
ENTRY FORM AT  
www./triumphwales.moonfruit.com

**FRI SAT SUN 21/22/23 SEPT 2012**  
**MILE OF TRIUMPHS**  
WILD DUCK HOLIDAY PARK  
GT YARMOUTH NORFOLK  
CONTACT CLAIRE 07971 017012  
NIGEL 07976 163006  
CHRIS 07843 435190  
www.mileoftriumphs.co.uk

### **October 2012**

**SUN 7 OCTOBER 2012**  
**TSSC HERTS & BEDS AREA**  
**PRESENT THE 19TH ALL TRIUMPH**  
**DAY AT DUXFORD**  
CONTACT PETER 01582 750943

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

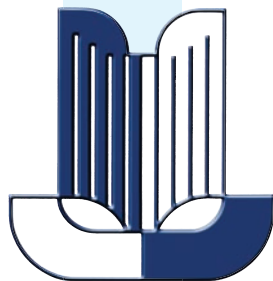
### **July 2012**

**FRI SAT SUN 20/21/22 2012**  
**SILVERSTONE CLASSIC (CODE C12143)**  
www.silverstone classic.com

**PLEASE SEND ALL 2012 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: trudiprettyjohns@tssc.org.uk**

# Welcome to NEW MEMBERS

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



## THE TRIUMPH SPORTS SIX CLUB

|                     |             |                       |                  |                    |              |
|---------------------|-------------|-----------------------|------------------|--------------------|--------------|
| Barry Hobbs         | Aberdeen    | Brian Cox             | Kent             | John Giess         | Surrey       |
| Shelley Bayliss     | Avon        | David Mills           | Kent             | Simon Fordham      | Surrey       |
| Ken Palmer          | Avon        | John Hayhurst         | Lancs            | James Lopez        | Surrey       |
| David Atkinson      | Avon        | Chris Graham          | Leics            | Robert O'Toole     | Warks        |
| Jill Lewis          | Beds        | W R Hallam            | Leics            | Kier Chima         | Warks        |
| Ian Geercke         | Berks       | Richard Sharp         | Lincs            | Andrew Parry       | Wales        |
| Matt Major          | Berks       | Alastair Choat        | London           | Clive Read         | West Mids    |
| John Parker         | Berks       | John Mercer           | London           | Tommy Perry        | West Mids    |
| Graham Johnson      | Bucks       | Roy Anderson          | London           | Adrian Saunders    | West Mids    |
| Derrick Burnell     | Carmarthen  | Robert Crawford       | Merseyside       | Ian Jameson        | West Lothian |
| Ian Richardson      | Conwy       | Christopher Dungay    | Norfolk          | Bill Latter        | West Sussex  |
| Andrew Pitt         | Cornwall    | Robin Hayes           | Norfolk          | Tom Hayward        | West Sussex  |
| Adam Case           | Cumbria     | Colin Mann            | Norfolk          | David Welling      | West Sussex  |
| Paul Dixon          | Derbys      | Pete Jackson          | Northants        | Gary Cigan         | West Yorks   |
| Brian Moore         | Devon       | Oliver Willimont      | Northants        | Ian Whitworth      | West Yorks   |
| Graham Burnett      | Devon       | Thomas Cope           | Northants        | Susan Kingsbury    | Wilts        |
| Paul Street         | Devon       | Ian Lappin            | Northern Ireland | Paul Smith         | Wilts        |
| Stephen Tyrell      | Devon       | Geraint/ulie Jeffreys | North Wales      | Mike Griffin       | Wilts        |
| Philip Wakefield    | Dorset      | John Ellison          | North Yorks      | William Wright     | Wilts        |
| Eric Young          | Dorset      | Andrew Fulcher        | North Yorks      | Paul Laight        | Worcs        |
| Alan Marshall       | East Sussex | Steve Cox             | Oxon             | Kevin Jones        | Australia    |
| Ian Hill            | Glos        | Andy Holme            | Oxon             | Mr Maury           | Switzerland  |
| Gareth Williams     | Glos        | Giles Viney           | Oxon             | Barry Connally     | USA          |
| Henry Nancarrow     | Glos        | Paul Fermer           | Oxon             | Christopher Murphy | USA          |
| Reginald Cuff       | Hants       | Barry Knight          | Oxon             |                    |              |
| Rob Rowe            | Hants       | Mike Pinner           | Powys            |                    |              |
| Bob Stimpson        | Herts       | John Goldsmith        | Rutland          |                    |              |
| Richard Lloyd       | Herts       | Graham Hollis         | Shrops           |                    |              |
| Robert Williams     | Herts       | Richard Ayton         | Shrops           |                    |              |
| Andy Scarlett       | Isle of Man | Hilary Rogers         | Somerset         |                    |              |
| Richard De Gruchy   | Jersey      | Charlie Allery        | Somerset         |                    |              |
| Thomas Hall         | Kent        | Ian Hierons           | South Wales      |                    |              |
| Michael Hinchcliffe | Kent        | Mark Stodgell         | Staffs           |                    |              |
| Tim Taylor Medhurst | Kent        | Claire Newland        | Suffolk          |                    |              |
| Heather Gould       | Kent        | Simon Miller          | Suffolk          |                    |              |

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





# NEWS REVIEW

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

### Nigel Clark

I regret to announce that Nigel Clark has resigned from his position as General Manager with the TSSC.

I am sure you would all join me in wishing Nigel well for the future.

### Vivien Thompson

General Secretary  
Triumph Sports Six Club

## Volunteer A/Os for North London and Surrey Areas

We are looking for volunteer A/Os to replace Philip Wilcox who has resigned as TSSC North London Area Organiser and Karen Chignell of Surrey Area.

We would also like to thank Philip and Karen for their years of commitment, enthusiasm and hard work that they both gave to their areas.

Any help, advice or support any one would like should contact **Pip and Frank** direct by e-mail: [pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)

## Increase in Postage Costs

In view of the major increase in postage costs it would be very helpful if members could check with me at HQ whether we have an up to date email address on file. At the present time we do not have email address or phone numbers for approximately 40 % of current members – either email to [info@tssc.org.uk](mailto:info@tssc.org.uk) or ring **01858 434424**

Thank you in anticipation -

### Angie Hill

TSSC Membership Secretary

## TSSC Member of the Year



TSSC Member of the Year this year is our very popular Early Herald Register Secretary.

### Colin Lindsay

Colin was awarded our top honour at the recent AGM for his enthusiasm and hard work within the TSSC. Pip Flegel and Frank Spencer will be presenting Colin with his trophy when they visit Northern Ireland later this year.

Congratulations Colin - Well deserved!

### Bernard

Courier Editor

## Tredegar House Classic Car Show

September 16th

South Wales Area will be meeting at the Cardiff Gate Services M4 junction 30 in the Burger King Car Park a half hour before the show opens for entrants ( the time will be posted on our area web site when the time is actually confirmed - <http://triumphwales.moonfruit.com> but when entrants receive their entrance confirmation they can work it out for themselves ).

The link for entry forms is - <http://leukaemialymphomaresearch.org.uk/event/local-events/32nd-annual-vintage-specialist-car-rally> members can visit the site and download an entry form.

TSSC members should state on their entry form in bold letters the fact that they are entering as members of the TSSC so that the organisers designate them to our reserved enclosure.

### Bernard Littlewood

South Wales AO



# HQ OPENING TIMES

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

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**JULY - OPEN AS USUAL**

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

The Club Shop will be attending the following Shows

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**Stafford - 18/19 August 2012**

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

## Council of Management Meetings

**10TH JUNE & 9TH SEPTEMBER 2012**

*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*

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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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- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards
- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.



# VITESSE Register

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



**Dave Rumens**

## Vitesse 6 - 50 Years Old

**H**

ello everybody. I have often wondered if Standard's 1600 six cylinder engine hadn't been looking for a home we wouldn't have had the Vitesse. Standard had in the late 1950's produced a smaller engine lower priced version of the Vanguard know as the Ensign. The 1600 six had been produced for a cheaper version of the Vanguard replacement, the Triumph 2000 saloon. Only a prototype was produced and then the idea dropped, maybe this was because the drive was to produce up-market models. So the 1600 engine was going spare. Harry

Webster, Standard's chief engineer, had already had a Vanguard Six 2 Litre engine fitted into a Herald Coupe for his personal transport, so the die had already been cast. Though in truth a lot more work was required to the Herald to accommodate the larger, heavier and more powerful six cylinder engine than Harry's special. Building a one-off special is very different from designing a car for mass production that will sell to the general public. But one can only imagine the look on the drivers' faces of more powerful cars as Harry pulled away from them in his modified Herald back in 1960. The original Vitesse was aimed at then Clubman market which was already well served by the Sunbeam Rapier, *Picture 1*, produced by the Rootes Group and the Riley



*Picture 1.*



*Picture 2.*  
1.5, *Picture 2*, produced by BMC. Both had four seats and were up-market cars. They were popular with private entries in sporting rallies in the late 1950's.

But, things were about to change with this market. By the early 1960's both BMC and Ford had their eye on saloon car motor sport as a way to



**Picture 3.**

promote their products. The way they went forward with the idea was to develop the cars for motor sport first and then deal with production after. The cars were the Mini Cooper S, *Picture 3*, the Cortina GT and Lotus Cortina, *Pictures 4 & 5*. Both were much lighter construction than the Sunbeam Rapier and Riley 1.5 and what's more during development they had benefited from the experience of two leading motor sport companies. On the other hand the Vitesse, like the Sunbeam Rapier and Riley 1.5, had been designed for production in the first place, any thoughts of using them for motor sport followed after. In performance terms the Vitesse was out-

classed by the appearance of the Mini Cooper S and the Lotus Cortina. In effect the professional racing companies were working closely with the manufacturers of mass production cars to produce a leap in the performance and handling of the mass produced sports saloon. It was not only the performance but also the cost and availability of parts. This point was more than illustrated at the time when I asked a fellow enthusiast who successfully rallied a Vitesse 6, as a private entry, why he had changed to



**Picture 4.**

a highly modified Ford Anglia. His response was very straight forward, he had got through two gearboxes with the Vitesse, and as they were only available from the factory they were too costly for him to support his hobby using a Triumph. The scrap yards were not full of Vitesse parts, where as there were loads of Cortina parts available either from scrap yards or from specialists both at much lower cost which is why many enthusiasts up-graded an Anglia and used it as an effective rally car. This was back in 1966, I was



**Picture 5.**



driving a 948 Herald then which could leave most things around bends but even with a bit of help from SAH parts it was still dead in the water on the straights! I am happy nowadays treating Triumphs with TLC. Still it was good fun at the time.

The fact that the Vitesse 6 continued to sell

prestigious car manufacturers. For normal road use the performance of the Vitesse 6 was very good and it could cover a long cross county run in a very credible time.

The average top speed at that time for a saloon of the same size was 75 mph, whereas the Vitesse 6 could top 88 mph.

This high performance and the up-market feel of the car meant that there were customers ready to buy.

Over the years a number of changes were made to keep up with rivals. In mid 1963 additional instruments were fitted in the form of a tachometer, separate fuel gauge and a temperature gauge, *Picture 7*.



**Picture 6.**

had much more to do with its original concept, *Picture 6*, than just out and out performance.

Built on a chassis, wood capping on the doors, a wooden dash, thick carpet on the floor, an overdrive option and the refinement of a 6-cylinder twin carburettor engine. You were buying a piece of

British heritage with modern styling, a package only normally available from more



**Picture 7.**

Interestingly the US version of the Vitesse known as the Sports 6 was already fitted with

the temperature gauge. Solex carburettors and inlet manifold were used on the Standard Vanguard 6 two litre engine, and these were carried over to the Vitesse when it was launched in 1962.

When the Triumph 2000 was being developed, the replacement for the Standard Vanguard 6's, new design Stromberg carburettors became available and offered a worthwhile improvement in performance over the Solex type, *Picture 8*. Improvements were also made by fitting a revised inlet manifold which had better gas flow and was water-heated. As a result in 1965 the Vitesse 6 was given Stromberg carburettor and inlet manifold as developed for the Triumph 2000 saloon,

*Picture 9*. If 2 Litre owners are wondering why there is no Smith's valve, this is because the Vitesse 6 engine used open crankcase breathing not a closed circuit system which was used on the later 2 Litre Vitesse.



The change to Stromberg carburettors resulted in a welcome improvement in the performance,

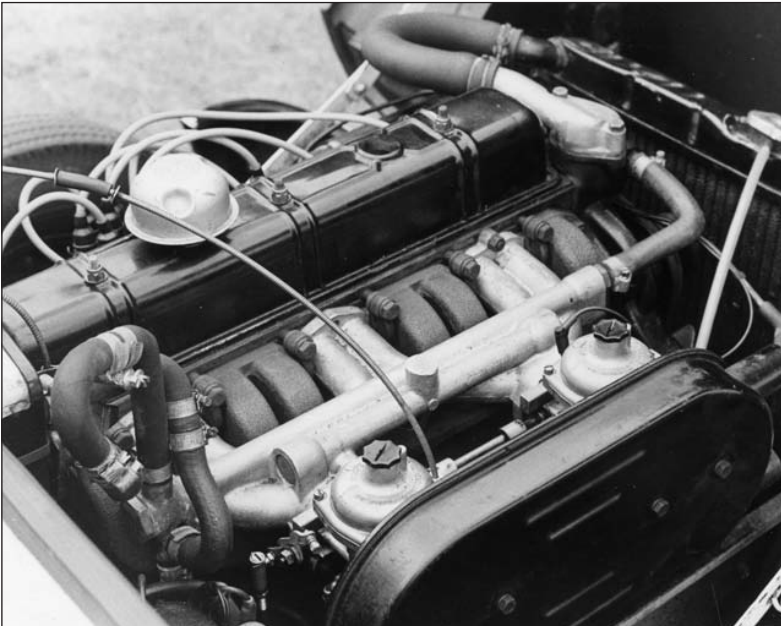
top speed was raised to 92 mph and a reduction in the zero to 80 mph of some 13 seconds overall.

In October 1966 the Vitesse 2 Litre MK1 replaced the original Vitesse 6.

My scribbling this month has been down memory lane for me.

That's it for now,  
[Safe Driving](#) and  
[keep them running](#)  
 on all Six

*David.*



# 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**



## Roof Top Reprise



**T**his month a bit of a reprise on my hard tops and bonnets series - I was amazed when looking it up to find it was 3 years ago I did that series of articles - where does the time go?

Last October Mark Baldock wrote to me with a photo of a hardtop he has.



"I purchased an unusual Spitfire hard top a year or so ago and have been trying to find out who made it. The chap I bought it from at an auto jumble removed it from an early Spit 4, but that's all he knew. I have been around Triumphs for the past 30 years and have only ever seen two others. Recent research may point to a company called Microplas later changed to Microplus, that were based in Mitcham, Surrey and produced special car bodies in the late 50's early 60's and then made boats. It was started by three chaps involved with the 750 motor club. I was just 12

enquiring to see if you had come across this Hard Top before and may know more about who produced it."

After looking through all the photos and information I'd collected doing that previous series I could only tell him that I couldn't find one exactly the same although a Pride & Clarke Ltd advert from Practical Motorist in Nov 1969 showed one with a similar raised panel through the centre of the top and asked Mark whether his hardtop was shaped similarly on the underneath or whether it had a thicker band - presumably to add strength to the top?

I asked him if he had any information that

|   |   |  |
|---|---|--|
|   | <p><b>P &amp; C HARDTOPS</b><br/>                 At really low prices. Front quality glass fibre with large perspex rear window. Offers draught and weather protection. Fitted and removed in minutes. In white or black.</p>            | <p><b>ILLUMINATED AUTO GAUGES</b><br/>                 Row 2" dia.<br/>                 Temperature Gauge £1.18/6. Oil Gauge 22/6. Ammeter Gauge 14/- . PANELS: 1 hole 3/6; 2 hole 5/-; 3 hole 6/6. Vacuum Gauge and plated panel with fittings 2/6. 5" 8" Copper Oil Pipes with unions 15/6. T-axes 6/- P &amp; P 4/6.</p>            |
| <p><b>SPRITR MA. I &amp; II AND MIDGET MA. I</b><br/>                 Dep. 98/- 6 midgets of 64/6. Total £23.13.0<br/> <b>SPRITR MA. III &amp; IV, MIDGET MA. II &amp; III</b><br/>                 (similar to above)<br/>                 Dep. 98/- 6 midgets of 73/6. Total £26.19.0<br/> <b>TRIUMPH SPITFIRE</b> in black or white<br/>                 Dep. 98/- 6 midgets of 73/6. Total £26.19.0</p> | <p><b>£21.10</b><br/> <b>£24.10</b><br/> <b>£24.10.0</b><br/>                 Case &amp; Car 25/-</p>   | <p><b>DE-LUXE 4 amp BATTERY CHARGER</b><br/> <br/>                 200/250 volt, 6 &amp; 12 voltammeterhigh, low &amp; med charge. Size 9" x 5" x 3 1/2"</p>   |
| <p><b>LUXURY HEADRESTS</b><br/> <br/>                 Comfortable and Safe. Available in red or black with full adjustment for height and rake.<br/>                 39/11d<br/>                 Post &amp; packing 5/6d.</p>   | <p><b>CAR RAMPS</b><br/> <br/>                 Carr. 76" 0<br/>                 Improved Design plus Lower Price<br/>                 Angle iron<br/>                 35" x 8" x 8 1/2" in<br/>                 Axle Stands 39/6 pair</p> | <p><b>SUPER HARMONIC TWIN HORNS</b><br/>                 Clear the road ahead with powerful high and low notes. Black &amp; Chrome Finish.<br/>                 Our price <b>47/6</b> a pair with brackets.<br/>                 6 or 12 volt.<br/>                 Mini bracket 2/6.<br/>                 Post &amp; packing 5/6.</p> |
| <p>All goods sent on approval against Cash or C.O.D. Easy terms. Send for free Catalogue.</p> <p><b>PRIDE &amp; CLARKE</b> L DEPT PRM<br/>                 T 158 STOCKWELL ROAD<br/>                 D LONDON SW9 0J 274 6251</p>   |   |  |

linked his one with Microplas/Microplus or if he had just come across an advert for them?

Mark replied: "I have no definite information that the hard top is a Microplas example, only from emailing somebody who had the same roof on a race spitfire 4 in the early nineties



and he believed the one fitted to his car was a Microplas. He also has an SAH version that is different. I have not been able to find out that much about Microplas other than Wikipedia and this website link:

[//www.1950sspecials.com/microplas%201.htm](http://www.1950sspecials.com/microplas%201.htm). The raised bulge in the roof is hollow and I wondered if the idea was to cut a slit along the rear of it to create a vent so that warm air from the cockpit would flow over the rear window helping to keep it clear. It has a strong resemblance to the bulge I have on the SAH



repro bonnet I have fitted originally produced by Windmill Plastics and then by Honeybourne Mouldings, so there maybe some connection there. The pic in the ad you sent does look very similar and may be the same given some artistic license as the roof I have is more chiselled and square in appearance and the rear window is flat."

Wikipaedia and other sites gave me some more information about Microplas/Microplus. Apparently it was founded in Rickmansworth, (or Uxbridge in some write-ups) in the early 1950s by a group of 750 Motor Club members who got together to design and produce a glass fibre bodyshell for the Austin Seven chassis. They also traded as Microbond. In the mid 1950's Microplas relocated the factory to Mitcham, Surrey and

they diversified into boats and hardtops.

Ok, I know Mark's top hasn't been unequivocally identified a a Microplas item - just thought I'd expand on the info where I could!

Mark also included a photo of his Windmill/Honeybourne bonnet with its asymmetrical air scoop and this was yet another design I didn't have in my collection so it's still growing.

Continuing with hardtops, while going through my files I found an email from the late Tony Beadle which he wrote to me back in May 2009.

"I've just read your piece in the May issue of The Courier about Bermuda hardtops. I'm pretty certain that the yellow example is a Classic Bermuda, which was sold by Classic Motor Crafts Ltd., 1 Llanvanor Road, London NW2. I have original Classic Motor Crafts adverts from the April 1964 issue of Small Car magazine and 23rd July 1966 issue of Motor. However, the hardtops were actually made by a company called James Whitson & Co Ltd,



High Street, Yiewsley, Middlesex. I have recently interviewed a couple of people who worked for Whitson, one who did the moulding of the hardtops producing five per day, and another who delivered the tops to



Classic Motor Crafts in Golders Green." The Bermuda top in question was this one:



While on this theme a couple of months ago another Bermuda style hardtop made in fibreglass and Perspex for the MkIV or 1500 with square cornered windows came up on ebay. Great visibility all round with this one, but, as far as I remember, there was no make given in the description unless the decal in the middle of the rear window - which I couldn't see clearly in the photos, gave this information.

Alternative hardtops have been produced for Spitfires since shortly after they came onto the market and today, 50 years later, is no



different as T6 Fabrications (<http://www.triumphspitfirelemans.com/>) can produce not



only a fibreglass hardtop and bonnet but pretty much a full kit to re-create your very own rally car replica. [Suzie note: I have no financial interest in this company, it was just an obvious



- to me - way to round up this section].



And, now, just to change the subject slightly (!!), not quite Triumph related, I know, but I was rather taken with this tent I saw advertised in the Mail on Sunday magazine I was given a few weeks ago - a great accessory to any classic car, I think. I wonder if they can make a Spitfire version - for very short people obviously!

And finally, by the time you're reading this we'll be getting Sybil ready for her trip to the Classic British Welcome at Le Mans on Friday 15th June so, if you're going too, do keep a look out for us and please do say hello. Something tells me I'll have a few photos and a bit of a tale to tell about the trip in due course.

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# Briefing of the TSSC Annual General Meeting

Held on 29th April 2012



## Welcome and Introductions

**I** opened the meeting by welcoming everyone then explaining that a week earlier because of pressure of work Dave Smith had resigned from his role as Chairman and that I would Chair the AGM. The Council of Management (CoM) members present then introduced themselves.



## Minutes of 2011 AGM

The minutes of last year's AGM were agreed with no revisions asked for. I stated that in future years the minutes of the AGM would be circulated to members in advance of the AGM so they had opportunity to read them before the meeting. Alan Gower asked if they would appear in the next Courier. I advised that they are usually presented to CoM at its first meeting after the AGM which would be too late for the June Courier, but that a review of the AGM would be in the June Courier.

## General Secretary's Review of 2011

A review of 2011 identified that although it had been a financially challenging year for the Club there had been some success e.g. The Courier winning Classic and Sports Car's Magazine of the Year Award at the NEC, the inaugural trip to Spa, closer working with other clubs for local and regional events and areas such as the North

East winning awards for their displays/stands at multi marque shows.

## Accounts for 2011

A brief review of the accounts was presented.

Alan Gower from Herts and Beds area had submitted a question in advance asking what action Club officers are planning to take to put the Club on a more sound financial footing.

It was explained that a strategic business plan was being developed that would aim to address the Club's financial problems. This includes a review of how services are provided now and how they might be provided in future. CoM wants to ascertain feedback from members to see what value they place on Club services before any firm decisions are made.

It is planned that a survey will be undertaken in May which will then be analysed for discussion at the June CoM meeting to allow decisions to be made at the September meeting.

The views expressed were that the survey should either not be done or should be carried out by electronic means to make it cost neutral and that the results and decisions to rectify the Club's financial situation need to be taken in June not September.

Members were then asked if there were any further questions.

Colin Wright asked whether this year's budget predicted a surplus, loss or break even. He was advised that a proposed budget showed a loss as any actions taken this year would have little or no effect on the Club's finances.

Alan Gower asked if the predicted loss would be more or less than 2011. He was advised that it would be less.

Peter Martindale asked why a plan was not already in place. He was advised that the CoM did not want to make any knee jerk decisions and that CoM would want to obtain feedback from members before making the tough decisions that lay ahead.

He then asked if once a plan was developed if an Extraordinary General Meeting would be called to enable the plan to be approved by members. He was advised that would delay the process too much and that as CoM were elected by the members they should be allowed to make those decisions without then having to seek member approval.

Peter Williams suggested an alternative would be to present the plan to Area Organisers at their meeting in August at the International Family Weekend event.

In response to a question as to why the bank charges were so high, it was explained that this was for card payments.

Alan Gower pointed out that the minutes and any Courier write up about the AGM ought to stress the severity of the Club's financial situation and the discussion that took place at the AGM.

Following this the accounts were ratified.

Haynes Watts were then once again re-elected as the Club's auditors.

### Council of Management Elections

The CoM members due to stand for re-election this year were Pip Flegel, Frank Spencer, Nigel Hill and Victor Thompson and all were re-elected by the members present.

Three members, Peter Lewis, Jonathan Cronin and Jonathan Ingram, had put themselves forward for election to the CoM and all three were voted onto CoM.

### Ratification of Area Organisers

Pip Flegel then read out a list of Area Organisers who had registered areas and these were ratified by a vote.

### Proposed Change to Club Rules

#### Rule 31

Sue Franklin and Oliver Scaife had submitted a proposal the wording of Rule 31 be changed from:

*"Upon payment of the Associate fee, a spouse / partner and / or child or children under 18 years of age residing at the same address of the full member will receive all the benefits of full membership except for the Club magazines."*

To read:

*"The Club's new membership will be:*

- 1. Under 17s – free membership of the Kid's Club**
- 2. Under 25s – single member at half the current membership fee**
- 3. Standard single member – full membership at the current membership fee**
- 4. One additional family member residing at the same address as the full member – Associate membership on payment of the current associate fee**
- 5. Non-direct debit admin fee"**

A vote took place and the rule change was accepted.

### Presentation of Awards

As there were no additional reports Bill Sunderland, the Club President was asked to present the awards.

Five people who had given several days of their time to install the Herald bar at HQ were each presented with a glass tankard as a thank you. They were:

**Bernard Robinson**  
**Nigel Hill**  
**John Fairey**  
**John Edwards**  
**Dave Richardson**

A big thank you to them for all their hard work.

**The Area of the Year** was **Devon** and the award was accepted by **Sue Franklin and Dan Chudleigh**. Devon is a very active and enthusiastic area and they are good ambassadors for the Club.

**The Outstanding Contribution Award** was presented to **Andy Sollis**. Andy is fairly new to the Club but has quickly become a very active member and not just in his local area.

This year the **Special Thank You** was to **Chris Gunby** in recognition of his considerable service to the club at local and National level over many years.

## Member of the Year 2012

Colin Lindsay.

As Colin could not be present the award was collected on his behalf by Frank Spencer. Pip and Frank are going to Northern Ireland and will present the trophy to Colin there.

This brought the AGM to a close. Members were thanked for their attendance and contribution to the meeting and all were wished a safe journey home.

## Area Organisers' Seminar

Although Pip and Frank usually feed back to Area Organisers about discussions that took place at the seminars, at this seminar there were some questions raised about items on the AGM agenda as not all members had realised they could ask questions at the AGM relevant to items that were on the pre-published agenda.

## Club Shop

Questions were asked about the profitability of the Club shop, such as why it stocks items that can be bought cheaper from other suppliers and whether the shop would be viable as a stand alone business.

Many of the items stocked in the shop are there as a result of request from members including most items that members say they can purchase cheaper elsewhere. We had been reluctant to

stock many of these items in the shop as we know the Club cannot buy in sufficient quantities to be able to match the prices offered by most traders, but eventually we bowed to pressure from members.

The shop currently would not be viable as a stand alone business it is supported by members' subscriptions.

All efforts are being made to make the shop as profitable as possible and regular price matching is carried out to try and keep prices competitive, but the shop prides itself on selling high quality products so direct comparisons are not always possible.

The HQ staff and CoM can only do so much to improve the shop's profitability, it also needs members to use the shop.

## Club's Financial Situation

A number of questions were asked about the Club's current financial situation and what CoM intends to do to return the Club to profitability.

It is clear that members feel very strongly about the situation and demand quick action to remedy it.

CoM apologised to members for the current situation and stressed that we are fully committed to dealing with the Club's losses.

The CoM is developing a business plan which will make sure any future decisions are based on sound financial principles.

CoM intends to review how all Club services are to be offered to see where cost savings can be made.

In order to do this we want to obtain some feedback from members to see how they value particular services.

No ideas are being ruled out CoM will consider all suggestions put to it by members.

Once this feedback is analysed tough decisions need to be made and CoM needs the support and trust of members in whatever it decides to do to protect the Club's future.

**Vivien Thompson**

General Secretary  
Triumph Sports Six Club



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# Area Showtime



e-mail.

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

## Pip Flegel



## AGM Awards

Lubenham April 2012

### A good turnout for AGM



at the AGM is The TSSC thanking a few members who contribute that little bit extra throughout the year. Our Club relies on volunteers throughout the year and this is our way of recognising a few exceptional members.

# W

e had a brilliant turnout for the Area Organisers Seminar and AGM. It was a very lively debate covering various topics. The award ceremony

**Tankards for Building a fantastic Herald Bar at HQ**, unfortunately not all the lads could make the meeting, they were:

**Bernard Robinson, Dave Richardson, Nigel Hill, John Fairey & John Edwards**



**President Bill Sunderland (left) awarding Dave Richardson . . .**



**. . . and Nigel Hill with their tankards for the Herald Bar**

Awards for Special Members whose special contributions throughout the year were awarded

## Area Showtime



**Area of The Year**  
**Devon Area Sue Franklyn A/O**



**Special Thank you**  
**Chris Gunby**



**Outstanding Achievement**  
**Andy Sollis**



**Member of the Year**  
**Colin Lindsay**  
(award collected by Frank Spencer)  
Congratulations to everyone and Thank You!!!

## Drive It Day - Sue Franklyn Devon & Cornwall Areas go to Dingles Fairground

**A**fter the success of last year's Drive it Day, when altogether we had 43 Triumphs at Morwellham Quay, Mike Crewes and I started wondering where we should go for the 2012 Drive it Day. We had a few thoughts, all of which had to be somewhere around the Devon / Cornwall border so as to be accessible for both Areas.



**Cornwall Convoy**





**Waiting for the off - Ivybridge**

having new Co-ordinators this year. An ex-Cornish Stag owner rustled up three more Stags who travelled from Somerset.

We also asked the local TR Register and Dolomite Clubs from both counties and another local club joined in too. With some helpful publicity in the local newspapers, we had contact from a number of

First thought was Antony House, where there is an exhibition of Lewis Carroll characters from 'Alice in Wonderland', but we eventually discovered that they in fact were not going to be open.

Plan B was to go to Dingles Heritage Fairground at Lifton. Devon Area had not been there before but Cornwall had, and we were not sure how well a repeat visit would go down. Nevertheless, we decided on Dingles, and set about contacting as many other Triumph Clubs in the area as we could.

John and I are multi-clubbed, having the Stag as well as our Herald, so have

car owners who said they intended to come along, including Mario, the organiser for the Jaguar Club in GREECE!

So now we are international.



**Just how fast will this go?**



**Relaxing at Dingles**



**All kinds of Triumph**

The day dawned, and the weather was iffy and we were not sure how this would affect the numbers. We need not have worried however. Having arranged three main start points, we were still not sure how

a number of friends in the Stag Owners Club in Devon. They were keen to join us, as were the Stag Owners Club in Cornwall, both

many we were going to get. Allan Prowse had agreed to lead one group from Exeter Services in his white Vitesse, and a total of 16



**Just some of the many**

cars started there. En route, using the old A30, they picked up a few more. John and I met another group at Ivybridge, and started off

Dartmoor via Tavistock to get to Dingles. We lost Julie in her TR on the way, having seen her miss the turning signed Lifton, taking Phil's Dolomite with her, and Tracey and Hugh in their moderns too. Hugh saw us turn off, but not having headlamp flashers on the Herald, I was too late to catch them. A few cars, mainly TRs made their own way up from Plymouth direct.



**John Clancy was there too**

TSSC Cornwall members were joined by a few members from the TR Register and the SOC in time to set off at 10:30am. As we approached a large lay-by at Victoria another large group of Triumphs from more TSSC, TR Register and Club Triumph members. As we slowed down and passed them, they were able to pull out and join onto our convoy. Continuing up the A30 we pulled off to Bolventor on Bodmin Moor to meet the SOC. Picking them up we rejoined the A30 with a convoy now 21 cars long (it would have been 22 if Colin hadn't been overtaking and missed the turn off!). The A30 was busy with returning holiday makers, so we were able to give them a worthwhile spectacle as they made their ways home. Shortly after we arrived at Dingle's Heritage Fairground Museum and to an assemblage of mixed Triumphs. The car park quickly filled up and as other convoys from across Devon arrived; overflowed. It was an incredible sight.



**Snapper Snapped!**

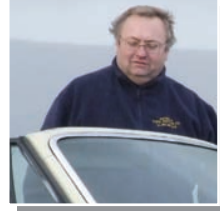
with 12 cars, which would have been 13 had one of the Stags not been waiting in the wrong car park, having been direct there by a 'local'. Poor Tony then went home to Torquay to check where we were going, and made his own way there. We had a scenic drive over

Having had two fantastic Drive It Day get togethers down here, we are wondering how we can better it next year – more than 60???

Answers on a postcard please.



## Derek Ford & Hugh Glossop



# Dizzy Rascal & the Scrolls

I was contacted this month by a member looking to change his ignition over to electronic and wanted to know which type of distributor he had.

Well here's the answer, as you can see Fig 1 is the AC Delco type dizzy with the mechanical rev counter drive on the side to screw a cable onto. Fig 2 shows the Lucas unit. As this particular vehicle was a Herald and had the Delco dizzy I recommended he change over to the Lucas set up as the Delco dizzy is not the best and the rev counter drive was not needed.

As you probably know these units are available complete from the club shop and can be fitted in an hour or two.

Fig 1 Delco Distributor



Fig 2. Lucas Unit

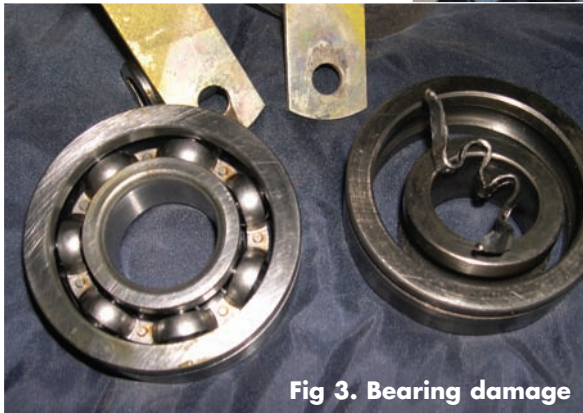


Fig 3. Bearing damage

Just remember if your electronic system needs 12 volts at the coil not 6v you will have to source an alternative live feed, bypassing the ballast resistor and replacing the coil.

Second Item this month is a glimpse of what Hugh and I found on stripping my gearbox down. Fig 3 shows what



was left of my main front bearing on removal



**Fig 4. Old and Good Scroll seals**

from the gearbox, could explain why I had about 10mm of play on the input shaft. Fig4 shows the "scroll" seal on the bellhousing.

When Hugh asked me whether I had a scroll seal or a rubber seal I had absolutely no idea what he was talking about so maybe this will help you If you find yourself in the very same situation.

If you look inside the scroll seal you will see what looks like a thread.

Here's the clever bit, the thread is cut backwards so that as you drive the car forwards any oil that moves down the seal is driven back into the gearbox (archimedes screw theory).

As you can see from the picture my seal was worn smooth on one side and therefore totally useless.

This system works very well with one exception. If you park your Spitfire facing downhill for any period of time oil will work its way out of the gearbox and into the bellhousing.

More on gearboxes to follow I hope,

Cheers for now

*Derek.*

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| Chrome bonnet catch 607663                    | £40.00      |
| Door hinges 607824                            | £20.00 each |
| Boot hinges                                   | £43.50 pair |
| Door to glass outer weather strip             | £6.00       |
| Hoods vinyl inc zip out window                | £140.00     |
| Accelerator pedal bracket 147655              | £12.50      |
| Set of 8 front suspension bushes 119451       | £10.50 set  |
| Front suspension shim 122022                  | £1.75       |
| Caliper repair kit inc pistons type 12        | £23.00      |
| Caliper repair kit inc pistons type 14        | £20.50      |
| Caliper repair kit inc pistons type 16P/16PB  | £28.50      |
| Recon exchange caliper type 12                | £46.00      |
| Recon exchange caliper type 14                | £41.00      |
| Recon exchange caliper type 16P/16PB          | £56.00      |
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| Brake pads type 14                            | £10.00 set  |
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| Herald 4 Synro (exchange gearbox)             | £285.00     |
| Vitesse (exchange gearbox)                    | £285.00     |
| Herald rear leaf spring 305945                | £145.00     |
| Herald recon exchange drive shaft assembly    | £150.00     |
| Herald/Vitesse non rototief drive shaft       | £69.50      |
| Universal joint grease nipple type            | £9.50       |
| Herald voltage regulator Unipart GEU 6603     | £20.50      |
| Herald new alternative distributor (exchange) | £59.00      |
| Vitesse Delco distributor cap GDC109          | £9.75       |
| Vitesse HT lead set                           | £12.50      |
| 13/60 HT lead set                             | £8.00       |
| Herald oil filter GFE 119/150                 | £5.00       |

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|-----------------------------------|--------|
| Herald O.E head gasket GEG 314    | £9.00  |
| Spark plugs 1200/12.50 (set of 4) | £7.00  |
| Vitesse 2 Litre clutch kit        | £80.00 |
| Clutch slave cylinder 13/60       | £35.00 |
| Boot catch 611225                 | £10.50 |

### TR7

|   |             |
|---|-------------|
| Early type bonnet (single bulge) WKC170               | £155.00     |
| Late type bonnet (double bulge) XKC3822               | £350.00     |
| Sills L/H and R/H XKC 112/3                           | £96.00      |
| Doors FHC WKC5286/7                                   | £285.00     |
| Door skins YKC74/75                                   | £48.50      |
| Body shell convertible                                | £4,575.00   |
| LH rear wing Coupe, original                          | £305.00     |
| Late type boot lid XKC3854                            | £180.00     |
| Rear deck assembly convertible WKC4255                | £67.50      |
| Window regulators XKC325/6                            | £25.00      |
| Door/glass outer weather strip R/H YKC101             | £6.00       |
| New hood frame (exchange)                             | £175.00     |
| Radiator grille R/H convertible WKC3674               | £30.00      |
| Petrol tank retaining strap TKC131                    | £8.00       |
| Petrol tank   | £187.00     |
| Petrol tank sender TKC3408                            | £27.50      |
| Rear lamp assembly R/H TKC232                         | £95.00      |
| Recon TR7 (exchange) distributor                      | £85.00      |
| TR7 distributor cap                                   | £7.50       |
| HT lead set (early) GHT 167                           | £12.00      |
| Gearbox 4 speed (exchange)                            | £285.00     |
| Recon steering rack (exchange)                        | £45.00      |
| Front strut assembly recon (exchange)                 | £67.50      |
| Front lower ball joint GSJ154                         | £11.50      |
| Front suspension strut gaiter UKC4981                 | £8.50       |
| Rear shock absorbers                                  | £20.00      |
| Upper steering joint UKC2449                          | £32.50      |
| Lower steering shaft TKC1084                          | £36.00      |
| Track rod ends GSJ185                                 | £16.00 pair |
| Steering wheel (early) RKC509                         | £15.00      |
| Brake pads GBP233                                     | £9.50 set   |
| Brake discs TKC780                                    | £17.00 each |
| TR7 brake master cylinder recon (exchange)            | £85.00      |
| Brake servo recon (exchange)                          | £85.00      |
| Upated brake master cyl/servo assy (exchange) £205.00 |             |
| Brake pressure valve TKC 3667                         | £49.50      |
| Recon exchange brake caliper                          | £46.00      |
| Brake shoes 4 speed GSP794 OE Unipart                 | £17.50 set  |
| Brake shoes 5 speed GBS813                            | £18.50 set  |
| Wheel cylinders 4-5 speed                             | £15.00      |
| 4 speed differential TKC2619 (exchange)               | £250.00     |
| Jackshaft 215207                                      | £135.00     |
| Recon starter motor (exchange)                        | £77.50      |
| Service exchange oil pump 215573                      | £27.00      |
| Fan idler pulley bearing                              | £9.50       |
| Recon w/wiper motor (exchange)                        | £55.00      |
| Clutch kit TR8 Q/H                                    | £110.00     |

### STAG

|  |            |
|--|------------|
| Front suspension leg insert            | £44.50     |
| Recon steering rack (exchange)         | £140.00    |
| Steering column shaft 151032           | £80.00     |
| Track rod end GSJ157                   | £13.50     |
| Gearbox (exchange)/Reconditioned       | £295.00    |
| Recon exchange J Type overdrive        | £295.00    |
| Rear shock absorbers                   | £20.00     |
| Rear sub frame mounting 150382         | £22.50     |
| Rear wheel bearing kit                 | £19.50     |
| Service exchange drive shaft 311914    | £140.00    |
| Recon rear hub assy (exchange)         | £99.50     |
| Recon Brake Calipers (exchange)        | £56.00     |
| Caliper seal kit inc pistons           | £28.50     |
| Set brake pads                         | £13.50 set |
| Recon brake master-cylinder (exchange) | £110.00    |
| Recon Servo (exchange)                 | £148.00    |
| Rear wheel cylinder GWC1211            | £14.00     |
| Service exchange oil pump 215573       | £27.00     |
| Viscous fan coupling TKC101            | £75.00     |
| Seatbelts non-sensor                   | £100.00    |

### TR6

|  |             |
|--|-------------|
| Front L/H flitch panel 907097/576477   | £120.00     |
| Late type rear centre bumper O.E.      | £125.00     |
| Rear quarter bumper O.E.               | £67.50      |
| Seat belts with sensor wire type       | £95.00 pair |
| Prop shafts recon (exchange)           | £85.00      |
| Recon exchange water pump GWP201       | £29.50      |
| Recon steering rack (exchange)         | £57.50      |
| Front suspension 142377/8              | £22.50      |
| Top ball joint GSJ131                  | £10.00      |
| New Brake servo (exchange)             | £115.00     |
| Brake disc 209327                      | £16.00      |
| Recon (exchange) caliper type 16P/16PB | £56.00      |
| Brake pads early/late type             | £10.50      |
| Hand Brake cable end fork              | £3.00       |
| Gearbox (exchange)                     | £295.00     |
| Recon drive shaft assy (exchange)      | £150.00     |
| Recon rear hub assy (exchange)         | £99.50      |
| Diff mounting upper 134235             | £2.50       |
| Diff mounting lower 134236             | £2.50       |
| HT lead set                            | £12.50      |

### SPITFIRE MK I & II & III

|                                      |             |
|--------------------------------------|-------------|
| Spitfire Mk III bonnet               | £730.00     |
| Nearside/offside front wings         | £85.00 each |
| Front wing 'D' plate 706311/2        | £14.00 each |
| Front outer wheel arch 903137/8      | £49.50      |
| Front inner wheel arch 706548/9      | £39.50      |
| Bonnet hinge tubes 811679/811680     | £40.00 each |
| Hinge tube pivot bracket             | £15.00      |
| Side light mounting panel 907157/8   | £55.00      |
| Door skins                           | £58.00      |
| Battery box 806707                   | £25.00      |
| Rear valance lamp panel 569900       | £75.00      |
| Boot lid 575787                      | £395.00     |
| Dash top cover 714482                | £35.00      |
| Vinyl hood Mk III inc zip window     | £140.00     |
| Chrome bonnet catch 607663           | £40.00      |
| Rear lamp assembly 208532/217025     | £45.00      |
| Track rod ends                       | £9.50       |
| Gearbox 4 Synro (exchange)           | £285.00     |
| Rear leaf spring 305894              | £99.50      |
| Recon exchange brake caliper type 12 | £46.00      |

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

## SPITFIRE MK IV & 1500

|   |             |
|---|-------------|
| Bonnet stay 613045/613751.....                    | £15.50 pair |
| Front wings 909663/4.....                         | £49.50      |
| Front wheel arch outer 909351/2.....              | £49.50      |
| Front wheel arch inner 909797/8.....              | £39.50      |
| Headlamp support panel assembly 818871/2.....     | £40.50      |
| Front quarter valance 815391/2.....               | £80.00      |
| Door skins.....                                   | £58.00      |
| Sills non original. 903097/8.....                 | £42.50      |
| Sills O.E. 903097/8.....                          | £62.50      |
| Self reinforcement panel 806634/5.....            | £7.50       |
| Inner sill 806638/9.....                          | £24.00      |
| Front sill end plate 706422/3.....                | £8.50       |
| Half floor (deep pressing).....                   | £127.50     |
| A' post lower filler panel 706288/9.....          | £19.50      |
| Bonnet hinge pivot box RKC362/3.....              | £46.50      |
| Chassis front gusset 218526/7.....                | £19.50      |
| Bonnet hinge tube L/H-R/H 911107/8.....           | £55.00      |
| Rear wing non O.E.....                            | £130.00     |
| Rear wing front repair panel.....                 | £21.50      |
| Rear wing rear repair panel.....                  | £28.00      |
| Rear lamp panel 716182.....                       | £165.00     |
| Rear valance 908970.....                          | £75.00      |
| Boot floor.....                                   | £130.00     |
| Boot lid 911327.....                              | £425.00     |
| Rear inner wheel arch 725563/4.....               | £125.00     |
| Rear outer wheel arch 909661/2.....               | £79.50      |
| Windscreen aperture drip channels.....            | £12.00 pair |
| Hard top rear screen set 911040.....              | £39.50      |
| H/ top seal roof/ door glass 716183/4.....        | £8.00       |
| Door hinges 607824.....                           | £20.00      |
| Exterior door handle (black) YKC2837/8.....       | £65.00      |
| Window regulator 911271/2.....                    | £55.00      |
| Window regulator glazing channel.....             | £75.00      |
| Front outriggers 209398/9.....                    | £35.00      |
| S/steel tread plate finishers.....                | £27.50 pair |
| Oil pump TKC 1974 (exchange).....                 | £32.50      |
| Water pump 216939/GWP128 (exchange).....          | £29.50      |
| Radiator support cradle TKC 1761.....             | £16.00      |
| Late type water pump (viscous) UKC774.....        | £40.00      |
| Oil filter GFE119/150.....                        | £5.00       |
| Heater valve 724021.....                          | £18.00      |
| Front wheel bearing kit GHK1021.....              | £16.50      |
| Front wishbone bushes 119451 (set of 8).....      | £10.50      |
| Front shock absorber GSA364.....                  | £20.00      |
| Front suspension vertical link/trunnion assy..... | £125.00     |
| Front suspension top ball joint GSJ155.....       | £9.00       |
| Stub axle UKC697.....                             | £20.00      |
| Recon steering rack exchange.....                 | £45.00      |
| Track rod end GSJ158.....                         | £9.50       |
| Steering joint 142140/FAM1718.....                | £22.50      |
| Steering lock 216449/UKC2719.....                 | £58.00      |
| Gearbox exchange.....                             | £285.00     |
| Recon exchange D Type O/D Mk IV.....              | £285.00     |
| Recon exchange J Type O/D Mk IV.....              | £285.00     |
| Recon exchange J Type O/D 1500.....               | £285.00     |
| Rear wheel bearing kit GHK1029.....               | £14.50      |
| Early/late rear drive shaft.....                  | £69.50      |
| Recon exchange drive shaft assembly.....          | £150.00     |
| Rear shock absorber GSA385.....                   | £18.00      |
| Rear leaf spring 159640.....                      | £87.00      |
| Recon exchange brake caliper type 14.....         | £41.00      |

|   |             |
|---|-------------|
| Brake disc 208715.....                              | £13.50      |
| Brake disc 208715 Drilled/Grooved.....              | £42.50 pair |
| Caliper repair kit inc pistons type 14.....         | £20.50      |
| Handbrake front cable 121766.....                   | £5.00       |
| Handbrake cable end fork 104749.....                | £3.00       |
| Rear wheel brake cylinder -7 dia.....               | £12.50      |
| Rear brake lever 123135.....                        | £6.50       |
| Clutch slave cylinder GSY103.....                   | £35.00      |
| Clutch kit GCK160.....                              | £77.50      |
| New distributor 1500 (exchange).....                | £59.00      |
| Recon distributor 1500 (exchange).....              | £47.50      |
| Distributor cap Mk IV.....                          | £6.00       |
| HT lead set.....                                    | £8.00       |
| Recon starter motor (exchange).....                 | £32.50      |
| Recon w/wiper motor (exchange).....                 | £45.00      |
| Universal joint with grease nipple.....             | £9.50       |
| Dash top cover 815281.....                          | £35.00      |
| Seat cover set, brown houndstooth material.....     | £115.00     |
| Gearbox tunnel retaining plate 608383.....          | £1.80       |
| Wheel arch to bulkhead set 613666.....              | £3.00       |
| Hoods original I.C.I. material inc zip window.....  | £170.00     |
| Hoods vinyl inc zip window.....                     | £140.00     |
| Inertia seat belts less warning light wire.....     | £65.00 pair |
| Inertia seat belts less sensor OE.....              | £70.00 pair |
| Inertia seat belts less warning light wire Red..... | £60.00 pair |
| Inertia seat belts sensor type.....                 | £70.00 pair |

## GT6

|  |             |
|--|-------------|
| Bonnet assembly Mk III 913766.....           | £1,015.00   |
| Front wings Mk II 908113/4.....              | £115.00     |
| Front wings Mk I 907154/5.....               | £85.00      |
| R/H front overrider Mk I 710717.....         | £42.50      |
| Boot floor carpet Mk I/II 810841.....        | £35.00      |
| Main carpet early Mk III new tan 819813..... | £32.50      |
| Main carpet late Mk III new tan 822633.....  | £27.50      |
| Dash veneer set Mk III 820073.....           | £160.00     |
| Steering lock 216449/UKC2719.....            | £58.00      |
| Recon Steering Rack (exchange).....          | £45.00      |
| Seat belts.....                              | £65.00 pair |
| Recon (exchange) water pump GWP201.....      | £29.50      |
| Manifold banjo bolt 145155.....              | £9.00       |
| Gearbox (exchange).....                      | £285.00     |
| Recon exchange D Type O/D.....               | £285.00     |
| Clutch kit.....                              | £80.00      |
| Front suspension vertical link.....          | £108.00     |
| Front shock absorbers.....                   | £20.00      |
| Track rod ends.....                          | £9.50       |
| Rotoflex coupling 152273.....                | £32.50      |
| Rotoflex bush kit inc tubes.....             | £16.50      |
| Brake shoe Mk I/II/III rotoflex GBS750.....  | £15.00      |
| Brake shoe non rotoflex GBS746.....          | £15.00      |
| Front side/flasher lamp assembly 155416..... | £20.50      |
| Delco distributor cap.....                   | £9.75       |
| HT lead set.....                             | £12.50      |

## TRIUMPH 2000/2.5 PI/2500

|  |         |
|--|---------|
| Mk I front wing L/H-R/H 570195/6.....              | £175.00 |
| Mk I front panel (nose cone) 903258.....           | £75.00  |
| Mk I bonnet 903477.....                            | £125.00 |
| Mk II headlamp panel 575894/ZKC1972.....           | £75.00  |
| Mk II bonnet 910507.....                           | £135.00 |
| Mk II rear lamp panel 910509.....                  | £145.00 |
| Mk II boot reinforcement panel 910505.....         | £75.00  |
| Bonnet seal 613894.....                            | £12.50  |
| Rear centre bumper (estate) plain 576530.....      | £97.50  |
| Rear centre bumper (estate) for insert 917813..... | £97.50  |

|  |         |
|--|---------|
| Rear quarter bumper (saloon) plain 910158/9..... | £67.50  |
| Rear quarter bumper (estate) 923444/5.....       | £60.00  |
| Rear bumper moulding (saloon) 824479.....        | £27.50  |
| Interior door knob 615888.....                   | £1.50   |
| Dash veneer set 2000TC/2500TC - ZKC1552.....     | £65.00  |
| Dash veneer set 2000TC/2500TC - 730397.....      | £65.00  |
| Interior grab handle ZKC 701/711.....            | £20.50  |
| Boot carpet 728551.....                          | £22.50  |
| Late Mk I 2000 steering wheel 307493.....        | £25.00  |
| Recon power steering rack (exchange).....        | £140.00 |
| Recon manual steering rack (exchange).....       | £45.00  |
| Gearbox (exchange).....                          | £295.00 |
| Mk II front side/flasher lamp 216149/216150..... | £42.00  |
| HT lead set.....                                 | £12.50  |
| Clutch kit.....                                  | £80.00  |
| Recon (exchange) water pump GWP201.....          | £29.50  |
| Rear wheel bearing kit.....                      | £19.50  |
| Rear shock absorber.....                         | £20.00  |
| Recon exchange brake caliper.....                | £65.00  |
| Brake shoes Mk I (axle set).....                 | £27.50  |
| Brake shoes Mk II (axle set) GBS803.....         | £16.50  |
| Rear wheel cylinder GWC1205.....                 | £17.50  |

## DOLOMITE RANGE

|  |             |
|--|-------------|
| Toledo Static Seat Belts O.E.....                | £35.00 pair |
| Front underdrier XKC 83/84.....                  | £25.00 pair |
| Rear lamp assembly 1300 F.W.D. 211874.....       | £37.50      |
| Dolomite Rear lamp assembly R/H TKC938.....      | £52.50      |
| Head lamp assembly 1300/1500 Dolo (square).....  | £62.50      |
| Headlamp bowl 1300/1500 Dolo (Square).....       | £28.50      |
| Rear screen rubber 913937.....                   | £37.50      |
| Boot floor carpet 1300 F.W.D. 617831.....        | £17.50      |
| Recon windshield wiper motor (exchange).....     | £45.00      |
| Dolomite 1300/1500 new exchange distributor..... | £59.00      |
| Dolo 1300/1500 recon exch distributor.....       | £47.50      |
| Set of HT leads 1300/1500.....                   | £8.00       |
| Set of Sprint H.T. leads.....                    | £39.50      |
| Set of HT leads 18.50.....                       | £12.00      |
| Distributor cap 1300/1500 GDC136.....            | £4.75       |
| Oil filter 1300/1500 GFE119/150.....             | £5.00       |
| Service exch oil pump 18/50 - Sprint 215573..... | £27.00      |
| Sprint gearbox (exchange).....                   | £295.00     |
| Sprint clutch kit.....                           | £80.00      |
| Gearbox exchange 1300/1500/18/50.....            | £285.00     |
| Gearbox exchange 18/50 3 rail.....               | £285.00     |
| C/V joint 1500 F.W.D. 518093/UKC 1160.....       | £55.00      |
| Front subframe mounting cup washer 138626.....   | £7.50       |
| Recon steering rack (exchange).....              | £45.00      |
| Track rod end.....                               | £9.50       |
| Upper steering column joint 157659.....          | £36.00      |
| Lower steering column joint FAM1718.....         | £22.50      |
| Front/Rear shock absorber (Dolo).....            | £22.50      |
| Toledo front shock/spring assembly.....          | £48.50      |
| Front lower ball joint GSJ135/RH.....            | £52.50      |
| Anti-roll bar mount bracket 154868.....          | £7.50       |
| Anti-roll bar mount bracket 153669.....          | £12.00      |
| Dolo recon exchange caliper.....                 | £41.00      |
| Brake pads Dolo/Toledo.....                      | £10.00      |
| Brake pads Sprint.....                           | £12.50      |
| Sprint brake shoes Original.E. GBS780.....       | £22.50 set  |
| Dolo 1500/18-50 brake shoes GBS746.....          | £15.00      |
| Dolo 1500/18-50 wheel cylinder GWC1502.....      | £13.50      |
| Sprint wheel cylinder GWC1121.....               | £13.50      |
| Tank sender 1500HL/1850HL/Sprint 215652.....     | £25.00      |

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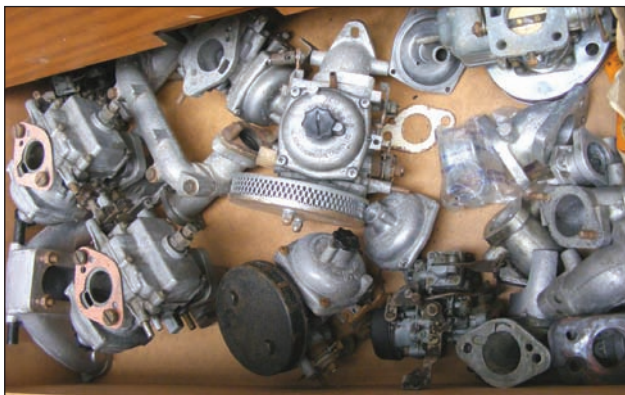


## Colin Lindsay

## Decisions, Decisions . . .

I made the mistake of opening a drawer in the garage recently... not only did I realise what a huge collection of old carburettors and manifolds I've accumulated, but also that it's starting to rust quite badly in the damp. Prior to coating it all in WD40 and wrapping in greased paper in the hope of staving off terminal rot, I remembered that a few months ago I wrote an article on manifolds, and promised to follow that with a few suggestions as to what could be added in place of the venerable Solex.

The Solex isn't really all that bad, it's... adequate, and has maintained many a Herald throughout its' entire driving life. However even Triumph themselves manufactured alternatives for a bit more

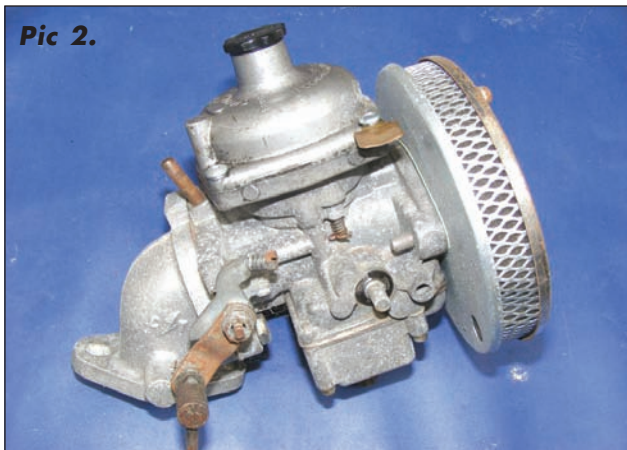


pep, and where they left off others were happy to continue. I'll emphasise right from the beginning that most of these won't really make that much difference unless accompanied by a hotter camshaft, and can in fact be detrimental to a lowly 1200 engine, for instance by overfueling.

The easier the fuel goes in, the more efficiently it needs to be used, hence the need for upgrades such as fast road cams and exhaust manifolds.

I've mentioned this very simple conversion before - it is the Speedograph Stromberg conversion ([pic 2](#)); it's simply a right-angled adaptor which bolts on to the existing manifold and allows a Stromberg CD150 to be fitted. I ran this one on my 1200 convertible with no problems whatsoever, other than having to make up a bracket for the cables. There was no problem as far as I could see with an angled float chamber, however this was one

**Pic 2.**



## HERALD 948 -1200 -1250 Register

of the reasons I wanted a Reece-fish carb with the rotating float chamber... come on eBay!

These adaptors are also available for SU

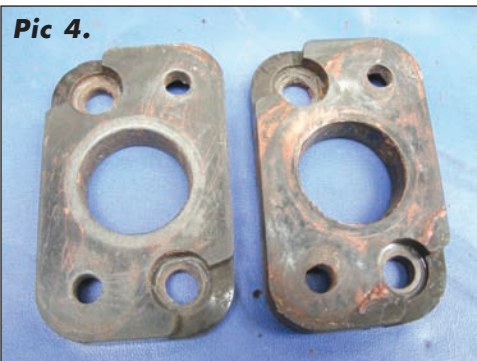
**Pic 3.**



carbs, with the added advantage that the SU carb from a Morris Minor has the float chamber at exactly the right angle (pic 3). This one cost me £1 from an autojumble. I've tried it as a trial fit, but not in anger... yet.

You can also use these handy adaptor plates (pic 4), which will sandwich between the manifold and the carb to adapt from a Stromberg fitting to an SU fitting... or the

**Pic 4.**



other way round if required - it just depends on which side faces out.

Triumph offered the option of twin SU carbs on the early Heralds, I had one myself a few years back, and this very basic manifold is how it was done (pic 5). No frills, just a tube

with two mounts for SUs. The later Spifire version is much beefier (pic 6), moving the



**Pic 5.**

carbs further out from the engine and having



**Pic 6.**

the return spring brackets incorporated into the casting. These come as three parts bolted together as opposed to the single-piece manifold fitted to earlier Heralds.

As I've said, where Triumph left off, others were quick to carry on and this twin-Stromberg offering from Alexander was a readily-available period extra (pic 7). This one takes two CD125 carbs and angles slightly upwards



**7.**

when fitted. It's easily recognised by the Alexander lettering and the ribbed intakes.

My ultimate project will probably be a single Weber, but it will be the end result of a lot of other upgrades long before that. I bought this one (pic 8). new and unfitted from eBay,

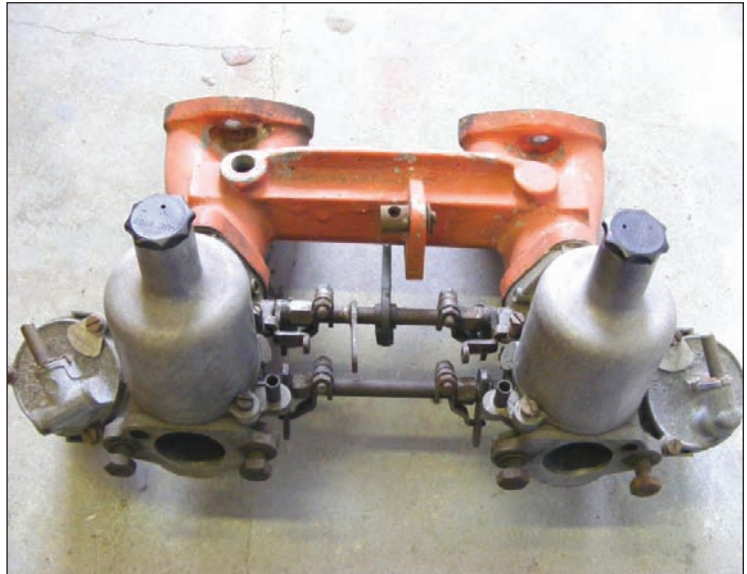
is no part or casting number on it. It's not TR7, or Dolomite, or Herald 1300, or Spitfire. Nor is it Mini, or MG.... if I ever find an 8 port head for a 1200 I'll try that also. According to their website, Mangoletsi made car parts from 1925, but entered the tuning business in the



1950s with a "polished and reported range of inlet manifolds for production cars, to be used with standard carburetors. The GM Manifold Modifier was machined into the manifold at the intake and outlet ports.

Standard manifold design was so poor in those days that really significant gains were then obtained in performance and

complete with chokes and the original receipt from 1978. It cost me £15 and the owner sent me a kind note along the lines of: *"I wish you luck in finding a manifold"*... two weeks later the NOS 1200 manifold fell for £29 on that very same venerable auction site. If I ever fit this one it will take a lot of research and expert assistance to get the best out of it... but it's nice to look at, and dream...



This last is a bit of a mystery (pic 9) - it's NOT Herald 1200, but

was sold to me at a Triumph auto jumble by a vendor who swore he'd only ever owned Triumphs, and so it couldn't have come from any other marque. I bought it for the carbs, but having identified it as a Mangoletsi manifold I have yet to match it to the correct head. There

*drivability and economy from just fitting these manifolds."*

More at [www.mangoletsimanifolds.com](http://www.mangoletsimanifolds.com), but for now this one will have to remain on my shelf. Unless, of course, you know better.....

**Colin**



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# HERALD 13/60 Register

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**Derek Giles**

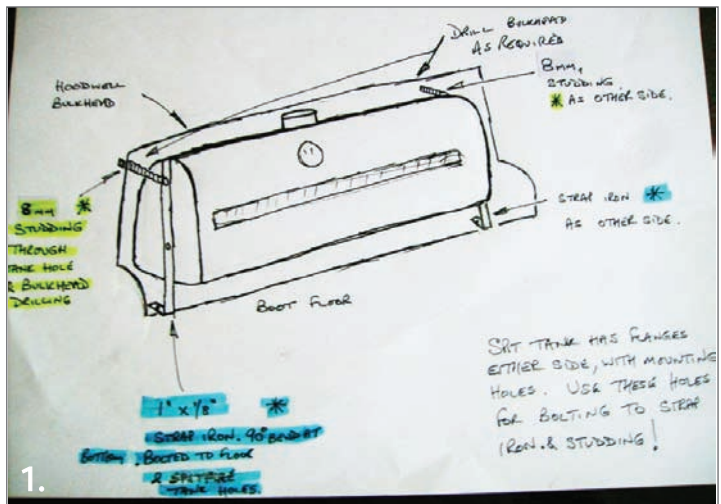
## All Tanked Up!

I am sure a lot of you have come across a rusty fuel tank during most 13/60 restorations. It's usually at the bottom near or around the drain plug, it happens here because of the sponge seal between the tank and boot floor.

I found exactly this problem when (back in 1996) I started my restoration. At the time new tanks were NOT available and every secondhand one I looked at was as bad, if not worse than my original one. It was and probably still is possible to have one repaired professionally but that still meant getting it there and back again. I decided to try another way and remembered; on a trip to the States, I had seen a Sport 6 (Early American Vitesse) with a TR3 or 4 fuel tank installed.

Having checked these out, the cost put me off so I opted for a vented Spitfire 1500 tank. I found an excellent one complete with sender unit locally and set about devising a method of fitting it in the Herald (Photo 1)

I liked the idea of a central filler cap (although I am sure using the original hole is possible) so after copious measurements



(measure many times, fit once) I took the plunge and marked up the rear deck for drilling. I could not find a hole cutter of the right size, so I drilled LOTS of small holes around the circumference



and chiseled it out.

Below this area in the boot is a strengthening plate so this has to be treated the same. Fitting the filler neck seal to the deck required some work with a file but that was well worth the effort (Photo 2).

To support the tank I used 1" x 1/8" strap iron and 8mm studding (threaded bar).

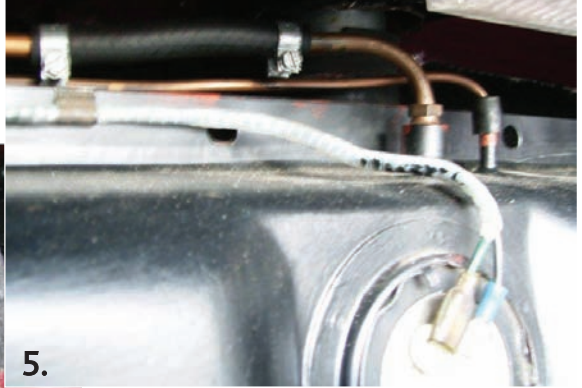


drilled and bolted to the floor (Photo 3). I next offered up the tank so it met the filler cap and marked the existing tank mounting holes on the strap iron. The bottom 2 holes are 5/16" for bolts the top 2 are 9mm for the studding.



The "bulkhead" (Photo 4) between the boot and hood-well takes the studding to help support / adjust the tank and after marking up is drilled 9mm. Most of the rest is best explained by following the photo's and sketch. The 5/16" fuel

pipe (Photo 5) can then be fitted as best suits the owner; I also extended the vent pipe (not necessarily required) down under the car.



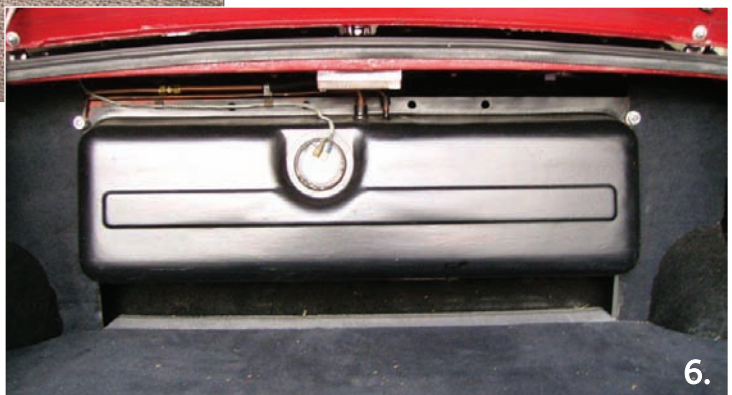
The existing wiring for the fuel gauge was altered to fit and after part filling with fuel I adjusted the level to give an accurate reading on the gauge.

I now have an 8 1/2 gallon fuel capacity (albeit without reserve) and also more usable boot space (Photo 6). I then welded up and blended in the original filler hole as part of the body 'resto'. I know this conversion may not be to everyone's taste as new tanks (at £145) can now be purchased if you want originality but as always it's your money and your choice.

Do you have a story to tell about your car or restoration? If so send it and some relevant photos to me and get it in print!

Cheers for now,

*Derek.*



6.



# GT6 Mk I - II - III Register



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e-mail. [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)



## Andy Wood

# It's a Banksy!

**T**he GT6 on a plinth in my last Article was a Banksy! For those art lovers out there fellow Member Laurence Cochrane has sent me this link to the following site <http://www.dadsstyle.com/valvebounce/2007/11/banksy-triumph.html> thanks Laurence much appreciated.

And for those of you who have just said WHAT/WHO here it is: Banksy is a pseudonymous England-based graffiti artist, political activist, film director, and painter. His satirical street art and subversive epigrams combine irreverent dark humour with graffiti done in a distinctive stencilling technique. Such artistic works of political and social commentary have been featured on streets, walls, and bridges of cities throughout the world.

Banksy's work was born out of the Bristol underground scene which involved collaborations between artists and musicians. According to author and graphic designer Tristan Manco and the book *Home Sweet Home*, Banksy "was born in 1974 and raised in Bristol, England. The son of a photocopier technician, he trained as a butcher but became involved in graffiti during the great Bristol aerosol boom of the late 1980s." Observers have noted that his style is similar to Blek le Rat, who began to work with stencils in 1981 in Paris, and members of the anarcho-punk band Crass, which maintained a graffiti

stencil campaign on the London Tube System in the late 1970s and early 1980s. However Banksy himself stated on his website that in all actuality he based his work on that of 3D from Massive Attack, stating, "No, I copied 3D from Massive Attack.

He can actually draw."

Known for his contempt for the government in labelling graffiti as vandalism, Banksy displays his art on public surfaces such as walls and even going as far as to build physical prop pieces. Banksy does not sell photos of street graffiti directly himself; however, art auctioneers have been known to attempt to sell his street art on location and leave the problem of its removal in the hands of the winning bidder. Banksy's first film, *Exit Through the Gift Shop*, billed as "the world's first street art disaster movie," made its debut at the 2010 Sundance Film Festival. The film was released in the UK on 5 March 2010.[13] In January 2011, he was nominated for the Academy Award for Best Documentary for the film.

*Courtesy of Wikipedia:*

You have to admit he has good taste – Using a GT6. If you have a look at the link this is what it mentions plus a few more pictures " Banksy's Triumph GT6

"It's been in the same place now for several years. This is what it looked like when it first appeared (it had the driver's window wound down at one point).

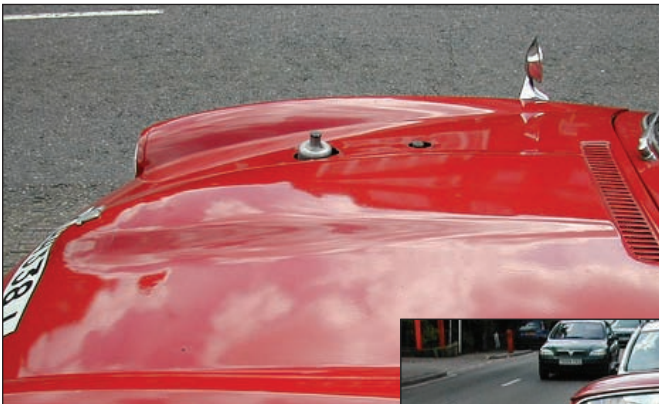
It's lost the simplicity of the huge solid black plinth and it's lost its impact. But

possibly the most valuable GT6 in



existence nowadays."

And from the same site the twin carb version! what went through his head



when he tried to close the bonnet for the first time after the GT6 engine swap...

Now Lets Move On

Here's a top tip from Steve Boitout who has been a TSSC member for many years and also did an MVT apprenticeship on Triumph between 1970-74 and has been a Triumph enthusiast ever since!

He read my diff change article in the Courier with interest! and thought he would let us in on his method which is cheap and simple and even works on rotoreflex cars which have a much stiffer rear spring.

*"Basically all you need is 2 x 6" lengths*

*of 3/8 unf allthread and 4 non nyloc nuts to suit, remove the cover plate in the boot then remove 2 diagonally opposite studs and nuts from the spring mount (they nearly always come out together anyway). Using 2 nuts locked together, screw the long sections of allthread into the vacant holes in the diff, then unlock the nuts and screw 1 each corner down till nearly touching the top cage plate. Now remove the other 2 (or 4 depending on model) original studs, then slowly and evenly release the nuts on the allthread till the spring is in contact with the body, remove the nuts and plate and remove the studs with locked nuts again, Simple! To replace once the diff is back in position simply reverse the procedure fitting the allthread through the plate into the diff on opposite corners then pull down evenly with the nuts till the original studs can be fitted and tightened, remove*



*the allthread and fit the remaining original studs, job done! It works on all the small chassis cars."*

Nice one Steve, if anybody else has top tips please send them in.

Toodeloo

Andy

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## Trevor Collett

# Norm's T Car History

I hope you've all enjoyed the last two months tales from New Zealand, I certainly have. In my communications with the proprietors of the two companies I asked them to ask any builders/owners of Herald-based cars they knew to write down their kit car story. Lo and behold, we have a taker. I make no apology for staying south side for a third successive month – I think you'll find the following words of great interest, and I thank Norm Adams for taking the trouble to write them down for us:

*When I was young I always wanted an open top sports car, but as is usually the case, want is not need, as I finally found out.*

*First I found I could not afford one, then as the family came along, while I could perhaps afford one practicalities dictated that a reliable saloon was what I needed. In the back of my mind there still remained that desire, but again as I had aged so the cars I desired had also aged.*

*In 1973 I had left the RAF, and decided to emigrate to New Zealand with my family, a country I love, and now call home. Some years later, a change in marital status, a new partner, May, and a*

*thriving manufacturing business, that car was still in the back of my mind - an MG TF to be exact, but these cars were now thin on the ground, and were either in sad condition or at a cost that was way more than I was prepared to spend.*

*Then in or around 1985 I saw a photo of my dream car, which is what it had now become, in a newspaper. Some guy in Auckland had developed a replica MG TF Kit Car, based on a Triumph Herald chassis, with Triumph Herald running gear, and more importantly, in a kit form, at a price I could afford. Me, being a fairly handy sort of person, thought, 'That's a bit of me'. May, seeing an opportunity to get*



*me out of the house, also gave me the 'thumbs up'. I duly rang the guy, Russell Hooper, in Auckland and made an appointment to view a*

built up kit.

The T Car at this stage was early in development, and was morphing by the day. It was still a lovely car and the closest replica to the original I had yet seen - I made the mental commitment to build one. I duly purchased a 1963 Triumph Herald, which were plentiful at the time, in the pouring rain, with very little brakes, for NZ\$600. I was in luck, on stripping off the body, the model was not only the right one, the



body had very little rust, particularly the front end, and I was able to recoup NZ\$100 from the sale of it, (worth nothing as scrap at that time) to someone restoring theirs. The luck still in my favour, the engine, a 1200, had very low miles, and checked out with a mechanic in top condition, and stayed with the T Car until this year, more about that later.

I was ready to go.

Contacting Kit Kars, I organised a kit, which was ready for pick up about a month later at a cost of about NZ\$5,500.

What I actually picked up was a Mark 1½, that is to say a Mk 1 tub, with Mk 2 fibreglass front and rear mudguards, running boards, doors, tank cover, gearbox cover. We had a galvanised steel bonnet and side panels, a plastic grill and a basic construction manual, with price list of other bits and pieces.

Being in the fibreglass manufacturing business, I was really impressed with the quality of the fibreglass, being quite meaty, with shock layers in the mudguards and running boards, to prevent 'star' cracking from

stone impacts - not thin and floppy as I had seen in some kits. Another nice touch was expanded wire mesh in the firewall laminate, for mounting hardware. Unfortunately this was later dropped from the manufacturing process, opting for mounting plates instead.

I now had a bit of a problem, as we were then living in Hamilton, with a basement garage, so space was an issue, as was time, our business taking an upwards turn in work, so the build slowed down a bit, progress did not stop, but the build stretched out to nearly three years.

Now that I had the instruction manual, I could start on the chassis, first checking for damage and rust, then altering the chassis, this involved cutting off the front, forward of the cross rail, and the rear, behind the rear cross rail. Cutting off all the side members outside of the main chassis. Then welding on

new side members and bracing, to suit the new body. The next important step was to weld new engine mounts some 5½inch to the rear of the original engine mounts, this was to give better handling of the car, which incidentally allowed the engine to better fit the available space. I found that if the engine mounts were fitted to the engine first, and then moved into the right position and tack welded, it avoiding a lot of post welding adjustment later. Front and rear bumper brackets were then welded on.

The running chassis now had a complete overhaul, bushes, fuel lines, brakes, universals, steering etc. The drive shaft was shortened by 5½inch and balanced; the gearshift extension was sent to Kit Kars for modification along with the steering shaft for replacement.

The rear suspension also had to be altered, by reversing number 4 leaf to accommodate the lighter vehicle. This was a scary procedure involving G-clamps and a hefty vice, and somebody standing by, just in case.

Another worthwhile modification to any Herald is to replace the steering shaft flexible joint,



which in my case continually failed the warrant of fitness (WOF), with a universal joint from a Mk 2 Cortina, a direct fit.

The engine was then fitted, and the exhaust system modified to suit the new chassis. On advice of a revhead friend of mine I fitted a Coby muffler, a spun formed muffler, which has lasted until this day, giving a sound that epitomises the sport car sound. Luck again played its part here; the exhaust manifold was the straight up and down version, rather than the more common raked back



version, which allowed the exhaust pipe to pass nicely through the new position on the chassis. Before fitting the manifold, it was modified by hacking off the attached inlet manifold, and a new manifold manufactured to accommodate Spitfire Twin Su carburettors, and the space available.

Because of the confined nature of this set-up, I did encounter some overheating problems when the vehicle was stationary, a problem solved some time later.

The next step of the puzzle was to fit the scuttle, which was the most worrying and time consuming part of the whole exercise, as any miss-alignment would be reflected in the rest of the build. Any datum marks referred to in the manual, didn't seem to be on my version of the chassis, so heaps of measurements, cross measuring and chalk drawings on the floor later, I was confident enough to 'fix' the scuttle to the chassis.

The build started to move quite quickly after that. I was able to fit the pedals and brake cylinders, and associated hydraulics.

Then the internal steel frame/brace to which was attached the new steering assembly, and a modified Morris Minor windscreen wiper assembly was fitted.

Next came the dashboard, which I manufactured from a nice wood grain Formica, backed off with ¼ inch fibreglass laminate, the reason for this is because I wanted an all weather car,

to this I fitted Triumph 2000 gauges, purely because they looked the part, and all the usual switches, knobs etc required to operate the car, from the Herald.

It was now that May and I had to make some decision regarding the colour, a problem we had mulled over for some time, meanwhile I went on to fit all the major components of the body, mudguards, running boards, tank cover, grill, doors, bonnet and side panels. Now it was looking the part. The fitting was quite straightforward enough, requiring some cutting, filing, and general persuasion, to fit into the right place.

I did hope to use Morris Oxford hinges on the doors, but in the end I used the Kit Kar hinges, as they were a better fit.

I did not like the grill at all; it just did not look right. A fellow builder in Cambridge felt the same, so he acquired a genuine MG grill on loan, and I made a fibreglass mould, with adjustments to fit the T Car. Manufacturing two grills out of the mould, these looked much more the part; in return he made me a fuel tank that fitted the area inside the tank cover, rather than the modified Herald tank, and increased the fuel capacity considerably. The grill was so successful that it was later adopted and made in brass/chrome to the same pattern, which I fitted at a later date.

You will by now have realised that there was a great deal of co-operation by T Car construc-

tors, to solve problems, so the T Car Club was formed, which was an invaluable conduit for comparing and improving the design of the car, some of the modifications being adopted by Kit Kars in later models.

Having made sure that everything fitted, and worked, the car had to be disassembled again, ready for sanding, priming and painting. Decision time was here for the colour, finally we settled on a 1953 Jaguar British Racing Green, and an obvious colour in hindsight. I did the painting myself, partly because of cost, and partly because I had definite ideas on what I wanted, this paid off long term as the car still has the original paintwork after all these years. The system I used was Acran two pot, starting with two full coats of colour, then 50/50 dilution of colour/clear on each coat until the final coat was clear, or as near as, some 12 to 15 coats in all. This produced the wow factor that I still like today.

Reassembly was quite straightforward, but I was very careful with the paintwork, masking and covering during reassembly and fitting of the accessories.



The hood was also of concern at the time, the stock item looking like a pram hood; I also wanted a hood that fitted inside the back of the car rather than on top of the scuttle in a cover. I

fortunately saw a hood that just fitted my needs, on a Daimler Dart.

Of course the size was nothing like my car, but I took a sketch of the linkages, and how it folded, then spent a month or so experimenting with designs that would fit my car.

I then made a bending jig to manufacture the bows, a local young upholsterer completed the transformation. I was so pleased with the result and the way it looked and worked.

The final assembly consisted of windscreen supplied by Kit Kars, fitted with glass locally, rear lights from a Morris Minor, side lights from a Citroen and headlights from Morris Minor. Seats are Triumph Herald, reupholstered for my birthday by May, rear tank straps and gaskets from Kenworth truck tank straps, bonnet trim and grill bars from a Cortina Estate side trim. Fuel filler cap from Hillman Super Minx, steering wheel from an MX3 with faux MG badge, bumpers from Hillman Imp, bonnet catches from modified Hillman Hunter door handle buttons. Radiator from an Austin Maxi, then modified, brake booster from a Hillman Super Minx and accelerator pedal from a

Mini. Carpet was mini loop pile house carpet in Forest Green, which looked so much like the original. Retractable seat belts came from a specialist company. The MG badge on the grill, genuine MG of course.

Unlike a lot of other constructors, I registered my car still as a 1963 Herald, allowing me to retain lights and seatbelt regulations of the 1963 period, also more importantly retaining the original number plate, adding to the illusion, and only

requiring a WOF to certify the alterations to the car.

It was 1989 and the transformation was complete, and just in time to be my wedding

car. Unfortunately it rained buckets on the day, so it was not the hood down day I hoped for.

How much did it cost? Well I am not sure as I did not keep detailed accounts, but I guess in the NZ\$8-9,000, I have it insured for NZ\$10,500, it is also now registered as a classic car in its own right, another good reason for registering the car in its own name, a benefit overlooked at the time by other constructors.

Will I keep it? You bet, it is so much fun, and really quick.

Time has now moved on, but the tinkering is ongoing. You will recall the problem I had with overheating of the carburettors, the

solution was quite easy in the end. I put a perforated zinc sheet barrier between the carburettors and the engine, I also put a three inch gutter down pipe scoop from below the chassis, up to the carburettors. Later as I got called upon for public functions, Christmas parades etc., I installed an electric fan in front of the radiator, to cope with very slow driving.

I also replaced the Herald wheels with Fiat 125 sport rims, with realigned stud holes modified, and 165/80 R13 Radials. I also changed the Herald studs for Triumph 2000 studs and nuts.

I have recently fitted a 12/50 engine, as I fatally damaged the 1200 when I lost a frost plug, the head also having been modified with hardened valve seats. We have also recently reupholstered the seats and panels.

Would I do it again?

In my mind yes, in practice today it would not be possible, due to the engineering certification restrictions, chopping the chassis etc. Today the equivalent cars are fully built on a purpose built chassis, and cost somewhere in excess of

NZ\$40,000.

The T Car Club still exists, but most of the constructors of my day have sold their cars, so it is more like a social club, but on annual rallies we



Christmas Parade 2009

can still turn out 20 to 30 cars. But I may add not all with Herald engines or running gear.

I am 75 now but still enjoy giving the rev heads a buzz.

Thanks Norm, great story, and a great looking car. Particularly well done for staying true to your creation for more than a quarter century, and here's to many more years.

Wind in your hair, too.

Some of the New Zealand terminology is different to here in the UK but I think we can work out the translation. I just remind anyone here thinking about building a kit or special on a Herald/Vitesse/Spitfire/GT6 chassis – you can't just carry on with Herald / Vitesse / Spitfire / GT6 on the registration document.

Officialdom would not be happy.

If anyone wants any further information about Norm's T Car, or just wants to talk special cars with him contact me and I will forward. Or, Norm can be contacted through the web site of the T Car owners club he mentioned

[www.tcarclub.org.nz](http://www.tcarclub.org.nz)



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## Mark Blease

# Closest of Rivals

**T**hey were always the closest of rivals. No, not Manchester City and Manchester United, but the Triumph 2000 Mk1 and the Rover 2000 "P6". Aimed squarely at the same market sector, which these cars are often credited with inventing, buyers searching for an "executive" saloon with a 2-litre engine could find it hard to decide between the two. The Triumph had the sporting heritage, the Rover the plush showroom appeal.

So travel back in time to October 1965. I have just received a promotion in my job at the Midland Bank, and fancy it's time to impress the neighbours by parking an executive car on my crazy-paved drive. Popular Motoring have the very article that could help with my quandary.

*"There's more than meets the eye in the two cars that make up PM's twin test. At first glance they may seem too expensive to be of interest: but are they? At £280 down for the Triumph and £325 down for the Rover on HP they're very possible cars to own. On the basis of demand exceeding supply, the new owner can sell their car in one year and not lose a great deal.*

*At first sight they are both good quality family cars, 90hp and a shade short of*

**ROVER**

**VERSUS**

**TRIUMPH**

OCTOBER, 1965

PM  
MAGAZINE  
1/8" SCALE  
Each of the black squares  
beneath car is one square foot

*It's Rover's £1298 four against Triumph's  
£1119 six in the luxury family-saloon class*

53

*100mph. Almost the same in performance and economy, in specification and in looks."*

So far so equal, but already Popular Motoring have identified one crucial difference; the Triumph costs £1119 against the Rover's list price of £1298 - almost a £200 difference and a large percentage saving. However overdrive is still a cost option on the Triumph, adding £54 7s 6d to

the price. Otherwise the specification is very similar, both cars boasting a heater, screen washer, cigar lighter, sun visors, carpet, attachments for safety belts and headlamp

*lost when, once again, overdrive is used on the Triumph."*

Well the £1200 is still burning a hole in the pocket of my bell-bottomed flares, and I haven't really received much help from Popular Motoring. Reading on...

### Inside and out

*"The immediate impression that every test driver gained was that the interior and driving position of the Triumph was rather more likeable, but each eventually gave a preference for the Rover later on - although the Triumph is still excellent.*

*Pedals and controls on both cars are easy to reach and well placed. The Rover driver is aware of the high screen-base height, and also of the slightly greater chance of catching his elbow on the door if driving with the hands in a high wheel*

*position. The Triumph driving position seems more to modern convention, with a low body line all round."*

### Maintenance

*"Chassis lubrication is virtually a thing of the past on both cars, and is confined to greasing the hand-brake cable guides on the Triumph, and the prop shaft on the Rover. Engine oil must be changed at 5,000 mile intervals on the Rover, and 6,000 on the Triumph. No gearbox and rear axle oil change is required on the Triumph, and it's only every 20,000 miles on the Rover.*

*Most instruction books these days don't give you more than the routine servicing details, and the Rover book conforms. But we are pleased to note that the Triumph handbook shows, together with the usual maintenance, the*



flashers. Ooh, I can't wait to impress my friends at the bank!

### On the road

*"If one had to make a brief assessment, it would be that the Triumph is the more suitable car for general traffic and town driving, and the Rover more suitable as a long distance high-speed cruising car. This does not imply that either will not cope with the other job. The Rover is not inclined to be so flexible as the Triumph, requires more gear changing in traffic, and the gear change is not so easy as we would have liked. But it cruises with less fuss than the Triumph at speeds of around 85mph. This becomes less pronounced if overdrive is used on the Triumph. The Rover seems just more economical at sustained high speeds, but this advantage will probably be*



## FRONT-END



*Considerable difference in the frontal design, but each can be fussy to clean, the Rover taking longer. Rover lamps are in the more vulnerable position in the case of accident, than Triumph*



*method of doing a decoke. We are still firmly convinced that periodic decoking and valve lapping is necessary."*

Right, time for the verdict. I've turned down the radio (Ken Dodd was singing Tears) and I need to make my decision - Rover or Triumph? Perhaps Popular Motoring's comparison-at-a-

glance will help: [See Below](#).

It's no good, it's just too close to call. I'm off to the pub for a pint of Watneys Red Barrel, although I might just call in at the Triumph dealers on the way.....

Until next month!

*Mark*

### Engine

OHC Rover has more pep and is quieter at high speed. OHV Triumph is more flexible and pulls more easily at lower revs in higher gear

### Transmission

Rover gear ratios better for peak performance, but Triumph gear lever and selection better

### Steering

Both good at high or low speed - no wander - cannot make comparison

### Suspension

Both quiet, excellent, and take rough roads well. Triumph leans a bit on corners

### Handling

Both very safe and responsive, but Rover is just a little better generally

### Brakes

Excellent at low speed: Rover stops in straighter line on high speed emergency

### Visibility

Good, but Rover rear view mirror disliked by everyone

### Comfort

Rover seats are harder, but a better shape. Both cars excellent front and rear

### Access

Both are rather low cars, but otherwise OK

### Interior

Individual Rover seating looks better, but use of plastic facing looks cheaper. Prefer shape and action of Triumph's instruments better

### Exterior

Rover just slightly more aerodynamically functional, but both cars have considerable appeal

### Availability

Not less than 3 months' wait for either one, but experience tells us that Rover can take much longer than this in some places

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## Ben Broadbent

# Stag Technical Directory

**H**ello, again, thanks to the members who contacted me with questions and issues during the past months. This month I would like to bring your attention to the Club's online Technical Directory. Its there on the website for all members to access and peruse. I have become aware that not all new members have been able to gain the benefits of the directory, as they have not realised it was available. So here is the section that covers the Stag technical issues that have been covered in the Courier over the years. If you do not have access to the issue of the courier that is referred to, then please contact the shop at HQ to buy the CD that contains all the back issues up to 2009. Likewise, recent back issues are also available from the shop.

I am sure other members and AO's can help new members gain access to the respective issues of the Courier.



1.

Anyway, here is the Stag section of the Technical Directory:

### Bodywork/Chassis

Stripping a Stag for usable spares  
p.30 - Jul 06 No. 313

### Brakes

Sunshine, Brakes and Hoods  
p.46 - Jul 07 No. 325

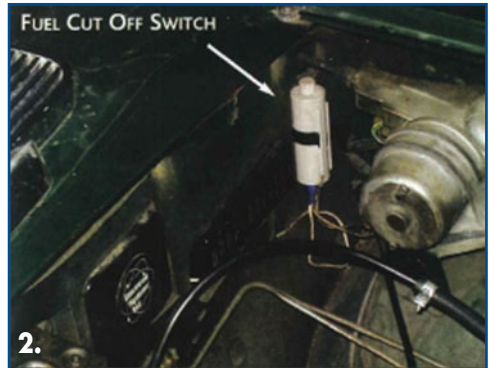
Winter lay-ups, handbrakes and Differentials  
p.58 - Dec 06 No. 318 (see Picture 1)

### Car profiles/Buying

Buyers Guide Part 1 p.46 - Jan 09 No. 343

Buyers Guide Part 2 - Feb 09 No. 344

### Distributor/Ignition system



2.

Fuel cut off switch faults  
p.23 - Aug 08 No. 338 (see Picture 2)

### Electrical

Carpets and wiring troubles  
p.24 - Jul 09 No. 349

Charging Trouble – Alternators  
p.40 – June 10 No. 36

Electrical fault finding p.30 - Sep 08 No. 339



LED lighting p.40 - Apr 07 No. 322

Fuel cut off switch faults

p.23 - Aug 08 No. 338

Rear lights p.56 - May 08 No. 335

Rewiring progress p.57 - Dec 07 No. 330

### Engine/Ancillaries



3.

Alternate engines p.57 - Mar 10 No. 357

Earthquakes and Inlet manifolds

p.56 - Apr 08 No. 334 (see Picture 3)

Ford 1.8 Turbo Diesel and 5 speed box in a Stag? p.32 - Jul 06 No. 313

Stag Snippets Cylinder head oddities

p.55 - Nov 06 No. 317

Stagworth - Engine swap experiences

p.48 - Apr 10 No. 358

### General/Miscellaneous

Archive photos' including 6105KV Stag prototype p.29 - Sep 08 No. 339

Coast to Coast USA Part 2 -

p.24 - Oct 06 No. 316

Coast to Coast, USA

Part 1 p.44 - Sep 06 No. 315

Common Faults p.22 - Aug 10 No. 362



4.

IVR Data and Mark 1/ Mark 2 differences  
p.46 - Sep 09 No. 351

New Register Secretary - Richard Briscoe -

Introductions p.14 - Jun 06 No. 312

Petrol Tanks p.34 - May 07 No. 323

(see Picture 4)

Photo Special! Stags in Film, posters and development photos p.58 - Apr 09 No. 346

Stag Engine numbers p.29 - Aug 06 No. 314

Stag Servicing p.12 - May 10 No. 359

Stag Snippet - Optional Skid plates!

p. 60 - Dec 06 No. 318

Winter Checks p.55 - Mar 09 No. 345

Winter lay-ups, handbrakes and Differentials

p.58 - Dec 06 No. 318

Winter Storage p.16 - Dec 09 No. 354

Woes of Stag ownership - PGU 164K

p.42 - Jan 08 No. 331

### Mechanics (other)

Correct radiator mounting

p.45 - Jan 08 No. 331

Inertia switch emergency repairs

p.36 - Dec 08 No. 342

Keep an eye out - special parts

p.54 - Oct 08 No. 340

Joint face sealing problem

p.56 - Aug 07 No. 326

Water pumps p.32 - Nov 08 No. 341

### Restoration/Rebuild projects

A Stag Reborn p.48 - Jul 08 No. 337

Stag Reborn XLN 448S

p.59 - June 08 No. 336

Update WTL 600K

### Suspension & Steering

Front suspension rebuild

p.48 - Feb 08 No. 332 (see Picture 5)



5.

Rear Suspension rebuild part 2  
p.42 - Feb 07 No. 320

Rebuilding the rear suspension part 1  
p.48 - May 09 No. 347

Rebuilding the rear suspension part 2  
p.48 - May 09 No. 347 (see Pictures 6 and 7)



6.  
Stag suspension problems  
p.38 - Jan 07 No. 319



7.  
Suspension tips p.39 - Mar 08 No. 333  
Steering Column overhaul part 1  
p.50 - Feb 10 No. 356  
Steering Column Overhaul part 2  
p.46 - Apr 10 No. 358  
Steering rack woes p.40 - Jul 10 No. 361

### Transmission

Gearbox swap part 1 p.38 - Sep 07 No. 327  
(see Picture 8)

Gearbox Swap part 2 p.10 - Oct 07 No. 328  
Gearbox Swap part 3 p.28 - Nov 07 No. 329



8.  
Stag Gearing Changes  
p.30 - Aug 09 No. 350  
Winter lay-ups, handbrakes and Differentials  
p.58 - Dec 06 No. 318

### Trim

Carpets and wiring troubles  
p.24 - Jul 09 No. 349

Colour and Trim Combinations  
p.33 - Nov 08 No. 341

Paint and Trim options  
p.52 - Jan 10 No. 355

Tyres & Trim Codes p.14 - Jun 07 No. 324

Screen Finisher fitting  
p.40 - Nov 09 No. 353

Sunshine, Brakes and Hoods  
p.46 - Jul 07 No. 325

Wiper arm replacement  
p.26 - Aug 06 No. 314

### Wheels and Tyres

Guide to MAG Alloy Road Wheels  
p.38 - Dec 08 No. 342

Tyres & Trim Codes p.14 - Jun 07 No. 324  
Well, I hope that helps any new members or any other members who were unsure about the availability of the Technical Directory. It's there to support you maintain your Stags. Likewise, the full Technical Directory covers all other Club cars and anything else that been printed in the Courier. Remember, recent back issues or the CD containing all issues up to December 2009 are available from the Club Shop.

Meanwhile, if you have undertaken any unusual technical projects on your Stag, then, as said many times before, it would be great to hear from you and publish your experiences in the Courier for other members to share.

[Keep those V8's purring](#)

*Ben*



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## Guy Singleton

### A sign of Things to come?

I recently I'll start this month with an invitation to all Equipe owners to join us for **Midsummer Madness** on 22nd to 24th June at The Bruce Arms, Easton Royal which is about 7 miles south of Marlborough. Please

Moving on to things Bond we have so far managed to take the 2+2 [Pic.1] to two shows this year – both cold and wet (I hope they aren't setting a precedent for the rest of the year!) at both shows, Wyke Down and Popham we were

see the advert in the Courier for more information or contact me at [bond.equipe@virgin.net](mailto:bond.equipe@virgin.net) for an application form.

The event is a very similar format to the old Yaxley Equipe Camping Weekend although Saturday is the main day with Sunday being a pack up and wend your way home day.

If we have a good turnout we will do an informal Concours on Sunday morning.

The event has everything I enjoy – good company, beer, cars, beer etc !!



Pic. 2



Pic. 1

joined by Andy Belcher and his son, Thomas, with his very nice 4s. [Pic.2] For the show at Popham we had friends staying for the weekend (ex-Equipe owners Larry and Cathy Bishop) so they drove my Equipe Estate to the show. [Pic.3] During the day, as ever, it confused a number of people and we needed to explain that it is one of only two Estates in existence (as far as I know!), this one being built by Harold Beaumont and the one I built which, I understand, has now



**Pic. 3**

been restored back to – or possibly better than – its former glory days by its current owner. I hope I will get to see it again sometime.

Larry enjoyed the trip and Cathy hadn't

in the fuel and that it may damage fuel pipes etc, I have therefore decided to run our cars on super unleaded which I understand does not contain ethanol. The Estate was low on fuel so we put 10 litres in at the local garage – 'normal' unleaded and filled up with super unleaded later.

Tonight I went into the garage and could smell petrol and on investigation found that the flexible pipe from the fuel tank was leaking – is this a coincidence or just a sign of what's to come? The pipe was an old one – reinforced plastic. [Pic.5]



**Pic. 4**

noticed that it only had 4 pots at the front (it's fitted with a Spitfire 1500 engine). It was a little odd but good to see two of my cars at a show. [Pic. 4]

By the way, thanks to Patrick O'Loughlin for taking the first 3 photos and to Andy Belcher for lending us his camera for the next one as we had forgotten to take a camera with us – must have been the shock of 3 Bonds in one place!

Finally an interesting update on MoTs, I took my convertible for its MoT and it failed on a



**Pic. 5**



[www.tssc.org.uk/acclaim](http://www.tssc.org.uk/acclaim)  
e-mail. [benbroadbent@btinternet.com](mailto:benbroadbent@btinternet.com)



## Ben Broadbent

### After Purchase Maintenance -2

**H**ello again. Well, I'm sorry to have missed a few months of providing the Acclaim article for the Courier, but I continue this month with the mini-series of articles from 'Acclaim Guru' **Andy Ellis**, and his advice on the website 'Highly Acclaimed', that as previously mentioned gave me excellent advice as to the needs and practicalities of buying and maintaining an Acclaim. This is what Andy had to say:-

*then they may be the original tyres!*

*The Grand Prix S was a very good tyre - too good, it turned out, for Goodyear as they never*



*seemed to wear out. One of my cars covered 80,000 on one of these tyres and there was still tread to spare. (see Picture 1 – my car had tyres with plenty of tread, but were 20 years old!)*

*So where's the problem? Well, after a decade of so, tyres*

*Although the Acclaim is a dependable motor, there are some (mostly) little items worth attending to for trouble free motoring.*

#### **Tyres**

*Take a look at what tyres your car is shod with. If you still have Goodyear Grand Prix S then there is a chance these are getting on for 20 years old. Indeed, if you have an Acclaim 54*

*begin to stiffen up. Stick a nail (fingernail that is!) into the tread of newish tyre and it will feel quite pliant.*

*Older ones are tough and shiny and are prone to the following:*

#### *Reduced grip.*

*Distortion which can affect wheel balance, ride quality smoothness and road-holding*



*More road noise.  
Increased risk of puncture.*



*In the interests of safety I would recommend swapping your old tyres for a new set. You can always keep the best one as the spare. (see Picture 2 – a new spare budget tyre in the boot)*

*This need not be that expensive, for 13 x 155 there is a good Firestone replacement at around £33 per corner. (see Picture 3 – budget tyre)*

*You can get budget tyres for less and I see no great harm on putting a pair on the rear. I've done this and all seems well. Indeed, the extra flex from the cheaper rear tyres may even balance up the handling –*

*Thanks again Andy, sound advice. I replaced my tyres having read Andy's original*

article (see picture 4 - I got a full set of budget (5) tyres for £105) . There are a few more articles from Andy, so every couple of months, we will look at some of the maintenance issues that are very easily dealt with. It should however be noted, that the advice and descriptions above are from Andy's vast experiences, of many years maintaining the Acclaim, but are not intended as a replacement for the description provided in the Triumph Repair Operation Manual. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

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

**Ben**



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# THE PEAK RUN

## 2011 & 2012

by Colin Wright, John Eade  
and Paul Dale.



**A**rriving at the campsite just before noon on the Thursday Colin was greeted by the Hadfield's and Robinson's who had been at the campsite since

Sunday and had roped off an area with wooden signs, patio tables, windmills, sun loungers and an inflatable paddling pool – there was even servants quarters.

After erecting his trailer tent and leaving Angie to complete the interior decorating we attempted to erect the gazebo at the top of the site. I say attempt, the wind kept gusting

hedge into the adjacent field. (The pole that is not Adrian's head).

What great caring and helpful folk we have in the TSSC. Upon seeing our dilemma several guests stopped setting up their caravans and tents and rushed to assist us. Thank everyone



**Race Night - the boys**



**Race Night - the Girls**

who helped us. Would you believe it shortly after we have finally erected the gazebo the wind dropped!

Thursday night was a fairly quiet night, ideal for a noggin and a natter.

### Friday

Dawn came and brought a beautiful summer's day. After breakfast more campers

arrived and choose their pitch. This year we had a much larger camping field so everyone could spread out a little.

Those that had arrived on the Thursday went off and did their own thing. There is a lot to see and

do in Derbyshire. The Peak Run team double checked that we had brought our costumes and props for the weekend, set up the function room for the evenings entertainment and ran through the sequence of events for the weekend.

The aroma of BBQ's drifted across the campsite as the day turned to night.

Some of us enjoyed a cooked meal at the Bar and then waited for the function room to fill ready for the official start of the Peak Run Weekend.

Everyone knew we had planned to hold a race night on the Friday night. Everyone knew we had promised not to show videos of old nags running around a race track. We don't think anyone would have guessed what was in store but we are sure they knew it would be wacky.

The bookies opened and bets were placed from a selection of 4 horses. Betting was closed for the first race and we grabbed our victims...sorry did we say victims we meant...four horses were selected from the audience and given numbered plastic jockey hat to wear. Then came the race...a piggy back race from the stage to the bar and back again.

A further 6 races were held following a similar format selecting different victims for each race (sorry we said it again) including a three-legged race and a hobby horse skipping race.

Frank Spencer complained that he had not been selected to be a horse in any of the

really want to race you can go in the last race". At that time he seemed very happy, but half way through the race Colin was convinced he was beginning to regret it.

The race to which Colin referred was "The Grand National" with the fences and jumps mirroring in true style the actual famous race. It was an endurance race over many jumps and to make more challenging the competitors had to ride hobby horses.

The first fence was Britches Brook (Breeches Brook). Here they had to stop, put on a very large pair of ladies 'knickers' and head toward 'The Chair' (a simple pole across two chairs) which was attacked with gusto.

Still wearing the 'knickers' they then faced the 'Can-L-Turn' (canal turn). The task here was to place a tin can with an 'L' printed on it and turn around three times on the spot.

Having completed this it was back over the chair and knickers off, a quick turn around at the bar, knickers on, jump the chair, turn at the canal and then on to a new jump... 'Valentines'.

At Valentines they had make a Valentines' card including writing a verse and drawing a romantic picture, plus blow up a balloon, attach a piece of string and give them to a loved one.

Yes, you've guessed it – back to canal turn, over the chair, KNICKERS OFF, and a straight race to the finish.

Frank crossed the line a good furlong behind the rest and was completely kn\*ckered (a horsey term apparently). Then came the announcement – there was a Stewards Enquiry. As Frank was the only one to fully complete the tasks he was declared the winner with the total agreement of everyone in the room who cheered and applauded the result.

The evening concluded with a quiet drink and good conversation.

### Saturday

John, Richard and Brian set off nice and early for Matlock Bath to greet our guests at Derwent Gardens. We finished the Peak Run here the year previous and thought it would be a good idea to give the Peak Runners another chance to have a good look round Derbyshire's very own "seaside" town, complete with cable cars, aquarium, fish 'n' chips, Heights of Abraham, Gulliver's Kingdom and much more. Over thirty cars and their occupants came and stayed with us for the day. It was a glorious day and



races although most of the Manchester area had. Quick thinking Colin said "Frank if you



everyone who came along enjoyed their day out by the Derwent in the heart of Derbyshire.

As folk arrived back to the camp site from Matlock Bath, an impromptu game of Beer-Pong was the centre of attention. Simply, you throw a ping-pong ball into a pint pot with a small amount of beer in it. If your opponent gets a ball into a pot then you have to drink it. The winners are the ones with beer left. Unfortunately for the winners the losers' have to drink this beer as well. This was a bit of a shock for Bob Yeomans' who exclaimed "Why am I cheering I'm giving my beer away".

The game turned into a bit of a tournament which resulted in Yorkshire beating Northants and a lot of very merry competitors.

## Saturday Night

We like 'firsts' at the Peak Run and this year was no exception because we had a

### Honeymoon Couple



Honeymoon Couple - Tony and Michelle had got married on the Wednesday before. Of course in true Peak Run style we had to embarrass them (sorry we meant to say make a fuss of them).

Whilst Stuart and Glennis took them for a drink in the Bar a table was decorated in the function room and Colin put on a dinner suit. With a white towel draped over his arm Colin went to greet and escort the couple to their special table right at the front of the room. He then served them with Strawberries and Champagne.

The entertainment started with the introduction of the 'Reverse Gear' trio - Jeremy Clarksdad, James Will-he and Richard (the Gerbil) Hamhand. Check the website to see if you can guess who they really were (no prizes).

The room was divided into three teams and various challenges were set by the "Producers"



which required different levels of audience participation. Each challenge was delivered in absolute silence by Stuart! LOL.

Another twist was that the Reverse Gear trio had been hypnotised by our Brumie Hippy, who looked a bit like Ozzie Osbourne (Brian Black Vitesse), so that when they went too far a single word of command sent them into dance routine or song.

There was also a 'Cool Wall' and appearances by Derwent Valley's very own



tame racing driver "The Twigg".

Our version of the Star in the Car was 'The Tart in the Kart'.

Our star guest was Leslie of "Benidorm" fame (only ours was better looking with legs to die for!!) and she was interviewed by Jeremy Clarksdad.

During the interview the folk on the front row wished Leslie had crossed her legs!!

The Twigg put a Herald through its paces on the track



## Star Guest - Leslie



only to crash into the tyre wall – Janine, YOU'RE FIRED. A second Twigg was hired who did the fastest lap and showed our Tart how to do a lap in the kart. Videos of the laps



were shown on the big screen throughout the night along with the outtakes, which showed how dangerous being camera man can be.

The entertainment was brought to a close with The Twigg being chased, Benny Hill style, by Leslie and the trio. The Twigg was caught, revealed and kissed by Leslie – It was Mark!!!

A disco rounded off the evening and we all retired to dream of a wonderful Peak Run the next day or had nightmares about being chased by the lovely Leslie.

A special thanks to Janine and Lex who controlled the sound and video

for the show at 5 minutes notice and with only 2 minutes training.

## Sunday

All was set for Sunday morning the highlight of the weekend the Peak Run. We were to gather on the market place at Belper. This is an ideal start point for the Peak Run; plenty of parking space, a pub that supplies hot drinks and breakfast cobs and a very warm welcome from the good people of Belper and even the Town Crier to set us off on our way.

A huge amount of planning goes into the Peak Run weekend not least of which is the planning of the route. No two Peak Runs are the same. Keith and Gary pool a lot of knowledge of Derbyshire roads to get very best route they can. Gary is a keen cyclist and has discovered many an interesting road. John chips in with the odd hidden bit of road which he has "found" whilst driving through the Peak District - usually when lost!

The 2011 Peak Run saw 101 cars setting off from Belper in glorious sunshine. The Run had a bit of everything. Lots of country roads; some fast, some slow, crooked spires, stately homes, grouse moors, forests, rolling hills and rugged rock faces. The drive was most enjoyable and the smiles from those taking part a sight to behold.

Lunch can be taken en-route or you can wait until the final destination. The 2011 Peak Run saw us for the first time visit Carsington Water. Carsington is a Seven Trent Water reservoir and a major tourist attraction in our area. The venue gave



Carsington Display

the Peak Run organisers a bit of a headache on the day (don't mention the bouncy castle), but it all worked out well in the end, with the cars parked on the grass in front of the visitor centre overlooking the water. Many people had picnics by their cars, John and his family even had a barbeque next to their car.

The people's choice concours is a good excuse to go and have a look at other people's cars without giving offence. You also get the chance to chat with that chap that you saw a couple of years ago with the very nice Herald saloon or stand and stare open mouthed at that engine bay that looks cleaner than the inside of your fridge! You might also see Steve hotwiring his Lancia, whatever, there is plenty to see and do.

The mega raffle is one of the highlights of the day with plenty of winners. Finally the prize giving. The prizes were the very popular framed photographs of the Peak District taken by Julie Woodhouse. The prize winners were as follows:-

**Car of the Run**



**Wendy Spencer – Stag**



**Peoples Choice 1st place Triumph ~ Jez and Debs – TR5**



**Peoples Choice 2nd place Triumph Phillip Durow – Herald Convertible**



**Peoples Choice 3rd place Triumph Mark Cliff – Spitfire**



**Peoples Choice best non-Triumph John Gregory – Austin Healey 3000**

All good things come to an end so we all bade our farewells and started to make our way back home, or back to the campsite. A brilliant finish to a fantastic weekend.

Upon return to the campsite feeling rather hot Colin took advantage of the Hadfield's swimming





pool and being a true Englishman rolled up his trousers, placed a knotted hanky on his head and paddled in the water.

# Peak Run 2011



## Peak Run 2012.

This years Peak Run is on **Sunday 24th June** and starts from the Market Place in Belper with breakfast being served in the Black Swan from 8:30am and the Run starting at 9:30am.

The Peak Run Weekend is once again based at the Peak Gateway campsite near Ashbourne with entertainment on both Friday and Saturday nights in the Blenheim Room. During the day on Saturday we visit the Ecclesbourne Valley Railway and the Derbyshire town of Wirksworth.

The campsite will be open from 12 noon on Thursday 21st June and close at noon on Monday 25th June.

We hope you can join us and more details can be found on our website [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk) together with booking forms.



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**Paul Richardson**©

**Peter Cox**

**Apprenticeship Memories**



**I**'ve already written a profile on Triumph competition mechanic Peter Cox in a previous issue including the racing Spitfire he built in his home garage with his pal, and fellow competition mechanic, Peter Clarke, with which he won the Freddie Dixon Trophy series of races in 1967. I also related his 'Mugello Incident' in 1969 when he crashed the racing Spitfire he'd built for Richard Lloyd practicing on the Mugello road circuit in Italy – and the humour attached to that story.

During one of my interviews with Pete, a wonderful character, he provided an insight into the apprenticeship facilities at The Standard Motor Company. He recalled.

*"I started my apprenticeship in September 1951, when Sir John Black was still managing director of the company, and I remember it as a happy and comfortable experience all told.. In those days you had to do a year's probationary period and if you came up to scratch a five year indentured apprenticeship followed, and I served mine in the service department at Allesley. I discovered that I wasn't interested in working in a drawing office all day, I was only interested in working on engines and making sure I could build an engine, gearbox and rear axle perfectly from scratch.*

*I suppose this enthusiasm for engines took a boost when I saw a sectioned Vanguard display engine in the training school with a winding handle on the front pulley and when you revolved the handle you could see the pistons moving up and down in the bores and how the valves operated. I was fascinated on*



**Left to right. Pete Cox (just in the picture), Ken Richardson, Ken's secretary Lilla Fisher, George Hylands, Alf Woodier seated next to Ben Warwick.**

**Alf became competition department foreman when Ben left in 1960.**

*how the camshaft and ignition timing was set up and the company also produced a diesel engine for the Vanguard and we had to learn the principles of how a diesel engine worked, including how to phase and calibrate the spill timing on a diesel injector pump.*

*Thinking back to those times, all the training school facilities at Banner Lane were really first class and covered everything from the technical side of engines, a period on Ferguson tractor assembly, through to suspension, and a section where training was on hand for lathe and machine tool operators if trainees wanted to work in the machine shops. There was a fully equipped electrical section as well and apprenticeships included courses at Coventry technical college. So in the end I decided I wanted to work in the service depart-*

## Peter Cox - Apprenticeship

ment at Allesley because you could learn how to put everything right on a car when faults arise and there was always different things to do. As you will remember we stripped and repaired engines etc. in those days, when fitting an ex factory reconditioned engine was the last resort in service departments. All the



**Pete Cox showing Ken some competition department photos - again at the competition department meeting at the Fletchampstead Pub.**

*cars in those days had to be de coked as a regular service item at 15,000 miles as well due to the petrol composition at the time causing excessive carbon deposits and pre ignition. And in the fifties we were still servicing pre war Standards at Allesley with side valve engines."*

After sharing a few jokes about the leg pulling new apprentices sometimes endured – including being sent to the stores for special service tools like the carburettor tuning fork! the box of handbrake clicks to adjust the hand brake setting! the control box positivity amplitude and flash back detector! or the piston slap diffuser! I resumed my interview with Pete by asking him when he joined my father's competition department.

*"Well before we move on to that I'd actually serviced and prepared TR2's for owners who entered rallies and races at Allesley in my apprenticeship, and this was when Ken's works competition team was over at Banner*

*Lane. I was really keen to do everything really well on servicing or repairing cars and I always reported potential faults I'd spotted on cars to Ben Warwick our foreman. After routine services or repairs, I used to make notes on job cards about brake shoe wear or recommend dynamo brushes needed replacing and things like that. I suppose that was all part and parcel of loving the job really and I was also determined that the cars I worked on wouldn't have any come backs due to any negligent or bad workmanship on my part, and I had a set of works service manuals on our cars that I knew almost off by heart. I think Ben took this on board and I always cleaned engines down with paraffin and wiped them clean after I'd serviced or repaired them as well, so when the bonnet was opened everything looked spick and span. In fact I remember Ben jokingly asking me if I was after his job and I suppose I might have had that in the back of my mind really because we all want to progress in our careers don't we. Anyway, after the Standard Eights and Tens came out, Ben Warwick gave me a job that made me quite proud of myself. It was an engine rebuild on a green Standard Eight with a white roof. That car belonged to no less a man than Stirling Moss."*

Pete then explained that when the TR2 went into production he became addicted to sports car racing and many private owners of TR2's took their TR's to Allesley to have them serviced and race tuned. He remembered looking after a competition TR2 for John Wagstaff, and a pilot in the American Airforce called Joe Baird, who was based at a USAF base near the Snetterton circuit in Norfolk. Pete regularly prepared and looked after Joe Baird's TR2 and attended races as Joe's mechanic at Snetterton, Silverstone and Mallory Park. After relating that Ben Warwick also gave him servicing and repair jobs on cars for VIP customers and company staff, he moved on to relate career details about Ben Warwick, who he was obviously fond of, and this led to his account about some of the staff who had experience on aircraft at The Standard Motor company.

*"Ben was meticulous anyway and so was Kit Heathcote who was Ken's under manager and rally navigator, and to put all this into perspec-*

tive where engineering mindsets are concerned, Ben had been a chief technician in the RAF on Spitfire Merlin and bomber



**Left to right. Ray Henderson, Peggy Heathcote, Joan Henderson and Kit Heathcote. Ray became a fully qualified technician on aircraft engines during his national service, and Kit Heathcote, a qualified engineer, spent his national service as a pilot in the Fleet Air Arm Flying Spitfires and other aircraft.**

engines during the war so he never missed a trick on engine overhauls. Old Ben would regularly take a squint with a magnifying glass at pistons and liners, bearing shells, cam followers and rocker arms etc. to see if a particular problem had been caused by metal fatigue or problems arising just from acceptable wear and tear due to very high mileages. Part of Ben's job you understand was writing reports for John Murrel (Service Manager P.R.) if problems arose where quality control of parts might prove suspicious. "

"But getting back to the subject of staff again, when Ken moved his department to Allesley with Kit Heathcote in 1956, I found out from Kit that he'd done his national service as a pilot in the Fleet Air Arm flying Spitfires and other planes after the war before he joined Standard and worked in the technical department at Banner Lane before becoming Ken's number two over there in Ken's section, and you're obviously aware of Ken's experience at ERA and BRM and his test brake work on aero engines during the war, so there you are, we had people in charge at Allesley who's second nature was doing things exactly right. And I almost forgot that Hendy (Ray

Henderson) had also been a senior technician in the RAF for his national service and he was based at Banner Lane in experimental and worked in Ken's team when it was based there. You won't find that sort of engineering experience in car factories these days because the war was responsible for massive engineering development on aircraft and most of the workforce at Standard, thousands of them, had been transferred to build aircraft engines and planes like the Mosquito in the Standard factories throughout the war."

With his mention of the war, Pete reminded himself, with a smile, that during the war his father built an underground air raid shelter in the back garden of the Cox home and apparently it was extremely well engineered with extra reinforced roof supports etc. Pete related that when the air raid sirens went off in Coventry the Cox family had to drop everything and rush into the shelter immediately - before it became chock a block with uninvited neighbours queuing up to go inside!

Moving on to the time when Pete described his time a permanent member of my father's competition department (from 1956 to 1961) he mentioned the close relationships he shared with some of the works drivers who were also very good engineers, including Tiny Lewis and Le Mans driver Mike Rothschild, and recalled one of my favourite anecdotes about memories of an Alpine rally in the mid to late fifties - which exemplifies how sheer hard work through into the small hours is sometimes followed by a meal and a pint sometimes to unwind. He said.

" I remember on one Alpine rally, when we were all staying at the Hotel De Fleur in Bandol. We'd been burning some midnight oil changing all the overdrives prior to the start of the rally. I decided on a quick trip to Suzey's bar for a few beers, which was followed by fresh herrings in garlic at around two thirty am. As I staggered back to the hotel, I looked up as I was crossing the square and noticed Ken standing on his balcony, in his dressing gown, watching me. Noticing the boss, I tried to pull myself together which seemed to make things worse. My failed efforts to walk in a straight line and the occasional trip on a cobble stone gave the game away - there could be trouble at breakfast!"





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## Mobile Classics

North, South, East & West Yorkshire

- Season Preparation
- Drive shafts supplied and fitted.
- Servicing (full service with report)
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- Modern engine diagnostics and servicing

**Tel Richard on 07766 354449**

## THE TSSC CLUB SHOP ONLINE WEBSITE

[WWW.TSSC.ORG.UK](http://WWW.TSSC.ORG.UK)

PROVIDES MEMBERS WITH A 24/7 ORDERING SERVICE GIVING MEMBERS EVEN EASIER ACCESS

TO ALL PRODUCTS AVAILABLE FROM THE CLUB SHOP

★ SECURE ONLINE ORDERING

★ ORDER CONFIRMATION VIA E-MAIL

OFFICE 01592 722999  
PARTS DEPOT & FAX 01592 722666

131 JAMPHILARS ROAD  
CARDENDEN FIFE  
SCOTLAND

**CHIC DOIG**

CLASSIC SPORTSCARS

VISA DELTA MASTRO

CONTACT THE EXPERTS  
SCOTLAND'S LARGEST MG & TRIUMPH DEALER

**FAST MAIL ORDER SERVICE**

FROM A BOLT TO A BODYSHELL  
NEW OR SECONDHAND  
WE WILL TRY TO HELP YOU  
WHATEVER THE CAR TYPE

## Free Colour Ads!

MEMBERS ONLY, can advertise **CARS & PARTS** for Sale in the Courier Classified section

(with Colour CAR Photo)

**FREE OF CHARGE!**

This offer is for non-Trade advertisers and is restricted to **ONE 25 word advert per month.**

A current Membership Number must be supplied on the form which is on the **BACK** of your Courier Address Label!!!

# TSSC Services & Officers CLUB HEADQUARTERS

The following services are available from the Club headquarters.

## TSSC MEMBERSHIP

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS

## RENEWALS

£41.00 UK £44.00 EUROPE £50.00 OVERSEAS  
Direct Debit Renewal £36.00 UK

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

TSSC REGALIA MAGAZINE BACK ISSUES  
TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court  
Main Street, Lubenham,

Market Harborough, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

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

## TSSC INSURANCE

FOOTMAN JAMES & CO LTD

Tel: 0843 357 1790 Fax: 0121 559 0814

FJ Breakdown Recovery - 0800 132 278

PETER JAMES LIMITED

Tel: 0121 506 6040 Fax: 0845 2233 020

LANCASTER INSURANCE

Tel: 0800 013 0080

## VALUATION SERVICE

TSSC, Sunderland Court,  
Main Street Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## TSSC LIBRARY

TSSC, Sunderland Court,  
Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## CLUB SHOP

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

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## MAGAZINE COPY DATE

All magazine material must be received BEFORE 8<sup>th</sup> of each month prior to the month of publication.

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

TSSC, Sunderland Court

Main Street, Lubenham, Leics. LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

## TSSC ACCOUNTS

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

TRUDI PRETTYJOHNS

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

## SHOW CAR REGISTER

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

TSSC HQ, Sunderland Court

TSSC, Main Street, Lubenham, Leics LE16 9TF

Tel: 01858 434424 Fax: 01858 431936

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

## HERALD 948/1200/1250

Colin Lindsay, 15, Cloghoge Road, Tandragee, Co. Armagh,  
Northern Ireland. BT62 2DU.

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

## HERALD 1360

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

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

## SPITFIRE Mk I/II/III

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

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

## SPITFIRE Mk IV/1500

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

Tel: 01495 240884

TBC

## VITESSE 1600/ Mk I/ II

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

Tel: 01635 868640 - Eves/Weekends e-mail: [vitesse@tssc.org.uk](mailto:vitesse@tssc.org.uk)

## GT6 MkI/ II/ III

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

Tel: 07866 743781 e-mail: [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)

## BOND

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

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

## SPECIALS

Trevor Collett, 25A, Greenacres, Bookham, Surrey. KT23 3NG.

Tel: 01372 452292 e-mail: [specials@tssc.org.uk](mailto:specials@tssc.org.uk)

## STAG/ACCLAIM & TSSC TRIUMPH ARCHIVE

Ben Broadbent, 26/28 Forshaws Lane, Burtonwood, Warrington  
Cheshire. WA5 4ES.

Tel: 07875 944541 e-mail: [benbroadbent@btinternet.com](mailto:benbroadbent@btinternet.com)

TRIUMPH ACCLAIM TECHNICAL QUERIES

TBC

## BIG SALOONS

Mark Blease. 43 Charlotte St, Buersil, Rochdale, Lancashire. OL16 4TJ

Tel: 07875 560253 e-mail: [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk)

## TOLEDO/DOLomite 1300/1500

Andrew Burford, 13 Highgate Avenue, Birstall, Leicestershire. LE4 3JL.

Tel: 0116 267 1688 (Eves/Weekends)

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

## TR 2/3/3a/4/4a/5/6

TBC

## TR7/TR8

TBC

## AMPHICAR

David Chapman, e-mail: [amphicar@tssc.org.uk](mailto:amphicar@tssc.org.uk)

Tel: 01684 592985

## INTERNATIONAL LIAISON SECRETARY

TBA

## YOUNG MEMBERS CO-ORDINATORS

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

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

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

## INTERNATIONAL WEEKEND EVENT MANAGERS

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

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

## INTERNATIONAL CONCOURS ORGANISERS

Louisa and Victor Thompson, Ivy Cottage, 5 Rectory Mews,  
Sprotborough, Doncaster, South Yorkshire. DN5 7LG.

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

## AREA LIAISON OFFICERS

Pip Flegel and Frank Spencer, Wyreside Lodge, Chipping Road,  
Dolphinholme, Lancaster. LA2 9DU. Tel: 01524 791607

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

## TSSC PUBLIC RELATIONS OFFICER

TBA

## CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799



June 2012



**TSSC**  
**Area News**  
**Review**

**Contents**

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

EXCITING NEW VENUE HAVEN WILD DUCK HOLIDAY PARK

THE 20 NORFOLK 12 MILE OF TRIUMPHS

Friday, Saturday & Sunday  
 21st - 23rd  
 September 2012

**Booking Form**

Tel Enquiries to: 07976 163006 – Nigel 07843 435190 – Chris 07971 017012 – Claire  
 E-mail: mileoftriumphs@hotmail.co.uk Web: www.mileoftriumphs.co.uk

Please send booking forms to: Claire Hill, 32 Holly Hill Road, Selston, Notts, NG16 6EF

£50.00 deposit required on booking – balance to be paid by 1st July 2012. Cheques payable to "TSSC – MOT event".

Name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Postcode: \_\_\_\_\_  
 Tel: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

**Exciting New Venue –  
 Haven Wild Duck Holiday Park,  
 Belton, Great Yarmouth  
 NR31 9NE**

More caravans available  
**All stays are for 3 Nights  
 – Fri, Sat & Sun  
 21st-23rd September 2012**

| Accommodation:                                    | Price                  | Number: | Total: £         |
|---|------------------------|---------|------------------|
| Superior 2 bed (sleeps 6)                         | £135.00                |         | £                |
| Superior 3 bed (sleeps 8)                         | £145.00                |         | £                |
| Deluxe 2 bed (sleeps 6)                           | £155.00                |         | £                |
| Deluxe 3 bed (sleeps 8)                           | £165.00                |         | £                |
| CAMPING   | £25 per unit (Fri-Mon) |         | £                |
| <b>Entrance:</b>                                  |                        |         |                  |
| Adults - Weekend                                  | £5 per person          |         | £                |
| Adults - Day rate                                 | £3 per person          |         | £                |
| Under 16s   | FREE                   |         | £                |
| Please make cheques payable to "TSSC – MOT event" |                        |         | Total Payable: £ |

Manchester Area's  
**Holiday Weekend**  
 14th - 16th September 2012



**Venue:**  
 Elm Cottage Touring Park, Chester Lane, Winsford  
 CW7 2QJ

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Postcode: \_\_\_\_\_

Phone No: \_\_\_\_\_ Email: \_\_\_\_\_

Car Make: \_\_\_\_\_ Model: \_\_\_\_\_

Registration Number: \_\_\_\_\_ TSSC Membership Number: \_\_\_\_\_

Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

**For more details:**  
 Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at <http://www.tssc-manchester.org.uk>

| Item  | Rate   | Please Tick              |
|---|--------|--------------------------|
| Camping / Caravan Package<br><i>This includes Saturday night camp fees, entry for one car to Manclins Event. Electric Hook Ups are limited, and will be provided on a first come- first served basis. (Friday night's camping is thrown in free to those that can arrive on Friday)</i> | £30.00 | <input type="checkbox"/> |
| Additional Car<br><i>(for families lucky enough to have more than one Triumph)</i>  | £5.00  | <input type="checkbox"/> |
| Run one (No Camping)  | £10.00 | <input type="checkbox"/> |
| Total   |        |                          |

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinhole, Nr Lancaster. LA2 9DQ



**REMEMBER -When we say "Hi-De-Hi" - You say "Ho-De-Ho!"**

**Announcement**

The Manchester area has to confirm that the Manclins weekend is **NOT** a nudist weekend despite requests from Notts, South Yorks and Derwent area's.

The Health and Safety Executive has stepped in and decided that with so much predominately vinyl Triumph interiors, coupled with the application of unclothed behinds could cause considerable blushes and discomfort. Therefore we forced to say that clothing must be worn this year.  
 When they said "Thigh-de-Thigh" we Said "No-De-No!"





# AREA DIRECTORY

**IF AREA DIRECTORY  
ENTRY IS IN GREY THEN  
PLEASE REGISTER  
OFFICIALLY!!!  
YOU ARE MEETING  
WITHOUT TSSC  
INSURANCE COVER!**

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.

| Area | Area Organiser/s | Meet at | On the |
|------|------------------|---------|--------|
|------|------------------|---------|--------|

## SCOTTISH AREAS

|                                      |  |  |   |
|--------------------------------------|--|--|---|
| <b>CENTRAL &amp; WEST NORTH EAST</b> | <b>Gregor Graham: 0141 952 4624</b><br><b>Danny Stroud: 01224 742315</b> | Lochinch Sports Club - GLASGOW<br>Various see report in Area news<br>or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a> | See reports<br>1st Wed. 7.30pm<br>Last Thurs. Eves. |
| <b>LOTHIAN &amp; FIFE</b>            | <b>Russell Macfarlane: 01383 822340</b>                                  | Elgin Hotel, Charlestown DUNFERMLINE KY11 3EE  | 2nd Wed. 7.30pm                                     |

## NORTHERN AREAS

|                    |  |   |                     |
|--------------------|--|---|---------------------|
| <b>CHESHIRE</b>    | <b>Henry Jones: 01625 425845</b>   | The Cock & Pheasant - BOLLINGTON CROSS                                  | 1st Thurs. 8.45pm   |
| <b>CUMBRIA</b>     | <b>Roy Ross: 01229 474077</b>  | Advertised in Cumbria News & Website                                    | Last Sun. 12 midday |
| <b>HALLAMSHIRE</b> | <b>Julie &amp; Adrian Hadfield 07837 110325</b>                          | Dinnington Rugby Club - DINNINGTON S25 2PB                              | 3rd Mon. 7.30pm     |
| <b>MANCHESTER</b>  | <b>Frank Spencer: 01524 791607</b><br><b>Pip Flegel: 01524 791607</b>    | Airfield Lodge (BARTON AERODROME)<br>Liverpool Rd ECCLES M30 7SA        | 1st Tues. 8pm.      |
| <b>NORTH EAST</b>  | <b>Mark Astley: 07917 738091</b><br><b>Andrew Dunning : 0191 5485188</b> | Travellers Rest (A691)- WITTON GILBERT<br>off A691 Durham to Consett Rd | 1st Sun.<br>8.30pm. |
| <b>LIVERPOOL</b>   | <b>Alex Cain: 0151 222 2366</b>  | Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL                           | 3rd Tues. 8pm.      |
| <b>LANCASHIRE</b>  | <b>Kevin Makin: 01282 698167</b>   | New Hall Tavern, Salmesbury - Preston. PR5 OXA                          | Last Tues. 8pm.     |
| <b>WIRRAL</b>      | <b>Andy Todd: 0151 339 4150</b>  | Cottage Loaf - THURSTASTON  | 1st Tues. Eves.     |
| <b>NORTH YORKS</b> | <b>Richard Briscoe: 0776 6354449</b>                                     | The White Swan - DEIGHTON   | 2nd Mon. 7.45pm.    |
| <b>SOUTH YORKS</b> | <b>Ian Blair: 01302 820119</b>   | The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ                             | 1st & 3rd Tues. 8pm |
| <b>WEST YORKS</b>  | <b>Martin Appleby: 01535 634239</b>                                      | The Black Bull - KIRKGATE, BIRSTALL                                     | 2nd Tues. 8pm.      |

## MIDLAND AREAS

|                                |   |  |                                      |
|--------------------------------|---|--|--------------------------------------|
| <b>COVENTRY</b>                | <b>Phil Smith: 02476 457487</b>   | The Bull & Butcher - CORLEY MOOR   | 1st Tues. 7.30pm.                    |
| <b>DERWENT VALLEY</b>          | <b>Roger Buck: 01623 487323</b><br><b>Colin Wright: 01773 531580</b>                      | Smalley Common Ex- Servicemens Club - ILKESTON   | 1st Tues. 7.30pm.                    |
| <b>LEICESTER &amp; RUTLAND</b> | <b>David Smith: 07774 276564</b>  | The Red Lion - HUNCOTE - LE9 3AU   | 1st Tues 8.30.pm                     |
| <b>LINCOLNSHIRE</b>            | <b>Garth Jupp: 01529 307302</b><br><b>Simon Oliver: 07841 450715</b>                      | The Centurion - Newark Rd NORTH HYKENHAM   | 1st Wed. 8.30pm.                     |
| <b>SOUTH LINCOLNSHIRE</b>      | <b>Calvin Andrew: 07811 461207</b>  | Langrick Station Cafe - LANGRICK. PE22 7AH   | 3rd Sun. 10am.                       |
| <b>NOTTINGHAM</b>              | <b>Claire &amp; Nigel Hill 07971 017012</b>   | The Brick & Tile - Palmerstone St - UNDERWOOD  | Last MON. 7pm.                       |
| <b>NORTHANTS</b>               | <b>Dave Richardson: 01234 740548</b>  | The Elwes Arms - GREAT BILLING NN3 DT  | 2nd Weds. 8.30pm.                    |
| <b>PETERBOROUGH</b>            | <b>Doug Balderson: 01778 560507</b><br><b>Paul Lumsdon: 01780 470358</b>                  | Bertie Arms Uffington - STAMFORD PE9 4SZ   | 2nd Mon. 8pm.                        |
| <b>SHROPSHIRE</b>              | <b>David Embery: 0121 552 0550</b><br><b>William Bate: 01952 581391</b>                   | The Red Lion - WELLINGTON, TELFORD TF1 2TU   | 3rd Thurs Eves.                      |
| <b>NORTH STAFFS</b>            | <b>David Woodward: 07939 603061</b>   | George & Dragon - MEAFORD Nr STONE   | Last Wed 8pm.                        |
| <b>WEST MIDLANDS</b>           | <b>Roger Haywood: 07969 024999</b><br><i>May to Sept West Midlands Police Social Club</i> | Drakes Drum PH - GREAT BARR BIRMINGHAM<br>EDGBASTON <i>Oct to April NAUTICAL CLUB BIRMINGHAM</i> | 1st Tues. 7.30pm.<br>3rd Tues 7.30pm |
| <b>WORCESTER</b>               | <b>Vicky Dredge: 01527 894125</b><br><b>Barry Minett-Smith: 01242 522973</b>              | Please Check with AO for venue.  | 1st Mon. 8pm                         |

## WELSH AREAS

|                    |  |  |                                   |
|--------------------|--|--|-----------------------------------|
| <b>NORTH WALES</b> | <b>Derrick Binning: 07930 210071</b><br><b>Bob Whiting: 01492 516479</b> | Plough Inn, Gresford 1st Tues. 8pm.      | Plough Inn, Ewloe. 1st FRI 8.30pm |
| <b>SOUTH WALES</b> | <b>Bernard Littlewood: 02920 315260</b>                                  | Plough Inn at St Asaph                   | 3rd Wed 8pm.                      |
|                    |  | The Park Golf Club, COEDKERNEW - NEWPORT | Last WEDS.7.30pm                  |

## EASTERN AREAS

|                  |                                     |   |                  |
|------------------|-------------------------------------|---|------------------|
| <b>CAMBRIDGE</b> | <b>Kevin Rochfort: 07764 324345</b> | The Plough - Fen Ditton, CAMBRIDGE CB5 8SX    | 1st Mon. 8pm.    |
| <b>ESSEX</b>     | <b>Allan Jannaway: 01375 672072</b> | The Halfway House - (A127) BRENTWOOD CM13 3LL | 3rd Sun. 12 Noon |
| <b>NORFOLK</b>   | <b>Mark Talbot: 07825 994927</b>    | The Bird in Hand WRENNINGHAM                  | 1st Mon. 7.30pm. |
| <b>SUFFOLK</b>   | <b>Colin Wake: 01206 250360</b>     | Sorrel Horse - Barham IPSWICH. IP6 0PG        | 1st Tues. 8pm.   |

## NORTHERN IRELAND

|                         |                                  |  |               |
|-------------------------|----------------------------------|--|---------------|
| <b>NORTHERN IRELAND</b> | <b>Mark Raine: 028 2587 9189</b> | Nortel Social & Athletic Club - NEWTOWNABBEY | 1st Wed. 8pm. |
|-------------------------|----------------------------------|--|---------------|

| Area                    | Area Organiser/s                    | Meet at   | On the              |
|-------------------------|-------------------------------------|---|---------------------|
| <b>SOUTH EAST AREAS</b> |                                     |   |                     |
| 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 OPX              | 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           | Alan Fulbrook: 07795 963994         | 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 PO33 4RQ                    | 3rd Mon. 8pm.       |
| WEST KENT               | Stephen Pratt: 01622 831695         | The Cock Horse - on B245 HILDENBOROUGH              | Last Tues. 7.45pm   |
| NORTH LONDON            | TBC                                 | Cock & Dragon - COCKFOSTERS                         | 2nd & Last Mon.     |
| NEWBURY                 | Dave Rumens: 01635 868640           | The Spotted dog - COLD ASH                          | 2nd & 4th Wed.      |
|                         | Mary Rumens: 01635 868640           |   | Eves. 7.30pm        |
| SOUTHERN                | Mike Goodling: 01252 722432         | The Seven Stars - STROUD GU32 3PG                   | 1st Tues. 7.30-8pm. |
| SURREY                  | TBC                                 | 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.    |

|                            |                                     |  |                  |
|----------------------------|-------------------------------------|--|------------------|
| <b>SOUTH WESTERN AREAS</b> |                                     |  |                  |
| ANDOVER                    | Guy & Suzie Singleton: 01672 514241 | The White Lion - WHERWELL SP11 7JF             | 2nd Thurs. 8pm   |
| AVON                       | June Wrighton: 01454 327059         | The Cross Hands - Nr OLD SODBURY               | 1st Mon.8pm      |
| CORNWALL                   | Mike Crewes: 01872 573763           | Hawkins Arms - ZELAH                           | 2nd Thurs. 8pm   |
| 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: 07802 171227           | The Swan - COOMBE HILL                         | 3rd Mon. 8pm.    |
| SALISBURY                  | John Moore: 01722 710429            | Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE | 3rd Tues. Eves.  |
| SOMERSET                   | Phil Kinsella: 01275 340336         | The Fox & Goose - BRENT KNOLL                  | 2nd Tues 7.30pm  |
|                            | Steve Hopkins: 07729 565059         |  |                  |
| WESSEX                     | Trevor Carlyle: 01425 475376        | Three Legged Cross THREE LEGGED CROSS          | Last Thurs. 8pm  |
| WYDEAN                     | Alastair Johnson: 01594 811076      | Royal Forest Inn - COLEFORD GL16 7DA           | 2nd Tues. 8pm.   |

|                          |  |  |  |
|--------------------------|--|--|--|
| <b>OVERSEAS Contacts</b> |  |  |  |
| AUSTRALIA                | Eric Mariner 03 97878010                         | MELBOURNE  |  |
| BELGIUM                  | Stefan Vandendijk: 370000 32 12 23 34 76         | Luikersteenweg 166 Tongeren - LIMBERG.           |  |
| CANADA                   | David Stock:                                     | R.R.I. Picton Ontario - KOK 2TO.                 |  |
| DENMARK                  | Jens Konrad: 00 45 86 85 19 98                   | Moselundvej No 8 8600 - SILKEBORG. DENMARK.      |  |
| FRANCE                   | Ray Lomax: 0033 555 899 750                      | Le Bourg 23800 Lafat - FRANCE                    |  |
| GERMANY                  | Hans-Georg Stumpf: 0049 (0) 5724 9579552         | Bergstr. 17 D-31688 NIENSTAEDT GERMANY           |  |
| GREECE                   | Nassos Sarris: 00 30 6937095200.                 | ATHENS   |  |
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|                          |  | krishn_sk1981@yahoo.com                          |  |
| ITALY                    | Luca Bellinello: 00 39 347 7405795               | MILAN.   |  |
|                          |  | lucabellinello@fiscalinet.it                     |  |
| LUXEMBOURG               | Jean Claude Cigrang: 00 352 44 16 47             | 53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.      |  |
| NETHERLANDS              | Guus Van Der Krogt: 00 31 26 3332797             | Emmastraat 206862 GT - OOSTERBEEK.               |  |
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| SWITZERLAND              | Robin La Barre: 0041 523451805/0041 79 296 69 46 | Switzerland                                      |  |
|                          | Philip Bellamy: 0041 79 347 1221                 | Switzerland                                      |  |
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# ALO REPORT ANDOVER . . . AVON

## TSSC AREA NEWS

### AREA LIAISON OFFICERS Tel. 01524 791607 e-mail: pip1272frank@homecall.co.uk



Area Liaison Officers Report 8th May 2012. The Area Organisers Seminar was attended by 33 Area Organisers (Which works out at just over 50% of areas represented?) Thank you everyone who attended it is very much appreciated some of you come a very long way but you are there every year with your comments, ideas and suggestions. Brilliant!!!!

I would like to announce The New International Liaison Officer is Rob Newton-Allen, Rob has served as a volunteer for the TSSC throughout many years as Reg Secretary Herald 948/1200/1250. Please if anyone has any overseas articles or has anything at all that Rob could use please get in touch with him through TSSC HQ.

Congratulations to **Sussex Area you have won £50 Club Shop Voucher £25 Cheshire Area and Thames Area £10** Please get in touch with Angie Hill at club H/Q.

Area Showtime!!!! You will be enjoying several events throughout the year and indeed organising a few. Please send me or Bernie (courier editor) your pictures with a few words describing where and when your event took place and the fun you got up to!! The Area Show time article is a good opportunity to advertise your Area. Show off your pictures in glorious colour and a few words describing where and when your piccies were taken encouraging other areas to join in your fun and games and to show new members what is going on in their areas.

I still have 2 areas left that have not yet registered please when you have a moment if there is no changes from last year please pop me an email. I will be modifying the registration forms for next year taking out (do you want to be included into the area draw?) as I don't think anyone wants to be left out if you do just send me an email. The £50 winners (for example areas winning £50 in 2011 will not be included in the 2012 Draw.) that way areas will have the chance to win the big One!!!

The feedback for the Xmas Party although mostly positive was not as well attended as the interest shown with a couple of complaints on the amount of food, the brussel sprouts and the lack of headquarter staff present to talk with members. We will be discussing further developments throughout the year but, we think your idea of members paying deposits up front is an excellent idea. There were several questions relating to the club shop, prices and choice being very high on the list.

There were also a lot of questions on the club finances this article is detailed and requires a column on its own and will be covered by the General Secretary in the AGM Report.

The annual awards were presented to our members by Bill Sunderland (President of the TSSC)

Congratulations to **Colin Lindsay, Andy Sollis, Chris Gunby and Devon Area** your photos will be in this edition of our Area Showtime. Also Well Done!! To those who won awards for building the beautiful Herald Bar.

See you at the A/O Seminar at Stafford International

*Pip n Frank*

### ANDOVER Tel. 01672 514241 e-mail: guy.singleton@virgin.net

Andover Meeting - First things first - congratulations to John and Sue for becoming grandparents for the first time - on Easter Sunday. An easy day to remember although, being a moveable feast, it won't help much with remembering when birthdays come around.

Our meeting pub, The White Lion, is getting very popular and busy on Thursday evenings, even through the winter, so we will have another chat at the May meeting about alternatives and will probably try an alternate pub in the Andover area in the next few months to see if we can find a new home. We will give notice in this column of any move so please keep an eye on this.

North Wiltshire Meeting - An amendment to our write up last month as we thought Burbage Bob had gone to the Bruce Arms meet with John but we discovered last month that it was actually Richard Downing on his first visit to meet us - sorry there weren't too many people for you to meet that month - but John's good company so I hope he made up for everyone else being missing. Hopefully we made up for that in April as we were very pleased to have 6 people sitting in the snug of the Bruce Arms, Richard came back to give us another chance and Graham N too along with John and Burbage Bob and of course ourselves and Molly Dog who hopped up onto the sofa and made herself very comfortable - a good thing our Landlady Gwen has a soft spot for her!

Popham- First May Bank Holiday Monday - Popham Aero/Autojumble and Show - so what weather should we expect? Of course - RAIN!! Well done to all those hardy people from the south of England who braved the weather to join us - who says southerners are soft?? We had 15 cars on the stand so nearly 30 people including Southampton Bob and ourselves from Andover, contingents from Southern and Newbury area and even friends of ours, Larry & Cathy, from Wales driving my Bond Estate (see my Bond article for more on this). It was a very cold, wet and windy day so we were even more pleased that most people stuck it out for a while before heading off to home and hearth. Very typically - for Popham - as we drove away down the A303 the sun came out and we had a lovely warm afternoon.

We're just getting ready for SEM at Leatherhead this weekend - as I write this - so hoping to see a good turnout there, wet this week but sunshine forecast for the weekend - fingers crossed.

Next meetings will be on **Thursday 14th June at The White Lion at Wherwell (SP11 7JF)** and **Wednesday 20th June at The Bruce Arms (SN9 5LR)**.

June will be a busy month for us as we will be in France for the second week and at the Classic British Welcome near Le Mans on Friday 15th June then the following weekend it will be Midsummer Madness (Wiltshire) at The Bruce Arms. Look out for an advert for this in The Courier and please contact me ([bond.equipe@virgin.net](mailto:bond.equipe@virgin.net)) for an application form.

*Guy & Suzie*

### AVON Tel. 01454 327059

I can only hope the weather gets better for the rest of the season. We had a great stand at Bristol Classic car show with Les' Vitesse and Keith's (or is it Ian's?) Spitfire. We created a 1962 sale room with oak desk (now in the house and keyboard I am typing on is on it!) and spares corner. A big thank you to Ian, Keith, Angie and Derek for your support. The show would

## BERKS EAST . . . BUCKS SOUTH



### TSSC AREA NEWS

not have happened without you and we really appreciate your time and support. Sadly we did not get any recognition for the stand but we did feature in Classic car weekly. Les was also asked to officially handover the Spitfire rebuild for Practical classics and will probably appear in the next magazine. As there was no-one officially from club HQ present and he looked very smart in his 1960's business suit, the guys from the magazine were more than happy with his services!

On Easter Monday we assembled at Aust services for Coleford - well the Avon contingency braved the wind and rain all but Steve who was wet indoors as well with a broken fish tank. Derek did send his apologies as he was unable to attend due to family commitments - but the rest of Somerset was a no show. Coleford was a little lighter than usual on commercials and bikes, but most cars attended and the weather was not too bad. The show did close about an hour early and then the traffic on the M4 was a nightmare, so a quick diversion through Bradley stoke and we were home in no time.

Not sure what else we have planned - I am trying to book some more events but most shows do need numbers confirmed in advance. Hopefully some will be sorted at May's meeting and will continue to June. As I type this, we have a very select crew for Brea - me, Les, Chris and Angie. Hopefully there are more takers otherwise it will be the last year of organising it.

Don't forget that **June's meeting is on 11th and we then go back to first Monday - 2 July**. We will not be there for the July meeting as going out early to France, so will arrange at June's meeting for someone to share any information and write the area news for August.

ps just remembered that Tyler has offered to organise a bowls event and bbq ( lawn bowls) Hopefully will find out more for the next news report.

*June*

**BERKS EAST** Tel. 07989 104324

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

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I apologise for being a bit on the quiet side for the past few months - the area has been turning over nicely, it's just that the last couple of area meetings have turned out to be very late in the month (**always the 2nd Tuesday of the month**) so it's been too late for me to send a report in time for the printing deadline!

A few of us already have our cars out on the road this year. So far, we've seen Bryan's Spit 1500, Colin and Jess's Magenta mkIV Spit, David and Nicky's Herald 1360 convertible, my brown Spit 1500 (Bob), and Mickey and Julie's red Vitesse mk2 convertible. (I'm not sure if we've seen John's Vitesse yet this year have we?) I've also been playing with Dog (the Spit) - both Dog and Bob are now freshly MOT'd, after a long weekend of preparation. George the GT6 has also been woken from his winter slumber and has some new (richer) carb needles to look forward to this year.

The Isle of Wight camping weekend has been and gone, but although I didn't go this year I've heard the usual good reports, despite the weather over the past couple of months having been the worst I can remember! I'm really hoping it improves for the Aston Clinton show on 20 May - full report next month. I'll be going in Dog (the 2500 spit), provided I can fix the gearbox oil leak. Sam and I took him down to Sidmouth for a treasure hunt type "Stomp" last weekend, and although we made it most of the way round the route, he lost all of his gearbox oil, twice. It's been leaking out of the overdrive sump plate - not happy. I managed to top it up en-route at the Haynes motor museum (which is well worth a look if you're ever in Sparkford), and it had lost a litre in 300 miles. Have new gasket, just need

to fit. Gearbox slightly whinier now, but hopefully will hold out until I can afford a 5-speed conversion! One thing which made it all worthwhile though was scoring 6 out of 5 for "exhaust note" in scrutineering at the start of the course - beating an Austin Healey 3000 which had just scored 5/5!

Jeff says his mk3 Spitfire is getting there - he's welded one side of the rear and chopped the other side ready for welding. Fingers crossed he can finish it in time for it to be his wedding car!

I hear from Helen that she's changed the hoses on her Herald (Francesca), and has replaced the antifreeze mixture. 30% for summer, or preferably 50% for winter/all-year-round is what I recommended to her - hopefully that's about right (I'm sure somebody will disagree!). I look forward to seeing Helen at the **Aston Clinton show** (also known as the **Chiltern Hills Vintage Vehicle Rally**).

Peter H has also been seen this year in his XK8 which is running nicely with loud replacement pipes, and he's been rebuilding an MGA, imported from the states. Apparently the engine looked ok but had been left full of water and the pistons had to be forcibly removed, necessitating a liner. All fixed and rotating smoothly now I think. I look forward to seeing that one when it's done. We have also been donated a new pair of axle stands by Peter, which will be going in a raffle, possibly at next month's meeting!

Mickey has fixed his Vitesse engine, and the car has just taken him and Julie to the Isle of Wight camping weekend. The newly refreshed engine sounds great and looks very clean. Also at the Isle of Wight was Andy Cook in his "nappy crack yellow" GT6 - I've seen the photos on facebook. About a week before the camping weekend, I had a missed call on my mobile from him. Apparently he'd broken down, with a torn Stromberg diaphragm - a warning to all of you - keep one in the car as a spare at all times!

Right then, upcoming events! I have produced a new events calendar for 2012, with many dates pinched from Mickey and Julie's list, but also a few that aren't on there. The most likely attended ones coming up are: **12-13 May - South of England Meet near Leatherhead**, **20 May - Aston Clinton show, near Aylesbury**, **20 May - Triumph Marque Day at Prescott Hill Climb**, **5 June - Losely Park Surrey Classic Show near Guildford**, **9 June - Triumph Car day at the Ace Cafe**, **29 June - Cornwall camping weekend**, **1 July - Heathrow Classic Vehicle Show**. More events later on in the year.

As always, if you have any technical queries or want to borrow any tools we might have for hire (e.g hub puller, spring lifter), please let me know. Also, if you need any event information, please feel free to give me a call. My mobile number is **07989 104324**, email is [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk).

The next meeting will be at the usual place - **the Shire Horse pub, just outside Maidenhead on the A4 to Reading - on Tuesday 12 June from about 8pm**. Meetings are always on the 2nd Tuesday of every month. I look forward to seeing you all next month - new members are especially welcome (I might just buy you a pint)!

All the best,

*Mark*

**BUCKS SOUTH** Tel. 07788 436167

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Hi all, Well, firstly an apology for missing the last couple of monthly reviews. It's a little strange as I changed jobs last year



## Bucks South Continues

where I have less travel, fewer hours at work and less work at home to do. So why am I missing the deadline? All I can think is that I'm now getting at home a reasonable hour so feel like being able to get out and do something else before retiring for the evening. That, or as I'm getting older, my memory gets worse still, and I simply forget until I read The Courier and why I can't see my own Area news!

So, what's new and improved in South Bucks? Well, at the time of writing, we might just have a weekend of not raining and not being in single digits temp wise for the first time since the summer (now March if you hadn't noticed!) so it's the Hyde heath show on Saturday and SEM on the Sunday. Both of which I'm sure will be most pleased if the weather is good. I attended two shows last week with the 2000, the Beaconsfield show with Dan in his Stag, and the RGS fete where I was the only Triumph. My wife drove my 2000 to the Beaconsfield show and I took my Sd1 Vitesse as it's our only local show, so I like to get as many cars there as possible. It was quite an unusual show as there were more SD1's than Stags!

The last monthly meet on April 18th was well attended with Dan in his Jag which he sold not long after. Don't mention it to him as still not over it yet! Phil in his Hurricane, Marcus and Robin sporting modern day, Marcus having an excuse as his Triumphs as not local to him! Paul and Liz and the sheep, with Paul looking harassed by the amount of Mot's upcoming in the area and being quizzed about when his Spit will be out on the road! It was also very nice to welcome back Chris P who has been a member of the club for a very long time and has been rebuilding his GT6 for a considerable amount of time, but it could well be it will be back on the road in the next few weeks which will be great to see.

The last Ace café classic car night was well attended as reasonable weather. Good mixture of cars including a Herald fitted with a Fiat twin cam engine which looked very standard on the outside. Must be quite a laugh to drive, surprising many people along the way! The next Ace night is Tues 12th June. During the summer months, the cars that turn up is always surprising and although there a few regulars, often there are people who just come along once or twice as it's a popular place to go. Please feel free to contact me if you want some details or info. There is also the **Triumph day at The Ace on Saturday 9th June** where often the London based regions attend so I'm sure they would be a good collection of friendly faces.

Other events for **June being Sunday 10th the Luton classic vehicle show**. It's one I hadn't heard of until three years ago, and have been every year since. It's a huge show with cars, bikes, trucks and a good selection of auto jumble, general things for sale and plants too. It rained from the moment we got there to the moment we left so hopefully a bit drier this year. I attend in my Sd1 as it's a show several of us attend, but I know the TSSC stand is always impressive, so if you wanted to park up with rest of the Triumphs, check the Herts and Beds area for details.

The monthly meet is **Wednesday 20th June at The Squirrel, Penn Street**. Please feel very more than welcome to come along. If it's good weather, there's seating outside and even a small adventure playground for the younger members to enjoy. There's a small **classic car show at Hedsor**, near Bourne End on **Sunday 24th June** which is very informal and relaxed and right next door to a great garden centre if you need to combine the two!

Anyhow, hope to see you at an event soon. Please contact me

if you need any details of any of the events or meetings.  
Take care,

*Carl.*

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I always seem to start by saying that it was a convivial, well attended meeting, but it's true! Our numbers were swelled this month by Candy and Stuart who are the current custodians of the family GT6 MkII.

Welcome to you both.

The main event on which to report is, of course, our Drive it Day on which we were joined by members of the West Kent branch.

The day (for once) was dry and bright with a good deal of sunshine as we wound our way through the highways and byways of Kent. Leeds, Headcorn, Hamstreet and the Alkham Valley all seem so different through the lenses of sunglasses rather than through rain splattered windscreens accompanied by the rhythmic thump of wipers!

Destination was the Dover Transport museum for sandwiches and a wander round some very interesting exhibits. An excellent day and a massive thank you to Mark and Steve for organising it.

Unfortunately, Graham B didn't make the starting point as his Vitesse threw flame out of the exhaust on the way there and then sulked. Having limped back home the problem turned out to be the electronic ignition. Coincidentally, Ray missed the run as his Stag decided to burn out the ignition coil a couple of days previously. Strange. Must be solar flares.

On the same day as the run, Ian W was doing some different running, ie: the London Marathon in aid of Hemihelp. I'm pleased to say that he completed the run in a creditable time and stands to raise £2000. Well done, but he is now "walking wounded", as they say.

Andy B's 2000 now has a BMW engine lying on the front cross member in Ray's workshop. Engine mounts are being fabricated probably as I write this and I left the two of them deep in techno babble regarding the finer points of the installation. Andy's reckoning on 190 BHP! Gulp!

Tim S J's Spitfire has passed its MOT and now sports cool LED lights in the footwells. Runs nicely as well.

Mike S took Sue out to demonstrate the power delivery of his manic Sprintfire, when the gear lever came off in his hand. Mike always knows how to impress the girls!

Personally, having suffered fuelling problems with the Spitfire for some time now, I bit the bullet and fitted a brand new fuel tank. The sort with no rusty crud swilling about to block the filters every 150 miles. Hey Presto problem solved!

Some of you may remember that Mike T's Burlington broke its rear spring coming off the ferry ramp in Calais last year. Since then "Bertie" has been in disgrace, but I went over and we fitted a new Herald 13/60 spring which appears to have resolved all his issues.

Look forward to seeing him at future events.

So to the events planned as a club for **June**. **Hamstreet is first on the 3rd. June followed by Jerry's run to Bentley Wildfowl Park and motor museum on the 10th.**

Mike T has liaised with the Council and got us a club stand for the **Whitstable Classic Car show on the 23rd.**

Information and application forms for these events are posted on the website or can be obtained from me.

That's all for now

Regards

*Phil R*





**CHESHIRE**

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**TSSC AREA NEWS**

The weather elves have obviously been responding to requests for rain in other parts of the country, resulting in extra rain in this part of the world on Drive It Day. A decision had been taken that going to Gaydon (103 miles) was a bit ambitious when the behaviour of the cars was not assured, so Sandbach Festival of Transport seemed a good backstop. But the rain was lashing down on Sunday so the Macclesfield cars remained tucked up in their dry garages rather than spending the day getting soaked (along with their owners). A boat seemed more appropriate transport in our back garden.

It was one of those meetings. When I pulled into the car park I thought I'd have a lonely evening and then Steve Moss (one time Spitfire owner) came in having seen my Vitesse in Broken Cross and followed me to the C&P. Then Keith came along from Haydock in his newly acquired Acclaim, and later at the bar I bumped into Steve Tomkinson, who still has his green Spitfire. I also brought the decent camera along and a few lucky folk have had photos of their cars in the mail (email that is!). There's even a photo of 3 Vitesse's parked together.

The **June calendar** is suddenly looking a bit full. It's **Tatton on the 2nd to the 4th**, the **Gawsworth bash** has been relocated to the **16th** (see my note about boats above), the North Wales mob are having their **4 Area meeting at Ruthin Castle on the 20th**, and the **Peak Run is on the 22nd to the 24th**.

The **June** meeting sees our first run out of the season (it's still Spring though) and we will be venturing through **Adlington and Alderley on our way to the Red Lion at Lower Withington**. It's about 32 miles including getting back to Bollington. Working heaters and thermals are advised given the current attitude of the weather elves – I dare not request any particular form of weather as they all seem to be moving the jetstream to the wrong place at present. The **July** run threatens to start in the vicinity of Crewe, so watch this space.

Hark the Herald was all ready to go for the MOT on the 2nd of May until the garage phoned to say the tester was not available. The test was postponed until the 8th (just inside the Courier deadline) and he has just passed. I had previously noticed the lack of synchrosmash on first and reverse gears (one of our cars has both) but there are strong hints of a layshaft in need of repair so there may be an urgent hunt for a later gearbox. Off to the DVLA now to correct the V5 and get a tax disc, hopefully.

Our next meeting is on **Thursday 7th June at the Cock and Pheasant**. This is a run out, so it's 7:30 for 8 instead of a bit later, thermals and a bit of fuel in the tank

*Henry*

**CORNWALL**

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but Phil's TR3A was piloted by his son-in-law who seemed to have a good trial. Now the talk is of modifications ... again! Easter Saturday evening, fresh from the trial, a good crowd of us descended on The Hawkins Arms for our, now traditional, Easter Dinner. It was Adam and Alex's (Landlord and Lady) first anniversary at the pub and everyone was in party mood. As the band played on we gradually slipped away playing the party poopers and heading for bed. It was a very nice evening and another chance to catch up.

Then there was the meeting. Talk was mainly about events we are attending this year, the first being the Standard Triumph Marque Day at Prescott Hillclimb. A small convoy will head east on the Saturday morning to take in the event. We are also planning various stands at various local shows, including the new Pentille Castle, Festival of Speed.

All of a sudden it was Drive It Day. In light rain members met at The Hawkins Arms to be joined by a few TR Register Members and a couple of Stag Owners Club members. Right on time we left and headed up the A30. Brian brought the assembled cars at Victoria out to the A30 into a lay-by, so as we slowed up, they joined our convoy. We now had about a dozen assorted Triumphs travelling east up the A30. Julian from the TR Register, a keen photographer, was soon in action with his driver passing and re passing the convoy to get the 'on road' shots. By about 11:30am we had arrived at Jamaica Inn, Bolventor to pick up the remaining Stags – all except Colin, who was overtaking as we turned off and missed the turn! We pulled into the car park to see a long line of Stags, whose owners were sheltering in the pub drinking coffee – now that's being civilised! We were soon on our way again and back eastbound on the A30 heading for Dingle's Heritage Fairground, Lifton. Our convoy of 21 cars must have looked quite spectacular, there were lots of admiring glances from the passing tourists on their ways home.

Just before midday we arrived safe and sound to find a car park full of Triumphs, but we managed to squeeze in ... and then even more Triumphs kept turning up. Soon the café and fairground were full of Triumph enthusiasts having great fun. All too soon it was time to go home, so we formed a small Club convoy back to Cornwall. It was a great day out, we had hoped to exceed 50 cars this year and we did, we had over 60; it was a fantastic sight and great to meet up with other Clubs. Other Clubs that were present were TR Register Devon & Cornwall Groups, Stag Owners Club Devon, Cornwall & Somerset Groups, Dolomite Club, Club Triumph, Tamar Old Vehicle Club and of course TSSC Devon & Cornwall Areas. All our thanks go to Sue Franklin, Devon AO, for organising the venue, it was great to be a kid again for the day! Where to next year? We are looking for a venue close to the Devon Cornwall border with plenty of parking and something to do, so if you know of one, please let us know. How long before we reach 100 cars? So, what's happening next?

**JUNE**

**Sunday 3rd Go Karting, Menheniot – TSSC Devon Area**

**Thursday 14th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Fri 29th – Sun 1st Cornwall Camping Weekend, Penmarian Park, Boddinick TBC – Mike Crewes & Sally-Ann Quick**

**JULY**

**Sunday 1st Grand Day Out Fun Day, Royal Cornwall Showground, Wadebridge**

**Fri 6th – Mon 9th Classic Le Mans, France**

**Sat 7th – Sun 8th Powderham Classic Car Show, Powderham Castle, Devon – Mike & Claudia Crewes**

Phew! What a month April was and that's not including the weather. Easter Weekend is now quite busy for many motor-sport enthusiasts in Cornwall and this includes us. Our team of TR7s were out again on the Lands End Trial. Forever 21; Jane, Simon and I, didn't do that well. It was our first Lands End trial in Class 5 and was a big step up, particularly when everyone was telling us that it was a hard trial. Still, we had fun and we all finished. Travelling with us Mike Warnes in his TR7 managed a Silver Medal and Phil Tucker in his new TR7 V8 managed a Bronze Medal. The Fifth Gear Team pulled out,



Cornwall Continues

- Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards
Sunday 15th July Wadebridge Wheels, Royal County Showground - Tony & Helen Spicer
Fri 20th - Sun 22nd Bocconoc Steam Fair, Liskeard - Sally-Ann Quick

Mike

COVENTRY Tel. 02476 457487
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Hi Everyone. Despite the bad weather we have been able to get out and about a bit in the "Smiffy Spitty", our first venture was to Weston Hall, Weston under Lizard for the Transtar show



on Easter Sunday the 8th April, although a bit cloudy, showery and cold we managed to travel there, along with Paul & Joan with our hoods down, considering the weather it was a very good turnout and it enabled us to

file our new Coventry Area flag for the first time. Next was our Dalos Day (Drive and lunch on Sunday) run on Sunday the 15th April, with 6 couples taking part in 5 classic cars and a Smart car, the route being planned by Steve and Sharon Long (or should we say Sharon and daughter) and an excellent run it was, taking well over an hour through some lovely countryside to end up at The Weavers in Fillongley for lunch, once again a great day out, in great company and great cars and believe it or not the weather was also good.

On Sunday the 22nd, Drive it Day, we went on the Stilton Run along with Paul & Joan' Pete & Ann in their Spitfires and Maurice & Ann in their Armstrong Siddley, again the weather held out for us on the run, but on the return journey home we hit a bad hail storm. The run was a bit disappointing this year, only being half the distance of previous years, but this did not stop us having a good day out, enjoying the Hog Roast and our own run back



home taking in a couple of Hostelties on the way, the route being devised by Pete & Ann, once again a great day out, in great company and great cars.

Sunday the 29th April was the area organiser's seminar and the AGM at Lubbenham, as you will have noticed the Club made a significant loss last year and to remedy this, tough action needs to be taken, in June's edition of the Courier should be a questionnaire on what facilities you consider the most important to keep, please return these as your opinions are important.

Tuesday 1st May our monthly meeting at The Bull & Butcher, Corley Moor, was once again a horrible night weather wise so

most of us turn up in our everyday cars, considering the weather not a bad turnout with 12 of us in attendance, congrats to Roger from the Heart of England for turning up in his Moggy Minor.

2 New events to add to your diary, Monday June the 4th, Jubilee Bank Holiday, a meet at Bulkington Working Mens Club to incorporate a parade around Bulkington, this being a Heart of England event, to commence from 11.00am, the more the merrier.

The next event is a visit to the Jaguar Heritage Museum on Wednesday the 4th July 7.00pm, this will be the last time the Museum will be open before it is demolished to make way for housing,, followed by a meet at The Elms in Allesley for a Noggin and Natter.

Thursday the 3rd May was The Earlsdon Festival Run which the weather really put a dampers on, of 14 cars only 4 were able to turnout, along with approximately 10 scooters from the All or Nothing Scooter Club, a special thanks to Paul & Joan who travelled from Water Orton, Pet who travelled from Broughton Astley and Roger for turning out on such a horrible night. We had an email from Simon Shaw the event organiser thanking us for our efforts and telling us they still managed to raise over £300 for the Myton Nurses Appeal.

Our next Dalos Day is on Sunday 27th May being planned by ourselves, we will meet at The Oak in Bagington to leave at 12.30, and lunch should be at The Golden Cross Bearley, Wootton Wawen, we need to know if you are coming by Wednesday the 23rd.

That's all for now, get those lovely Triumphs out and lets see you at our June meeting.

Phil & Lynn

Forth coming events :-

Sunday May the 27th Dalos Day. Meet at The Oak in Bagington to leave for 12.30.

Saturday 2nd June The Kenilworth Show. In conjunction with the Heart of England, see Roger Perkins at the Heart of England meet, limited places.

Monday 4th June Heart of England Meet at Bulkington Working Mens Club, Chequers Street, Bulkington, 11.00am to include parade of cars through the village, just turn up.

Tuesday June the 5th our monthly meeting at The Bull & Butcher, Corley Moor, 7.30pm.

Saturday June the 16th Sunday 17th Ashby Magna Midsummer Vintage Festival, again we camp for the weekend, great fun come and join us. Contact 01455 633277 or 07780616059 email shirleymarlow@aol.com

Tuesday 26th June Heart of England meet at The Griff, Bedworth, from 7.00pm.

June the 22nd - 24th Peak Run Weekend, Still deciding.

Wednesday July the 4th Visit to Jaguar Heritage Museum, 7.00pm

Saturday and Sunday 14th and 15th July. Birdingbury Country Show. in conjunction with HoE. or Tel 01380 727110 E-mail: petermichaeltaylor@talktalk.net

Sunday 5th August. Mary Ann Evans Hospice Run

Saturday 11th August ASDA Day at Bruntingthorpe in conjunction with Heart of England a great day out, not to be missed. Contact Roger Perkins HoE

Sunday 12th August. Fillongley Show our local show where we have a stand, just let us know if you will be attending.

Sunday 26th August. The Coventry Run starting this year at Stoneleigh NAC Centre. www.festival-of-motoring.co.uk

Saturday 1st Sunday 2nd September. Shackerstone Festival. Another great show involving air displays, narrow boats and railways as well as cars.

Again we camp the weekend, come and join in the fun.info@shackerstonefestival.co.uk

Sunday 23rd September. Kettering Vintage Rally at

## CUMBRIA DERWENT VALLEY . . . DEVON



### TSSC AREA NEWS

Cranford, a big event, lots of steam engines etc. [www.ketteringvintage rally.co.uk](http://www.ketteringvintage rally.co.uk)

**CUMBRIA** Tel. 01229 474077  
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A few of us had Lunch at Kirstone Pass Inn for Drive it day. Trevor and Barbara in their TRV8 and Mike and Ester TR7, freshly painted and looking very smart. I had to use the Volvo as the Spitfire's rear suspension is shot. The good news is that my GT6 is now on the road. Now I need to run it in for 500 miles before it goes on the rolling road and off to Le Mans.

Trevor and I have both had recent experiences with some of the club's insurance panel quoting high prices for our cars. After shopping around between the three of them we have managed to half the price initially quoted. When your insurance is due it may be worth asking all three companies on our panel for a quote. It is also a timely reminder that with some increase in the value of some of our cars that the Valuation certificates are kept up to date. Ideally every two years. Let me know if you need a new valuation form.

June is a busy month for the area. The following Area Show's are all booked and let's hope the weather improves. **9/10th June – Thirestone Castle, Scotland. 17th June – Silloth Show. 1st July – Distington.** There is no entry fee for these and you can turn up on the day. 10am start for these shows. As mentioned last month 7 cars will be away in France for the Distington show. Phil and Helen would appreciate your support for the Show. We were awarded the trophy for best club stand last year. Could we win it two years running?

I have also booked for us a Club Stand for ten cars in a new event at Grasmere. **The Lakes Classic Car Show – Sunday 24th June.** It's on the village green and start time is 10.30am. Safe motoring

*Ray*

**DERWENT VALLEY** Tel. 01623 487323  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)  
e-mail: [roger@derwentvalley-tssc.org.uk](mailto:roger@derwentvalley-tssc.org.uk)

I think April must go into the record books as the wettest drought ever!! it certainly disrupted my plans for events I attended including Drive It Day. I understand that those who ventured to Gaydon had a good (and dry) day with about 100 classic cars making the journey.

To say that the weather was wet on the day of the AGM would be an understatement. Despite the treacherous driving conditions there was a good attendance for both the AO's meeting and AGM.

A few of us joined the Hallamshire and Notts Areas for their monthly meetings. Both enjoyable nights with quite a few laughs and a stinker of a quiz.

For our May meeting it was hoped that the car park would be full of Triumphs but unfortunately the weather was against us and the day was a washout, a good turnout of modern cars though. Roger had prepared a quiz with an Olympic theme. It was a tough one and no-one managed to score double figures but that did not matter because the pronunciation of the athletes names was funny. Bob was the clear winner with a score of 4 out of 20.

The second Donington Historic Festival was held over the Bank Holiday weekend and was attended by Derwent Valley members on both days. There were hundreds of classic cars parked in the infield (which was almost full) and we were pitched half way along the pit straight which had great views of almost

the whole circuit. As the TSSC had registered as an attending club we benefited from 2-4-1 discounted entry fees and infield parking. Another bonus was the opportunity for 2 of our cars to take part in the parade laps. Gary and Bob took to the circuit on the Saturday and on the Sunday Keith (who skilfully overtook 2 Ferraris in his Triumph GT6 convertible) plus a fellow TSSC member from Norfolk. Mike Mayfield even managed a quick lap of the circuit in his Dolomite as it was the easiest way to file his marshals report following a near-miss incident in the qualifying race just before lunch.

Now a plug for the Peak Run...Entries have been dropping on the door mat daily. **The Peak Run** is actually two events merged into one. The 24th Peak Run, which is a 90 mile drive through the Derbyshire Peak District and People's Choice Concours, will start from Belper on **Sunday 24th June** - entry only £9 per car. Not sure of your plans yet? - don't worry just turn up and register on the day.

If you wish to enjoy a weekend break then you can as the **Peak Run Weekend starts on Friday 22nd June** with entertainment on both the Friday and Saturday nights. Camping is available from 12 noon **on Thursday 21st until 12 noon on Monday 25th June.**

We will also be celebrating Janine's 21st birthday on Saturday 23rd, so don't forget those cards and prezzies. See our website for more details – [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

More dates for your diaries:

**2nd to 4th June – Brackenfield Car Rally. Brackenfield Village Green, 10:30am to 4:30pm each day. Just turn up and park where directed.**

**3rd June – Austin 7 Autokarna at Wollaton Park, Nottingham.**

**5th June – Derwent Valley's Jubilee BBQ at Smalley Common Ex-Serviceman's Club from 7:30pm. Hotdogs and Burgers only 50p each. ALL WELCOME.**

**15th to 17th June – Dales Run Weekend.**

**22nd to 24th June – THE 24th PEAK RUN.**

**20th to 22nd July – Silverstone Classic.**

That's all for now.

*Colin*

**DEVON** Tel. 01548 821348  
[www.northcotts.clara.net/tssc/devon](http://www.northcotts.clara.net/tssc/devon)  
e-mail [devon2005@tssc.org.uk](mailto:devon2005@tssc.org.uk)

With the big Drive It Day event only a few days away and some of our regulars working away (Colin and Marc), we were fewer on the ground at the Star in April. We still had an interesting evening, with Julie's tale this month concerning her wheel nuts on the TR7. Despite having had two tyre replacements, at the same garage but at different times, she was more than a little shocked to find that the nuts had not been properly tightened – luckily no harm ensued and she is now back on the road again. Hugh was still undecided as to what to buy, having moved from his first choice of a Spitfire, through a GT6 and now maybe a TR or even a Stag?

Steve Wilkinson tells us that it was lovely to see some more new faces at the April meeting at the Braunton Inn near Heanton, Steve K, Dave, Ray & Wendy, and Steve W were joined by Jenny & Derek from Bude who have a Vitesse. We even had a Triumph in attendance with Ray & Wendy coming in their Spitfire 1500. Steve W brought along his "new" Mazda MX-5 on it's first Triumph outing! As for Drive It Day, Ray in his Spitfire 1500 met up with Dave & Kay in their Austin A35 on the North Devon Link Road where they then headed to Shepton





## DEVON . . . DORSET SOUTH

### TSSC AREA NEWS

## Devon Continues

Mallet for the classic car show. Here they met up with Sharon and Steve W who after various car troubles had come up in the modern. John & Joan and Glenn & Trish were camping having brought up their folding caravans - the Vitesse doing well but the Herald being replaced by the modern after a slave brake cylinder issue the day before they were due to leave. Wendy arrived a bit later with the puppy too. The Avon Area had put on a good stand again and there was a great turn out of classics. Shame about the rain!

The main Drive it Day event in Devon was the inter Club visit to Dingles Heritage Fairground at Lifton. We had asked various other Clubs to join us, the TR Register and Stag Clubs of both Devon and Cornwall, but we were truly amazed by the final turnout of cars. From Exeter Services, Allan led 16 assorted cars, meeting up with quite a few others en route. Even three Somerset Stags made the journey. From Ivybridge, we had 12 cars, which should have been 13 had one of the Stags not been waiting in the wrong car park. Poor Tony then excelled himself, going back to Torquay to check where he was going, and then making the journey to Lifton on his own. We were delighted to meet Bob Staniforth from nearby Plymouth, with his 'work in progress' Vitesse and we hope to see him again soon. A couple of TRs made the journey up from Plymouth themselves and some very local cars went straight to Lifton. Mike Crewes led a huge convoy from Zelah way down in Cornwall, picking up cars as he went. Last year, at Morwellham Quay, we thought we had done well with 43 cars but we had an AMAZING TOTAL of 60 - yes - 60 Triumphs all in one place! We filled the car park at Dingles but there was plenty of room inside and ALL under cover when it rained. A huge variety of old fairground equipment, some static displays but most fun were the restored working exhibits. For £1 a ride we had a fantastic time, think back to your youth and it was all there. Persuaded by the Devon 'mob' onto the Dodgems, I'm thinking it is just as well that we mostly do not drive our cars in similar fashion! Some members looked more than a little green after some of the faster rides but all had a great day. No-one is going to argue with me now - having proved my shooting skills on the fairground rifle range - guess I just did not want to be beaten by Mike Crewes. Julie unwittingly provided one of the stories of the day - missing the turning to Lifton - was Paul really admiring the view of Brentor Church on the hill? Following her were Phil & brother Craig, and Tracey. However they made it in the end and we were relieved to see them arrive. Going home, we passed Adrian coming towards us? Turns out he was directed to the top of the wrong hill, ended up doing a complete circle coming back to Dingles, but thankfully he eventually found his way home to Axminster without further hitch. Adrian also provided a little more history for the Fairground - he tells us that in the 80's he actually painted the design for one of the Axminster carpets in the Showmans' caravan!

At the end of April, I travelled up to Lubenham with Dan and Mike Crewes (Cornwall AO) for the Club's AGM and the Area Organisers' seminar. A much better attended meeting than I have seen before, and we were pleased that our proposal concerning membership tiers went through, so we should now have a tiered membership structure, with half price membership for those under 25. A reminder that it is much cheaper to pay your membership by direct debit, it saves you money, it saves the Club on time and administration and it prevents you from FORGETTING to renew your membership. Finally, we were absolutely amazed to come away from the meeting with the tro-

phy for the best Area for 2012 - but that is down to you, our fantastically enthusiastic members!

Finally, a big welcome to all the new members who have joined TSSC in Devon over the last couple of months. If we have not already met you, we look forward to seeing you soon.

### COMING UP IN JUNE AND BEYOND

On **Sunday 3rd**, Marc and Sam have organised a day of **Go-Karting at Menheniot**. We will be meeting up at Ivybridge Railway Park & Ride for a drive to Menheniot. We plan to meet at 10.30am for an 11am start. **North Devon meet on Thursday 14th**, probably at the **Braunton Inn** again, but check with Steve for any change. **Club Night at the Star Inn will be Wednesday 20th**, and as it is mid-summer (already) let's see lots of cars out. On **Saturday 30th June and Sunday 1 July**, we have the second of Colin's camping weekends at **Southfork Caravan Site, Martock in Somerset**. A bigger crowd going this year, taking in a trip on the West Somerset Railway on the Saturday and joining Somerset Area at a car show at Taunton School on the Sunday. That leads us straight on to **Powderham**, for which we have 38 cars entered in total, so we are hoping to have a really good show again there.

### DEVON DIARY

**Sunday 3 June Go Karting at Menheniot**  
**Thursday 14 June North Devon Meeting**  
**Wednesday 20 June Club Night at the Star**  
**30 June/1 July Camping weekend at Martock**

*Sue & John*

## DORSET SOUTH Tel. 07920 549474

Hi all just returned to the mainland after a rather wet camping weekend on the Isle of Wight with the TSSC. Apart from the weather it was a great weekend and may I say a big thank you to all at IOW TSSC. Next year I hope to get a few more members from Dorset South to attend.

It was also nice to meet a few faces from other areas and look forward to meeting up with members from the Devon group at Pecorama on Sunday 27th May. April 15th saw Dorset South members make the short trip to support the Wessex group on their annual New Forest Run were we were blessed with good weather once again although it was a bit chilly at the finishing point on Christchurch quay.

Do not forget if you are on your holiday down in Dorset with your classic pop along to **Classics on the Prom in Bournemouth held every Sunday 4pm to 6.30pm**.

Also some good classics on show on **Pool Quay 1st June** open top sports cars and **15th June Best of British**.

Cheers

*Rob*



By now I was hoping to have lots to say about shows we have been to and how great this summer was but since the hose pipe ban it has done nothing but rain, do you think if they lift the hose pipe ban the rain will stop and we can get on with the show season? I have lost count of the number of postings on face book saying I am bored bored bored ! No one should get close to their mileage limit on insurance this year. Hopefully September will be better I am putting together a 4 day 3 night mini tour taking in Beaulieu for the two day auto jumble if any one is interested give me a ring.

My office - not too much happening again. I know I am slacking but the grandson smiles at you and your heart melts and next thing you know the day has gone and no work has got done on the car. I did get the top ball joints on the front of the Spit done as they were mentioned in last years MOT and this years MOT was imminent. She passed with a mention of the front number plate not be as correct as it could be and the rear brakes not being as good as they should but just enough to pass this time, yes you have guessed it, a future my office will be me sorting out the rear brakes on the Spit.

Out and about 15th April Club Day and Our Run

Our first event of the year saw a good number of cars turn up at the Halfway House. We commandeered the top car park and put up the flag to mark our territory. Most of us arrived early so we could have a bite to eat and a drink (non alcoholic) before the off. Swelling our numbers were some of our mates from Club Triumph Eastern. We also had a surprise and very welcome visit from our good mate Russell. He brought along his newly restored VW Camper. He has done all the work himself, including the paint job and very nice it looks too. So, 1:30pm arrived and it was time to get things going. 13 cars took part and they were - Myself and Joe in the Spitfire, Steve and Maria in the Herald, Clive and Chris in their MG, Phil and Annette in their Vitesse, Graeme and Pauline in the TR6, Russell and last minute navigator Donna along with Lucy in the VW Camper, Tony B flying solo in his Spitfire, Paul also flying solo in his Herald, Keith and Caroline in their Spitfire, Malc, Lesley and Nancy in the Vitesse, Chris on his own in his Vitesse, Mumma and Stuart in the Jeep, Jim and Lesley in their Austin Healey and last but not least John and John Snr in the Herald. Janet and Fiona opted to stay at the pub and keep the corner where we all meet and keep Jack happy in his high chair with mum and dad of course. Everyone got round the course although Team Camper Van did a wrong un almost straight away ha ha. All the cars returned to the pub safe and sound and we then spent the next couple of hours chin wagging. No breakdowns on this years event either. The only thing missing this year was voting and a trophy at the end. As you all know this was due to all the computer problems John had and it was all a bit of a last minute thing. I think everyone still enjoyed it though, which is all that matters. And a big thank you to John for organising this again this year. It was a fun drive with bumpy road, thanks again John.

22nd April National Drive it Day - This year saw us travelling up to Chelmsford to take part in Chelmer Valley Car Meets Road Run. Essex TSSC managed to bring along 6 cars, 2 Heralds, 1 Stag, 1 TR6, 1 Spitfire and Mumma's Jeep as her Herald isn't very well. The start was at the Essex Regiment Museum and pretty soon the lawns were full of classics. Lots of people had taken the opportunity to dress up in the period of their car. It was quite a sight to see lads and lasses straight from the 1960's rubbing shoulders with Madonna lookalikes. Even Sgt Pepper made an appearance. Andy and his friend Mike were dressed as the '118 Men' and looked very good with

their curly wigs and stick on tashes. After signing in and collecting our packs there was enough time to have a coffee and a nose around the cars. At 10:15 it was time for the off and cars were set off in three's at 1 minute intervals. By now the sun had come out enough for us all to have the roofs down (hurrah, first time this year). Donna opted to jump in and navigate for Dave in his Stag as he was on his own. The route took us through some lovely countryside before ending at Melford Hall, just over the border into Suffolk. The organisers had managed to persuade the National Trust to let all the cars park on the lawns in front of the house. It was like parking on a snooker table, the grass was so perfect. We then settled in for our first 'sitting behind cars in a field' session of the year and yes you've guessed it - the kettle was on. We had a few big downpours and at one point a shower of hailstones but all in all it wasn't too bad. Later on in the afternoon there was a prize giving and a raffle. Andy and Mike won a rosette for their costume and Andy also won a bottle of something in the raffle.. An excellent event and one which we all enjoyed. Good to be all out and about again.

29th April AO meeting and AGM - Always willing to show Janet a good time, we went up on the Saturday to Market Harbough to look around the old town which has some good second-hand book shops that provide an afternoons entertainment along with a nice afternoon cream tea looking out at the rain then on to a Premier Inn bath and evening meal that should earn me some Brownie points. On the Sunday AO meeting, club HQ for shopping and chilli (the whole point of the weekend) I bought myself a Spitfire 50th anniversary T-Shirt even though my one is one of the later 1500's then back for the AGM the club's dropping membership and equally dropping funds was probably the most worrying point of the meeting.

- Battlesbridge - rained off**
- Museum of power - rained off**
- Cranham - rained off**



Up and coming

There are a lot of shows this month some weekends have two or more please look on the web sit for more info [www.freewebs.com/essexstssc](http://www.freewebs.com/essexstssc)

- Saturday 2nd " NEW SHOW " JUBILEE AND OLYMPIC CELEBRATION SHOW. Galleywood, Essex**
- Sunday 3rd " SPECIAL SHOW " QUEENS DIAMOND JUBILEE FESTIVAL Battersea Park, London**
- Saturday 9th / Sunday 10th NEW SHOW ' WROTHAM CLASSIC STEAM AND TRANSPORT RALLY Wrotham, Kent**
- Saturday 9th / Sunday 10th ALDHAM OLD TIME RALLY White Colne, Nr Colchester**
- Saturday 16th ST PETERS CHURCH CAR SHOW Redden Court School, Harold Wood, Essex**
- Saturday 16th / Sunday 17th THE WEALD PARK COUNTRY FESTIVAL Weald Park, Brentwood, Essex**
- Sunday 17th MONTHLY MEETING The Halfway House**
- Saturday 23rd ABRIDGE VILLAGE WEEKEND Abridge, Essex**
- Saturday 23rd WHITSTABLE CLASSIC CAR AND MOTOR SHOW Whitstable, Kent**
- Sunday 24th " NEW SHOW " PURE NOSTALGIA CLASSIC AND RETRO SHOW The Lawns, Rochford, Essex**

Birthdays - Paul Spitfire 9th June Janet on the 20th June Pam Bullman on 21st June Maggs (from Rebels) 22nd June

Allan



# GATWICK . . . GLOUCESTER HERTS & BEDS

## TSSC AREA NEWS

### GATWICK

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Welcome to the Gatwick area monthly write up – well it has been a little quiet of late apologies to all that the walk did not happen, however the weather has been against us and rather than trudge in the wet and mud we took the decision to postpone it to later in the year.

Thank you to David and Linda P for organising it and ensuring the route had the must have pub.

Last months meet was well attended and it was great to see so many of you out and about in your cars. It was good to see Ian and Jill and find out news of the GT6 and Mike D and Thomas, thank you Thomas for keeping an eye on Ben the dog throughout the evening. Our youngest member of the area Bryony (5 months old and I am sure Dad is already planning her first car) was there and she brought Mum and Dad with her.

The sad news is that due to health concerns we have had to sell our Spitfire, the temptation to drive it on a sunny(!) day is great but unfortunately Paul's back now meant that driving it was not a good idea, however I know that it has gone to a good home and the new owners will have a great time with it. On **7/8 July** we will be at the **Horsham Historic Show at Ardingly**, we will have the stand in the Show area so if you are around then please drop in and say hello.

As a lot of you may be aware this is my last year as Area Organiser as it is time to move over for someone else to make their mark in the area. If you are interested in being an AO I am more than happy to chat through what we have done over the last 5 years or so.

Enjoy the next few months and see you over the summer.

*Sue & Paul*

### GLOUCESTER

Tel. 01452 790126

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

Well just back from the very soggy Isle of Wight weekend and having dried out a little I thought it best to gather together some news.

Those of you that keep tabs on us via the facebook group page or the area website may know some of this but for those still easing into the 21st century here goes.

Drive it day was reasonably kind to us regarding the weather and we took a good contingent along to enjoy the museum and the drive out.

Vicky excelled herself with the picnic and a veritable feast was laid out for the hungry hoard to devour.

There was a good array of cars out and the trophies were all presented without jasper demolishing them first.

The fish and chip run to Bourton on the water was unfortunately a bit of a washout both because of the weather and also the poor turnout but it's always difficult to drum up support with the wettest April on record working against you.

Jane, Vicky and Barry managed to find shelter in a local hostel-ry and no doubt some warm goodies to savour too.

As mentioned at the head of this news the April showers decided to hover around into May and although we had a nice dry run to Portsmouth most of the weekend was spent under grey skies with rain ranging from drizzle to heavy downpours.

Being the hardy bunch that we are we ignored the stuff we couldn't control and got on with the bits we could.

The event was as usual well organised with an excellent turnout and variety of places to visit to suit all comers.

Gary from north Glos area joined us for the trip and along with first timers Steph Vince, David, Rob, Hanka, Mark and Ashley we had a nice group in attendance. It was good to see David and Corrie over visiting from Holland too.

As I write this the Cleeve Vale rotary clubs Prescott open is upon us and the Standard Triumph marque day too both of which will be covered next time.

I hope you are all enjoying your classics and we look forward to seeing you out soon.

Lastly but by no means least we all wish Ed a full and speedy recovery and hopefully we will see him out and about really soon.

*Andy*

Events.

**Wed-Mon 4th-9th July, Classic LeMans**  
**Mon 16th July, Area meeting at The Swan, Coombe Hill.**  
**Tues 24th July, Pub run to the Shutter inn, Gotherington.**

### HERTS & BEDS

Tel. 01582 750943

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Well hello hope you are not all wet and soggy from the brilliant April and May deluge, coupled with the water and hose bans due to drought!!!

Drive it day was very good we started with 10 cars with Pete, Jill, Valerie Vit6, Ray Coupe, Tony TR3, Alan + son Vitesse, Maurice + Lynda Spitfire, Oscar from Cams Spitty, Chris Spitty, Phil TR7, Karl and Sue Spitty and Pete+Stu MX5 then collected Keith, Spitty at Buckingham, with a minor senior moment on a MK roundabout we managed to get all ten cars to Gaydon and had an excellent day out, some wonderfully kept exhibit's, homeward bound was 'as and when', I believe all returned without incident. AND WE KEPT OUT OF THE RAIN, all day until 3 miles from home.

I have 15 discount passes for the **July 15th Kimbolton Sporting bears charity classic**, this gets your carful in for £8 (yes its had to go up a bit) brilliant day wonderful cars and show stalls with battle enactments and much more great for craft stalls and a jug of Pimms.

The **Luton Festival of Transport is held in Stockwood park Luton June 10th** this is operated by the Chiltern Vehicle Preservation Group, free entry to our club stand is by a free pass obtainable from me. All Passes are available from me at the PUB meetings.

AGM /open day, Alan, Barry, Ray, Jill and Stuart, made the trip to the AGM to show support and I have been successfully voted on to join the Council of Management to assist in the decision making and running and direction of the club, probably the biggest contingency of normal members for years, it was an enlightening AGM, although we missed Nigel who was unwell and this years chairman resigned a week before the meeting. Hmm!! Vivien our Gen Sec did a brilliant job of the AO meeting and the AGM many answers to many questions, all very amicable. the free drinks, beer, chilli and jackets were most welcome so thanks to Angie and Trudi and others for working hard to feed and water the rabble.

If you get this early the next meeting is **May 28th then June 25th at The Three Moorhens Hitchin**. 8pm. always the **fourth Monday** of each month. All the best

*Peter*

**NOTE to ALL:**  
**If I don't reply to your email**  
**I Haven't received It!! Bernard Ed.**



## ISLE OF WIGHT WEST KENT . . . LANCASHIRE

### ISLE OF WIGHT

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What a lovely weekend we have just had. The weather was mixed, but it didn't stop us having lots of fun at this year's camping event. Over 100 people booked in and more arrivals over the weekend, a few people arrived Thursday evening, but most followed on Friday; there was lots of catching up over a beer or two in the bar.

Saturday morning was a run out to the Owl and Monkey Haven where there was a quiz for those who wanted to take part. Some opted to walk dogs on the beach, while others stayed in the warm café having tea and cakes.

More frivolity in the bar later, together with the karaoke and disco, well that was different!

The Sunday run was to Calbourne Mill, another warm café with more cakes. We then walked along Compton beach where Jasper found a rotten fish and rolled in it before eating it, this almost made Jane and Gary require a sick bag. Back to the campsite then for the barbecue, Derek Sandy, a quiz and the raffle, I will let you know the results next month.

Monday we drove to the Wight Mouse pub had a lovely lunch, then went for ice cream by which time the sky had cleared to show the spectacular view over Chale and Freshwater bays.

Thank you to Angela and Graham and their helpers for organising the event and to all of you for coming over and taking part, I for one had a fantastic weekend and my ribs are still aching from all the laughter.

#### Meetings for June:

**Mon 4 Bembridge Street Fayre**

**Sun 17 VHVC Charity Classic Car Show, Arretton Barns, all welcome**

**Mon 18 Area Meeting, The Woodmans Arms, Wootton 8pm**

See you all soon, regards

*Tracy.*

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

Drive it Day 2012 - what a superb day and drive organised by our fellow enthusiasts from Canterbury. Nine of us turned up from West Kent to join Canterbury members on their run to Dover from the Maidstone Services on the M20. It was a lovely route taking a nice circuitous drive through the Kent countryside along some very nice roads avoiding the M20 until near Dover where we had to go through the road tunnel near Folkestone. I just had to drop the Stag into 2nd and accelerate through there - 'hooligan' I hear you say!

The Dover Transport museum was our destination and I must admit, this is a real gem with some lovely displays of cars, commercial vehicles and a superb railway layout. The weather stayed kind all day until near home when hoods were needed on the return journey near Maidstone due to torrential rain.

Our thanks go to the organisers, Mick and Steve of Canterbury Triumphs.

Club night the following Tuesday was a fairly intimate affair with 8 of us around the table discussing a number of topics ranging from the aforesaid DID to future events and the forthcoming legislation in France requiring alcohol breathalysers to be carried. I had been over to France the previous day and picked up a kit containing two tests from Carrefour at Cite Europe for 2.9 euro, I am told Halfrauds are selling these for £5! I also took the opportunity to fill up my Diesel car at 1.40 euro a litre, sorry Mr Chancellor!!!!



### TSSC AREA NEWS

I can confirm that we have secured a stand at the Bromley Pageant for 3 cars and have volunteers in the form of Colin Hugh, Rob Garrett and Colin Robertson to display their cars there. It is a long time since West Kent have been represented at Bromley, if this is successful, we may go for a larger stand next year but this will need commitment from our members as it is much more expensive.

The next show is the South of England Meet on 13th May at Leatherhead and will have passed by the time this report is published. I hope we will have had a convoy of sorts there. I was going to give the Stag a run there, and may still do so if it's a wet day, but if the forecast is reasonable I shall be going in the Spitfire in honour of the 50th Anniversary.

**The Buds of May show is on the 8th July** if any one is interested in going, I can't attend this year due to holiday commitments (again!)

**Our Dering Arms Run is planned for the 12th August**, all other dates clashing with Show dates. We will be leaving the car park at The Cock Horse at 10am

Regards

*Steve*

**LANCASHIRE** Tel. 01282 449099  
e-mail: [kev.makin@hotmail.co.uk](mailto:kev.makin@hotmail.co.uk)

Well this month has seen an increase in classic car activity, starting with the drive it day 22nd April. This year we decided to do the run organised by the Pilling and district old car club that would cover 80 miles of Lancashire countryside. Seven of us joined another 15 vehicles for the day out, given the poor weather whilst driving to the starting point it actually turned out fine and dry for the rest of the day. So with tops down each car set off on minute intervals the route was given in the form of tulip diagrams and descriptions or 'daffodil' diagrams according to Glen. After four hours of driving over roads you never knew existed we ended the day in a pub on the A6 having pie and peas (and a pint). Congratulations to Pilling car club for a top day out.

The 18th was our monthly meeting where we had 18 people arrive for a very sociable evening. Richard has been hard at work on his Spit over the winter and it's looking 'deceptive', I say deceptive because you can't see or know about the type 9 five speed box he's fitted or the central locking or the multi speed heater, what next!!!! Debbie was asking advice on door alignment on their GT6 and received several methods of how to approach this 'sore' subject. Later on inside, this year's consistent quiz winner's Debbie and Leyland were held to a tie by Mr & Mrs Petty.

Finally on the 6th May a few of us went over to the spring classic car show at Ripon racecourse. Good weather (although a cool breeze) ensured a good turnout of cars on show, and a good autjumble which meant that Kev Ollerton could replace a missing exhaust bracket, and so the A team swung into action, oh well done Mark. Leaving the show Dennis and myself opted for the quiet country roads over the moors and through Pateley Bridge, much better than sitting in Sunday Traffic.

That's all for now.

*Kev*

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



## LEICESTER & RUTLAND . . . LINCOLNSHIRE LIVERPOOL . . . MANCHESTER

### TSSC AREA NEWS

#### LEICS & RUTLAND Tel. 07774 276564

Drive it Day and clear blue skies. One group of seven club cars met at Fosse Park and proceeded down to the Heritage Motor Centre at Gaydon. By the end of the day about ninety club cars had arrived, some from as far as the Kent area. Local areas were not so supportive, but understandable, as once you have been to Gaydon, not a lot to go back for. Some of our area have visited several times. We called in on the way home for a meal which I had organised in advance. By then the weather had changed to April showers.

The other group of four club cars met at Uppingham by 9 am and all managed to park in the Market Square. This was the start of the Stilton Cheese Annual Classic Vehicle run and by the end of the day, some 289 classic vehicles had taken part. We could leave when we wanted along the planned route taking in some lovely countryside of Leicestershire and Northamptonshire to end up at the Bell Inn, Stilton. Chris with John M navigating led the way and we saw more of the countryside than we intended. At the first junction, two cars turned right and two cars, correctly, carried on. We all met up again at the New Lodge Farm shop to enjoy refreshments and a delicious hog roast. The car park and adjoining grass field were full by the time we left. Again we got split up after some reversing and turning around took place but we all came together again at Stilton where we all enjoyed lunch, a drink and a generous helping of Stilton cheese. Great day out and one for the calendar, all in aid of the Air Ambulance. By the time we left Stilton the weather was looking threatening and we soon got wet.

The next trip was to be to Catton Hall but was cancelled by the organisers due to the weather. For the remainder of May we are at Snibston Transport Festival on Sunday 13th, whilst a select group of us attempt to get to the Laon Historique in France. Several members have booked to go to the Standard Triumph Marque day at Prescott on Sunday May 20th. The Northants weekend of the 26th and 27th we hope to be there either for the weekend or on the Sunday.

**June we have Stoney Stratford on the 3rd, Stapleford Steam Festival on the 10th and the Peak Run on the 24th** so lots of events going on.

At the May meeting members produced fliers for **classic car meetings at Harlaxton** on 9th May and for a regular meet at **Melton Mowbray, held the second and last Sunday of every month from April to October.** Lets hope that the weather picks up so that we can, as an area support these local events.

I have booked our area **Christmas dinner at the Red Lion for Saturday 15th December** so let me know if you wish to attend. Limited to about fifty members so first come, first in.

Has anyone got an Amphicar for sale!!!

*Dave*

#### LINCOLNSHIRE Tel. 01529 307302 www.lincstssc.co.uk e-mail: garth@lincstssc.co.uk

Hi everyone. This soggy news comes from a return home from the even soggier Isle of Wight camping weekend.

We made the best of the weather and enjoyed a bracing sit out on the front of the Spyglass Inn at Ventnor for lunch as usual on Friday - after getting the bus to and from Wroxhall, they run both ways now!

Saturday saw us all going to the owl and monkey place at Newport. Garth and I also went to IOW Lavender which is

pretty.

The pizzas at the campsite cafe are to be recommended by Simon, Sarah, Scotty, Amy and Crimpy (the dog) as well as a round the Island sightseeing tour courtesy of Simon's map of the Island - which looked pretty comprehensive!

More rain on Sunday saw us at Calbourne mill - the cakes were mightily impressive edible works of art and the line up looked amazing. We ended up in Godshill for a lovely lunch followed by gorgeous cream teas and a mooch round the shops....we eventually found Havenstreet railway's beer festival was up to its usual standard while we waited for our other Lincs members including Crimpy to enjoy their ride on the steam train.

We unfortunately missed the BBQ but the quiz was interesting - we managed joint 3rd which is very respectable.

The Herald and TR7 just about managed the round trip without major incident - more luck than judgement probably!

This weekend is SEM at Leatherhead and hopefully will be drier than IOW

Plans are in development for our **camping weekend in September** and we are hoping to descend on the **Peak run** soon....as well as **Waddington air show**....and possibly **Wickenby wings and wheels**.... Keep your eyes peeled...

See you soon

*Ellie*

#### LIVERPOOL Tel. 0151 5491267 http://www.triumphliverpool.com e-mail: triumphliverpool@gmail.com

Just a quick report for Liverpool Area this month, first up we now have a date for the annual Area "get-together". This year our hosts will be North Wales Area on **Wednesday 20th June at Ruthin Castle.** It promises to be a great night again, with the added bonus of a drive through some lovely scenery into North Wales.

It looks like as last year's outing to Wirral Area we'll be meeting at the Costco car park by the Wallasey Tunnel, probably about 6pm, I'll contact everyone with a definite time soon.

We had a very strange "Drive It Day" to say the least, we were caught up in the last stages of the "Liverpool Sea Odyssey", must be the first time a Classic Car event has been disrupted by 40ft Giants! Anyway we made the best of it and at least more locals saw our cars than we first thought.

That's all for now, save to wish all our members the best of luck with their cars as we all seem to have them off the road at the moment in various states of (dis) repair!

Cheers,

*Alex*

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

We had Drive it day on 22nd April from Elm Cottage Winsford (home of our Manclins Weekend) there were at least a dozen cars in wet conditions testing the route that we will be taking on our Manclins Weekend and everyone seemed to enjoy the run and stunning views. I would like to thank Les, Paul and Plat for all the hard work in devising a brilliant run.

Our Area meeting was very well attended with 34 members present a very warm welcome to New Member Keith Egerton in his lovely red Triumph Acclaim HLS sorry Frank and I didn't have chance to sit down with you as we had a very busy night (Frank and Mark did get outside to have a look at your Triumph) but I am sure Mark and the gang made you welcome, and hopefully we will have more time at the next meeting.

The **August Area Meeting Date has had to be changed to**

## NEWBURY . . . NORFOLK



### TSSC AREA NEWS

**THE SECOND TUESDAY 14TH AUGUST**, due to our Hot Tub Holiday in Wales.

Janet Davies XDO (Xmas Doo Officer)

I know some of you were at the meeting when we talked about the Christmas do unfortunately I didn't make a note of who wanted to be included. The full details are we are proposing to go to the St Ives Hotel in Lytham St. Annes <http://www.thestiveshotel.co.uk/functions-events/christmas-parties>

The dates that are available are:-

**Saturday 15th December**, although there is only space for 22 people to stay on this date. **Saturday 22nd December** more spaces available. **Any Friday**.

The price is £58 for meal and accommodation and £38 for meal only. Please can you let me know asap the following?

1. Do you have a preference for **15th or 22nd**, if only 22 people want to go then we would probably go for the **15th**

2. If neither of these dates is selected would a Friday be acceptable and if so do you have a preference as to date.

3. Do you require the full deal or just a meal?

4. How many places do you need reserving.

Please could you bring £10 deposit for each person to the next meeting? Hope this is clear if not don't hesitate to contact me.

**The Area BBQ will be 7/ 8th July** thanks to everyone that has volunteered food and drink, and a big thank you to Jez and Debs for turning their lovely home over for our enjoyment. We will be attending the Rose Queen Fete on Saturday and a trip to the ice cream parlour on Sunday. There will be at least 6 caravans and 3 tents with loads of BBQ visitors.

**Dates to remember in June**

**Area Meeting Barton Aerodrome Tues 5th June 2012.**

**Tatton Park Fri 1st/4th June.**

**Dales Fri 15th/17th June**

**Peak Fri 22nd /24th June**

See you all soon

*Pip n Frank*

## NEWBURY

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

The meeting at the beginning of April had to be held in the bar area of the pub as the dining room was being used for a function, but we managed. The car park was full, as it has been for the last few meetings. After discussion we decided that we would hold our annual **Cars in the Car Park event on 13th June** at another venue, as it would be very difficult to organise at the Spotted Dog. We decided on the **Winning Hand on the A4 towards Theale**, where we had the Quiz evening with the TR Register and our mystery Sunday lunch. It has a large car park which suits our needs very well. This has all been arranged with the Winning Hand, to arrive from 7.30 p.m. They will be giving us exclusive use of the function room at no cost. So get polishing those cars and your car may well be "The Car I would like to take home". If you could be there by 8 p.m. this will ensure that your car is looked at.

The second meeting in April was also well-attended. Patrick and Jean gave feedback on their pub research for the Friday evening meal at the start of the camping weekend. They narrowed it down to 4 and by the time you read this we will have decided on which. The taxi run to/from the pub will also be in place. Thanks to Patrick and Jean for their research – must have been hard going from pub to pub!

Lambourn show suffered from the deluges of April/May and was cancelled by the organisers.

It rained most of the morning/early afternoon on the day of Popham too. All in all not a good start to the season, but there is plenty of time for it to dry/warm up and get our cars to local

shows and as well as the bigger events.

Next Meetings

**13th June Cars** in the car park at the **Winning Hand, Bath Road, Midgham** starting at 7.30. **NO MEETING AT THE SPOTTED DOG.**

**27th June** starting about 7.30p.m. at the Spotted Dog

Events

**10th June Churchill Village Show**

**22nd-24th June Camping weekend**

Keep 'em flying

*Mary and Dave R.*

## NORFOLK

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

Tel. 01603 426539

Hello again folks, it's great enjoying all this rain and a hosepipe ban, it makes it so easy to wash the car, not!! This month has been fairly busy, although I have not caught up with everyone yet as we have not yet had our monthly meet. For those who forgot its a bank holiday, so delayed meet to the 14th May, not the 7th. Back on the 8th April a good number turned out for Davids run, starting at the Bird In Hand. We had a grand tour around the area, which included a coffee stop at the local whisky distillery!! (I believe there were some brief tasting experiences), the run then continued through Thetford Forest, stopping at Mundford for a well earned lunch break.

The 15th saw a visit to Neatishead Radar Museum with the Stag Club, which was very interesting, so much so that as numbers were limited, we may organise another visit later in the year.

The 22nd was National Drive It Day and the St. Georges Day Run, starting at Sheringham and finishing in Hunstanton. Yellow John and Brenda stood in for me as I was fettling the TR4 ready for later events, however it was reputedly a good run.

The 5th & 6th May was the Donington Historic Race weekend, which several of us attended, I even saw Robin and his Dad! With luck and I'm sure a fair amount of skill Adrian will have assembled the footage from various cameras belonging to Peter, the TR Club, his own and mine and will no doubt come up with something great to watch, as per last years.

Bank Holiday Monday saw several people on the MG Heritage Run, although Yellow John did comment that the Triumphs were a little out numbered by various German cars as well as the MG's.

Next weekend will see a few of us in Laon for their Historique Festival, so hopefully yet more footage.

The 19th - 20th is the Prescott Hill Climb and **3rd June** will be my run, the **Red Coat Run and Jubilee Rally**, so please ring me if you are interested as I need some idea of numbers. **Tel. 07825994927.**

Don't forget the **June meet on the 11th** is not just a joint meet, we are trying to assemble as many Triumph Clubs as we can and there will be a Pride of Ownership competition, so come and join us.

Sorry I will miss the meet on the 14th as I will be on my way home from France. I'm sure there will be tales to tell!!

See you soon.

*Mark*

**NOTE to ALL:**  
**If I don't reply to your email**  
**I Haven't received It!! Bernard Ed.**





## NORTH EAST . . . NORTHERN IRELAND NOTTINGHAM

### TSSC AREA NEWS

**NORTH EAST** Tel. 07917 738091  
e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)  
http://tsscnortheast.blogspot.com/

Hi all. First off, the **JUNE MEETING IS MOVING TO SUNDAY 10th**, same time and place as usual. Mainly due to the fact it'll be the third month in a row where the meet clashes with a bank holiday and as it's the Jubilee one, it's a biggy and lots of people are likely to be away.

Back to normal, the May meeting was well attended with 22 regulars and some new members.

Firstly Phil Rhind who owns a 1500 Spitfire came down from Stanley, Ian Bews, also from Stanley had a deposit down on a MkIV Spitfire which he should have collected by now. Finally on the new member list is Ken Rogan who has a GT6 Mk3 needing some tlc, namely cross member repair and bonnet.

Other car news, Chris Fish should have his Dolomite Sprint done by the June meeting. Rich Eagle HAS sorted out the engine core plug. Gavin Brown is going to fix his crank oil leak, hopefully more successfully than previous attempts. We should soon have a Bond visiting the meeting as I recently helped Ian McPherson in Whitley Bay successfully get a number plate from the local DVLA office. They wanted to issue a Q-plate as the car has been made from lams long term owned '62 Herald 1200 and a Equipe GT4 tub and bonnet. Fortunately, we were able to convince them that it was all done as in period and he has a nice plate for it. If you see a powder blue Equipe knocking about then you'll know who it is, Ian did everything himself since retiring around 18 months ago.

We are attending the **Corbridge show** again on **Sunday 1st July**. If you haven't already booked into the show, we'll have our own area which you are all welcome to attend.

I can book you on if you give me a name, vehicle type, year and registration.

Looking onto going to **Holy Island**, looks like **Sunday Sept 23rd** is the best day for a wide crossing window.

Well done to Mr Falcus for his recent Treasure Hunt. Well done to Brain A. for narrowly avoiding winning again (by 1 point) and congratulations to team Fish who did win. A very good turnout considering the weather on drive it day. Well done all. I know a number of other events in the NE were cancelled, some down to the cost of fuel! It appears that the Burnhope Vintage Vehicle Run is going to disappear for good, though there is a slim chance it may return for the 25th running which was the previous one that was cancelled. Not likely to be this year though.

All the calendars have gone, just Andy D and Graham to collect (and pay for) theirs.

I've got nothing else for now. See you in **June**.

If you aren't getting the area emails please send an email requesting inclusion on the area list to [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk). This will get forwarded to me. All the best

*Mark*

## NORTHERN IRELAND

Tel. 028 2587 9189  
e-mail: [northernireland@tssc.org.uk](mailto:northernireland@tssc.org.uk)

Well, that's another Totally Triumph behind us and hopefully in the sun shone and everyone had a great day. I will provide a more complete report for the next edition of the Courier with a list of award winners, etc.

Likewise, all those that went west for the annual bank holiday

run hopefully had a great time and the sun shone on them. If it was anything like previous year, there will have been a couple of beers consumed and some stories to tell!

Due to family commitments I wasn't able to make the May meeting but I will try to find out what happened from someone who was there and update everyone in the July edition of the Courier.

I was also unable to make the Argory or Shanes Castle event due to other commitments and the weather. I also have the slight problem of how to fit 3 car seats onto the back seat of a 2000, looks like I might need to modify a Standard Atlas into a people carrier!

As we get further into 2012, here are the dates of the upcoming events for your diary:

**Sat 16th June - Kilbroney Show, Kilbroney Park, Rostrevor.**

**Sun 17th June - Cars of Yesteryear, Mounstewart National Trust property.**

**Sat 28th July - Tulip Rally. Organiser: Mark Raine.**

**Sat 18th August - Sperrins Run.**

**Organiser: Douglas Hogg.**

**Fri 17th - Sun 19th August - Stafford International Weekend.**

**Sat 15th Sep - Antrim Hills Run. Organisers: Stephen Kernohan & Douglas Hogg.**

**Sat 13th Oct - Co Down Ramble.**

**Organiser: Alan French.**

**Weds 5th Dec - AGM**

If you have any questions about the above events, please contact the organiser for further information.

Well, that's about all for this month. I look forward to seeing you all at the meeting next month on **Weds 6th June**. As always, we start at 8:00pm at **Nortel Social Club in Monkstown**. Best Regards

*Mark*

**NOTTINGHAM** Tel. 07971 017012  
[www.notts-tssc.org.uk](http://www.notts-tssc.org.uk)

Hello again. It seems the 2012 season is now in full swing following the AGM where Nigel Hill (our joint area AO with his good wife Claire) and myself both received awards from the TSSC COM at the meeting. Nigel received a very nice engraved tankard for his contribution of labour in the installation of the Herald Bar at HQ (See the article in the May Courier) and I was nominated for the award of "Outstanding Contribution to the TSSC 2012" which I was told was for my willingness to be the first to volunteer, my taking on the Stafford International Website and my willingness to work at Stafford and for the event I organise at the Churnet Valley Railway. Many thanks to my AO for putting my name forward for the award. I am most humble with his trophy for my .... Er... Well, we have to find somewhere to place it as we don't have a mantelpiece or cabinet! The toilet was suggested by my AO but there is enough waste in there all ready.

Drive it day saw a great gathering at Gaydon Motor Heritage Centre with well over 100 cars attending the day, from around the country, many braving the April showers that we had despite the hose pipe bans (I know, go figure!?). There were some excellent cars on display ranging from Royal Land Rovers to Land Speed record holders. From Lady



## PETERBOROUGH



### TSSC AREA NEWS

Upcoming events - : June  
15th-17th - Dales Weekend  
22nd-24th - Peak Run at Derwent Valley  
July  
6th-8th - Le Mans weekend  
20th-22nd - Silverstone Classic. at Silverstone  
Don't forget, we're on Twitter @NOTTS\_TSSC

*Andy*

## PETERBOROUGH

Tel. 01778 560507/01780470358  
<http://www.tssc-peterborough.webs.com>

May is when we start to really enjoy the light evenings and the ability to hold our meetings outside. Sadly the weather this year has not been playing in our favour and so it was quite a shock to have a fine evening for this meeting. Fine but rather chilly I'm afraid so it was only the hardy few who really engaged in those classic 'bonnet-up' discussions.

Fortunately for those who remained indoors I was able to offer a suitable distraction. True to his word Bernard at HQ had delivered our area calendars in time for this meeting and I'm pleased to report they have been well received with over half being sold on the night. Thanks to Bernard for your efforts and thanks to all of our members for supporting the calendar by buying a copy. If you are reading this but didn't get to our May meeting you may want to get in touch to reserve a copy asap!

They are only £6 and feature some well-known faces and cars from the Peterborough Area.

Dare I mention already that it is never too early to be thinking about next years calendar so please remember to take a camera with you to the shows this summer and get snapping!!

It isn't often that we have a formal meeting so I hope the fact that we wanted to get everyone together for a specific discussion for the latter half of our May meeting didn't come as too much of a shock. Doug had recently attended the TSSC Area Organiser Meeting and the TSSC AGM. It is clear that all is not well with the club with significant losses reported for a second year in succession. As a result the club has emailed a questionnaire about what the members would like to get from the club and we thought it important to discuss this as a group.

In many ways I think we ended up with more questions than answers. Clearly the main message from our area is that the club needs to highlight loss-making areas of the organisation and then address these areas as would any other business. There was a feeling that what the members want or like should actually take 2nd place to what the club needs to do to survive. I will email the questionnaire to all our local members in the next few days and please do try to get your feedback to the club as quickly as possible. If the feeling is that this survey is not addressing the issues properly then this needs to be made clear to the guys at HQ and I would urge all of you to make this clear in your responses.

One point I will make is that this situation is not unique to the TSSC. All classic car clubs are struggling. After all we are deep into a recession, which appears to be double dipping, fuel prices are through the roof and jobs are being shed on a regular basis - all over the UK. Couple that to the fact that the classic movement is an ageing group, with youngsters largely precluded from joining due to the problems associated with getting insured and you can see just why this situation has arisen.

Let's hope the TSSC can make the right decisions to trim the fat where necessary and emerge leaner and fitter when the economy improves.



Penelope's FAB 1 Ford from the last Thunderbird movie to the last known prototype TR7 Saloon which was known as a "Lynx". It didn't have the same appeal as the 2 seater TR7 though to me though, the lines lost and looking more like a Rover SD1.

I think a great day was had by all and some new friends made. Well done to all

that either marshalled or organised the event on the day.

Now, moving on. Aprils meeting had good weather and was well attended by no less than 4 spitfires, 2 stags, 2 TR6's a PI and a SAAB and a TVR. The Spitfire ale seems to go down well as does the great puddings they serve.

It was nice to see some of the long standing members joining us out at Thoresby Hall classic car and bike show on Bank Holiday Monday, along with some new faces with a GT6. The down side was that it was a very cool day once the sun went in about half past ten and with a few spots of rain hoods went up and engines started and that was the last we saw of Ian and Pete. Thankfully a few more of us braved it till nearly 3 pm to get our little "plaque" as a thank you for attending. There were some really nice examples of cars from a multitude of manufacturers over many decades and it is a show well worth visiting if you ever in our area.



Now for an update on the TR7 belonging to my father in Law, John, who has now become Notts areas newest member since the AGM. Welcome aboard! Well, John has spent a very long time spraying and polishing the main body of the car in Inca Yellow and for a first time doing it himself he

has done a very professional job. I don't recall seeing any paint runs before or after polishing. I have reskinned the drivers door- a first for me and I'm very pleased to say it was success on the first attempt. The "curve" in the body panel on a 7 door lines up perfect after packing with a new gasket on the hinge. Now to paint it. The setback however came with the passenger door. As you may recall the original door was a little too far gone for repair so we purchased a reskinned door from eBay. A parcel arrived... Not quite the right shape.... And turned out to be a sub frame. A few emails later by John and it transpired that the winning bidder for the sub frame had, you guessed it, received our door. After the parcels were exchanged by courier it came to the trial fit, only to find the door skin was not in the correct place so has to come off and be adjusted so it can fit in the door way without it dragging on the sill. m And that is the TR7 so far.....

Finally a welcome to new area members - Mike Baker and Associate & Paul Hilton. We look forward to meeting you soon if we have not already done so.



# PETERBOROUGH . . . SCOTLAND CENTRAL WEST SCOTLAND LOTHIAN & FIFE

## TSSC AREA NEWS

### Peterborough Continues

Sadly with so much time devoted to this important topic we ran out of time to cover some of our recent successful area events - so apologies for that. By all accounts Brian and Graham organised an excellent day out at the Coventry Motor Museum and Colin had only just returned from a classic car show in Laon, Northern France.

It was a shame not to be able to hear the full details but perhaps we can ask them to report at our next meeting.

Finally - though again I only caught him briefly - it was great to see David pop in to say hello on a trip back from the USA. His beautiful black GT6 is for sale so if anyone is interested please get in touch with Doug or myself and we can put you in touch.

Next month we meet on **Monday 11th June at The Bertie Arms, Uffington near Stamford**. Any time from about 8pm is great. Why not come along and join us for a noggin, natter and nosh. I understand the weather will be positively balmy by then (says he hopefully) so bring your Triumph too!

All the best

*Paul*

### SCOTLAND CENTRAL WEST

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Firstly the May meeting was well attended with three Club cars. The rest were in moderns, including me although I did bring part of my Spitfire. The clutch driven plate with the centre detached. I don't remember changing it since the car was rebuilt. Possibly 15 years? Thanks to Danny the recovery driver for dealing with lack of drive on Tuesday after the Club run. We also had a returning member and another on a classic Ducatti (noisy, but in a good way). The cars are beginning to come out after the cold spell and, our mascot Dougal was out too. We looked over the cars as usual and then went inside as it is still cold and midges were just coming alive. We went over the details for the shows we will be attending, so if you want to come let me know in advance as I have to submit forms and monies well before the Area meetings.

Football and bingo was also on so busy area. Zoë was bar manager but was also feeding us weird sweets (you never know what you will get at a meeting).

Report on Drive It Day. A fine dry morning greeted us at Lochinch, where despite the car park being used for an event, six cars congregated for the start. We also had arranged to pick up more further along the route which we were still working on. We were rapidly turning into the red Spitfire Club again with 4 (me, Colin, Mark S, Kevin and Dawn from the East (good to have you join us). John was in his Herald 1200 Conv. (green) and Ian, who had many miles already under his belt, in his Spitfire (yellow!) Ian did the honours of leading us this time. Over the Erskine Bridge to pick up Ronnie and son (Spitfire, white!), Brian (Spitfire, green!) and David B (Opel Kadett, black). After a brief stop we headed up Loch Lomond to the Rest and Be Thankful. A beautiful run with lots of cars out for the day. We met the Stirling and District CC amongst others and had bacon rolls with the best view of the day. We continued on to Inverary where we were joined by another Ian and his wife in a Herald 13/60 conv (white). We all had a good lunch in the George Hotel. (The second time this year we have all sat down to a proper table meal) and after a brief walk around town we decided to go on to Crinan. Now, my navigational history is not the best so

you know what's coming. Needless to say I got slightly separated from the lead car and took the wrong main road. Tarbet is very nice but apologies to the following car (Mr Opel). We did turn round and catch up at Crinan where all drivers were treated to tea and shortbread (my forfeit for mis navigation). We all set off home by different shorter routes and I was in convoy with Mark and David B and managed to find my way back. A good day out for all club members and classic car owners in general, good publicity. A lot of people out this year all over Scotland in all kinds of vehicles, we had a plan B if it was bad weather but didn't need it. Thanks to all who came on the run, hope you enjoyed it, a true Drive It Day. (I did have sat nav and a book of maps but it didn't seem to help).

Two days later the Spitfire clutch needed replacing as I lost drive going home at night. All back together for next meeting and shows hopefully.

Reports on the shows I managed to get to, next month. We have had invitations for **Hamilton and Leven** so names please, places are limited. See below for dates. The SVVF Scottish Yearbook is published. I will list shows of interest at this point. Definite numbers will be needed in advance if we are to have an Area Stand, otherwise we can go as individuals for a day out.

**2012 Show Dates Only (not booked).**

**10th Jun - Thirlstane Castle.(??)**

**16th Jun - Hamilton Town Centre (Saturday)**

**\*Names Please\***

**24th June - Leven. This may be with new East Area.\*Names Please\***

**8th July - Glamis**

**15th July - Eglington Park (Jaguar Club).**

**12th Aug - Biggar Rally**

**17th - 20th August - Stafford. Scottish Area Stand in Main Hall will need manning, but cars will be inside.**

**26th Aug - Kirkintilloch Canal Festival.TBC.**

**9th Sept - Scone Farming Show**

**16th Sept - Selkirk (Cumbria Area)**

**23rd Sept - Museum of Flight**

The rest of the info from the SVVF is at [www.svfv.org.uk](http://www.svfv.org.uk) now published. Any suggestions?

Next Meeting is **Wednesday 6th June 2012 at Lochinch.**

I am off to refit the interior of the Spitfire now. Hope you can make the meetings or shows.

*Gregor G*

### SCOTLAND LOTHIAN & FIFE

Tel. 01383 822340

April saw Lothian and Fife's second monthly meeting at the Elgin Hotel in Charlestown and despite a more modest turnout this month (three members including myself) a lovely evening was had. Sophie (my Spitfire) wasn't in attendance as she was away at the time having her new soft top, stainless exhaust and manifold being fitted which I am happy to report went well and she is now looking and sounding very smart indeed! However, Jim and Stuart certainly did not disappoint with their car selection on the evening!!

Jim brought along his gorgeous Gentry sporting its most striking cream and red colour scheme which suited it down to the ground. Stuart wafted along in his absolutely stunning 1958



Armstrong Sideley Sapphire which looked resplendent pulling



## SCOTLAND NORTH EAST SOMERSET



### TSSC AREA NEWS

into the car-park in its very striking cream and blue colour scheme, and I can confirm it sounded every bit as good as it looked!! The two cars looked fabulous and made a nice contrast to one another. Seeing



both models was a first for me and a welcome treat indeed. I have attached a couple of pictures for your viewing pleasure. We had a good blether for a few hours about up-coming events and about cars we have owned past and present which made for a nice relaxed evening. As always it was lovely to see you and the support is greatly appreciated. It has been a busy month in general: I have been updating our area's website: <http://tss-clothianandfife.weebly.com/> (anyone wishing their car's photo on the site please get in touch) and I have also had the pleasure of speaking to one or two members on the phone including former area organiser Ian Robertson. I always enjoy a good chat so any member wishing to call for a natter it will be great to hear from you.

I haven't as yet had any takers for the three shows that were listed in the April Courier so would like to take this opportunity to remind members that if they wish to attend any of the dates below please get in touch as soon as possible in order that I can get us booked in. It would be really nice to get to some shows as a group and to meet more members: everyone is welcome regardless of car model or condition. The shows are great fun and are always a super day out. The show dates are:

**June 17th 2012: Festival of Historic Transport at Lathalund Vintage Bus Museum, near Dunfermline, Fife**

**July 8 2012: 38th Scottish Transport Extravaganza at Glamis Castle**

**September 16th 2012: The Selkirk Rally at Selkirk**

By the time you read this we will have had our May meeting, and I (thankfully) will have finished my Dissertation and with that finished Uni (Hoorah) leaving me more time to dedicate myself to being an area organiser. I look forward to seeing you at some shows and of course at our monthly meetings which take place on the **second Wednesday evening of the month, 7.30pm, at the Elgin**. Hope we are all well.

Kind Regards

*Russell*

## SCOTLAND NORTH EAST

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Hi. We have has a poor run of weather during April which is a shame as things started out so well, let's hope we can now get some fine top down weather

Drive it Day report; the day started off wet with a very heavy down pour as we were assembling at Aberdeen beach front, however it started clearing up as we reached our first stop at Milton of Crathes and stayed fine from then on, I counted 51 cars all members of one of the Triumph clubs or the Garioch Vehicle Restoration Society. We all headed for Montrose where a visit to the Air Museum had been arranged. The return Journey was via the Cairn O' Mount which is a very steep "drivers road" rising over 350m in 3 miles - great fun.

Our next meeting is the start of the twice monthly summer meetings and will be held at the **Marine Hotel, Stonehaven on**

**Thursday 14th June** the end of the month meeting will be on **Thursday 28th June at the Ythanview, Methlick**. It is the Triumph Mid Summer Run (already!). It is planned that both these meetings will be meal evenings. For the meal evenings many of us bring along our partners but is not compulsory, if you are joining us for dinner be there around 7:30pm otherwise it's 8:00pm is fine. We usually get a good meal at the Marine and it has a fantastic setting on the harbour front.

As usual the four main Triumph clubs (TSSC, Stag OC, TR reg & 2000-2500-2.5) should be represented, our local group is called "Grampian Triumph Clubs". Let's see if we can get a good turn out by the TSSC members this month, last month was very poor. As usual Mike Hedges will give us a reminder about the meeting.

The other events for this month are as follows;

**3rd June Fraserburgh Rally (SOC has a stand)**

**8th- 10th June Triumph Summer Weekend Run, this is organised by Mike Hedges and this year the Triumphs head for the Borders, not Perthshire as published.**

**10th June Tayside Classic Rally in Errol.**

**10th June Kildrummy Rally**

**17th June TRIUMPH DAY it's the big one - get polishing - details will be sent out to members by email\***

**24th June Thomson Rally (Triumph display)**

If you are a TSSC member and also have a Stag, like I do, you are welcome to join us at the monthly **Grampian Stags meeting which is held on the 3rd Wednesday of the month at 8pm in the bar of the Shepherds Rest, Westhill**.

One of our Stag members Graham R has his car up for sale (now sold and heading south to Hertfordshire), he has bought a very nice Perthshire registered gold TR7. There are two or three good looking TR7's going around Graeme C has a cracking yellow one. I can feel a competition coming on between the TR7 owners!

Details of meetings/events and any changes to the published will be notified on [www.brmmbrmm.com/grampiantr.bb](http://www.brmmbrmm.com/grampiantr.bb) - Events Diary or Stop Press page.

If there are any new members to our local area please get in touch with me. I will add your email address to our mailing list so you get the notifications and updates of meetings as the year goes on.

That's all for this month. Cheers

*Danny*

## SOMERSET

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Hi all , the meeting for March was well attended with a couple of Triumphs in the car park , a MKIV spitfire and a rally tuned Herald. Unfortunately after a wonderful April the heavens seemed to opened for the whole of April , with no cars from Somerset ( as far as I am aware) making it to Coleford and only 3 Triumphs ( and one MG ) on the Drive it day to the Bath and West Showground. I managed to get there in the dry dodging showers but like everyone else must have got drenched on the way home. Still a good show with plenty of Triumphs in the car park and a couple of beautiful cars on the Avon area stand.

I have attached a list of events for the rest of the "Spring and Summer".

**Pecorama 27 may**

**Berkley Castle 4 June**

**Doniford Bay Holiday Park ( free breakfast )**

**Contact Martin Hughes if interested**



## SOMERSET . . . SOUTHERN

### TSSC AREA NEWS

## Somerset Continues

**Iminster Classic Vehicle Show 10 June**  
steve@allthingsbrightandbeautiful.co.uk

**Big Pit , Drive it Day 24 June**

**Armed Forces Day Weston - Super - Mare**

**23-24 June phil@armedforcesdayweston.org.uk**

**Brymore School open day Cannington 30 June**

**Lymsham Fete and Car Show**

**30 June ianhadgson2@gmail.com**

**Taunton Motor Show 1 July LeMans 6,7,8 July**

**Powderham 7,8 July**

**Sherbourne Castle 15 July**

merlinevents@hotmail.co.uk

**Langport 13-15 July**

**Stockland Bristol Village Fete 21 July**

**Norton- fitzwarren 3-5 August**

**Bridgwater Classic Vehicle Show**

**11-12 August tedroverplus@aol.com**

**Summer Classic @ Easter Compton**

**11-12 August info@summer-classics.co.uk**

**Mark Moor 26 August www.mmivf.co.uk**

**Thornfalcon 2 September**

That's it for now , hopefully more to write about next month

*Steve*

## SOUTHERN

Tel. 01252 722432

http://triumphsouth.zum.com

Hi all, On Sunday the 15th of April was the Wessex Areas, New Forest Run, Mike, Barbara and Val in the Stag and Mark and Vanessa and the kids in the 2.5S met Jackie and myself in the Vitesse at Intech on a rather chilly morning and made our way down to the Country Park just past Ringwood. The Southern area was well represented, apart from us there was Peter (Stag) Neil and Maxeen (GT6 MK1) Paul and Carol (TR5) Dave (Spitfire) and Aaron and his mate (Spitfire). We did a journey through the forest of about 30 miles to Brockenhurst where we stopped for about an hour for refreshments and to stretch our legs. The second stretch then took us another 25 miles to Christchurch Harbour , where there was an informal judging of cars by the owners. Again Southern Area did well with Neil, Paul and myself taking runners up in the GT/ Spitfire, Herald /Vitesse and TR4/ TR5 classes. Our intrepid AO won best Stag, yet again. It should be said that young Aaron should have got a prize not only for turning up and completing the route, but for embarrassing the Ferrari owners by having a louder exhaust than them.

Our first roaming meeting of the year was held at the Angel Hotel, on the Alton road. We had about a dozen members turn up on a grizzly evening. I think Paul and Carol had the only Triumph there. Hey, but never mind with ale less than £2 a pint who was worrying. Well I was actually. I had taken a perfectly good Vitesse in for an MOT, of which the car passed without any advisories and completed a round trip of about 200 miles at the weekend, and came out without reverse gear. Dave Moore and myself had the gearbox out on Saturday to find that the pivot pin had broken and the reverse gear selector had dropped into the gearbox. That was all well and good but where to get a pivot pin on a Saturday afternoon. Aaron to the rescue. A phone call to Aaron to see if he was in and a trip to near Haslemere to retrieve a gearbox he had been given to rob a part out of it. Sunday all was put back together as if nothing had actually happened. Smiley faces all round. Drive it Day has now

been renamed fix-it day.

Dave Moore is now starting to put yellow paint back on his GT6 . BE WARNED, sunglasses will be required when its finished and he turns up for the meeting.

Our regular meet was well attended, another new member by the name of Rob, who owns a Vitesse (but is under repair at the moment) joined us. We had at the last count on Tuesday 11 cars out front including Mickey's, the Thames AO who had come down for a visit. The pub has just been refurbished and looks very nice and we have been moved from our usual spot, which was getting very congested to around the corner. I believe this will be a regular thing and better as we can move about a bit more and not disturb other customers.



Monday 7th May was Popham Fly/Drive Show and yet again we were not let down by the weather, IT RAINED, it was horrible. We did however have a very good turn out of cars for the show, 3 Bonds, 2 Stags, 1 TR5, 1 GT6 MK1, 1 TR6, 4 Spitfires, 1 Healey 3000, 2 Vitesse and shoes full of cold water (sung to 12 days of Christmas) Again I feel sorry for the organisers who put a lot of effort into the event as the number of exhibits were down, the number of traders were down and of course the number of visitors were down. By 12.30 I had had enough and went home only to find the sun shining so I ended up cleaning the car.

Reports for next issue will be from SEM, the roaming meeting at the Golden Lion, Southwick, and the Queen Elizabeth Show . Up and Coming events

**June 3rd Goodwood breakfast Club, Theme Rule**

**Brittania, the best of British. 8am till noon**

**June 5th Regular meet, Seven Stars, GU32 3PG  
7.30pm onwards**

**June 9th Ace Cafe, Ace corner, North Circular road,  
Stonebridge, London, NW10 7UD Triumph Car Day**

**June 16th Bournemouth and Poole steam Vehicle Rally,  
Canford Park,**

**June 16th Portchester Gala and vehicle show,  
Portchester Castle**

**June 17th, Club Run Out to Bentley Motor Museum ,  
Please see Neil to confirm your attendance**

**June 21st Roaming meet, The Ship, Langstone, PO9 1RD**

**June 23rd-24th Midsummer Madness Weekend, please**

**contact Suzie or Guy Singleton if you wish to attend  
June 23rd 24th 2ltr & 2.5 Register Camping weeken ,  
Charmouth**

**June 29th - 1st July Cornwall Camping Weekend**

**July 1st Goodwood Festival of Speed**

**July 3rd Regular meet, Seven stars , GU32 3PG. 7.30pm  
onwards**

**July 6th- 8th Classic Le Mans**

**July 7th - 8th Ardingly Show ,South of England  
Showground, Ardingly, Nr Haywards Heath,  
West Sussex, RH17 6TL**

**July 8th Brooklands breakfast club  
July 15th The Clandon Show. Clandon Park Estate,  
West Clandon, Surry, GU4 7RQ**

**July 19th Roaming meet, The Flower Pots, Cheriton,  
SO24 0QQ**

**July 21st The Ripley show, Ripley Green, (just off the A3  
about 7 miles north of Guildford)**

**July 22nd Amberly Classic car picnic BN18 9LT  
( limited to 200 cars)**

That's all for this month, hope to see Rob again next time with his Vitesse. Take care

*Mark*

## NORTH STAFFS SUFFOLK . . . SUSSEX



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## TSSC AREA NEWS

Staffordshire members "lend me your ears" well at least your eyes whilst you read this. Your club needs you! In these difficult times of financial hardship for most of us and the club, (I'm sure you will have read the clubs financial report) so it needs you to help. You can do this by promoting the TSSC and attract new members this being the life blood of the club and one of the main sources of income. How can I do this you may ask? Use your Triumph.

We have two local major car events coming up over the summer months: **Trentham Gardens 17th June and Shugborough Hall 5th August** why not join in and enjoy a great day out and drive your car to the event, plus you can make a BIG saving on entrance charges by booking as an exhibitor. (£3.50 for two) gate price £8 each.

These events attract a lot of visitors and a line up of nice cars always gets admiring looks giving the opportunity to chat to the visitors and encourage them to join the club even if they don't have a car as they can get help and find a car through the club. (Not forgetting the **TSSC International at Stafford show ground August 18-19th.**)

At Aprils meeting I thought it was January due to the dark sky with black clouds and heavy rain which put most members off their Wednesday monthly visit to the George & Dragon, along with the normal clientele as it was much quieter than normal. (still looking for alternative venue) Apologies from Peter Coleman. So it was just a pint and a chat around cars and other stuff, despite the rain Cheshire AO Henry Jones braved the stormy weather and joined us. Henry showed pictures of Hark the Herald with the new coats of shiny red paint which made me a little envious of how good it looked, but then also a little depressed when I thought of all the hours I have ahead of me to get any where near the stage Henry is at with Hark the Herald. Talking of seeing red Karen is selling her fabulous red GT6 as she is having some difficulty driving it due to a medical condition, so if you are looking for a really good GT6 get in touch.

Rain is also the subject of Drive it Day as it was looking decidedly dodgy for open top motoring on Sunday 22nd for the trip to the National Arboretum. These TR drivers are made of stern stuff and we joined around 18 cars and set off around 9.30am and made it there with just a light shower. Around 400 + cars had also made it their destination for Drive Day, giving a good variety of vehicles to inspect along with a tour of the memorial exhibits between the showers, but around 3.30pm the day came to an end for most as heavy rain started.

Returning to Use your Triumph you need to book in advance to get the discounted entry price, any queries or forms required you can contact me or visit the venues website which has links to promoters' site. Don't forget Use your Triumph and drive the dream. Cheers

*Dave*  
Next meetings **May 30th June 27th** make sure I have your email address or phone number so I can let you know any changes of times dates or venue. Events:

**CAPESTHORN HALL 27th May**  
**TATTON PARK 6TH JUNE**  
**TRENTHAM GARDENS 7TH JUNE**  
**BODELWYD-DAN CASTLE 29TH JULY**  
**CAPESTHORN HALL 29TH JULY**  
**SHUGBOROUGH HALL 5TH AUG**

**SUFFOLK** Tel. 01206 250360  
e-mail: Suffolk@tssc.org.uk

It was a bit of a gamble on the 1st whether the rain was going to hold off, but it did and there were a few Triumphs out in the car park, I was a bit late setting off so the green Pi being the last in was the first out again. Russell and Chris also bought

their Stags out. And now it is time for the first correction, my sieve like brain having failed me, the recently finish Spitfire in the style of Lightning McQueen is actually a Giffire, as it has 2-litre running gear. Apologies. That too was looking good parked outside the entrance to the pub. Unfortunately my memory has failed me again and I still can't remember the owners name. I need a book like the normal compiler of the monthly missive has, he never forgets. Unfortunately said compiler couldn't make it again (still not on holiday!) as his retirement is proving very busy so it was left to those of us in gainful employment (and Lyall) to stand around in the car park discussing the cars.

With a bit of luck those who had entered for the Ipswich to Felixstowe run on the 6th won't have got too wet, but judging by the rain that descended on me a few miles away as the crow flew (or not as it would probably have drowned) I suspect it lived up to it's usual moistness.

With a bit of luck the weather will improve exponentially and we will have a scorcher in July for the "Pack the Horse" night, with prizes almost as big as last year.

Next 3 meetings are **June 5th, July 3rd and August 7th.**  
Hope to see you there

*Colin*

## SUSSEX

Tel. 01273 566593

**URGENT NEWS>>>>The June meeting is being postponed ONE WEEK to June 12th.** This is because of the Queens Jubilee thingy. I did try to contact Buck House, but they are unwilling to change their date, citing more guests than we are expecting. So we are changing ours.

So **June 12th** will be the date for the annual sit/eat/drink/bring a driver meal. No formality, turn up when you can, but I suspect we will be there about 7pm. If you do not fancy eating at the pub (good food, good portions!) then just turn up whenever you like for a drink and chat.

Now onto the May meeting. Despite a rather hectic time at the moment, I managed to arrive at the meeting a little after eight. The Toledo is a surprisingly comfy cruiser along the dual carriageways at a healthy speed. Just as well really. Anyway, I was greeted by a great turnout. George was there with his tasty wedgewood Herald convertible, complete with (Doug supplied) original knob. George is very pleased with it too, he had been looking for a while. George was also flapping on about going to a show or two, but his jetset lifestyle seemed to clash with most suggestions. However, I am sure something suitable will turn up. In fact, I really need to send my entry in for the **Hellingly FOT** which is over the **August bank holiday**. To get free passes/camping you need to apply before **June 30th**. I'll bring a few forms to the **June** meeting.

Doug had some interesting news (a few people were surprised) but I will let him tell people himself. And on top of that, his Saloon is back on the road, new head gasket and a few other issues now sorted, it sounded good leaving the car park. As did Vic's Giffire. Sixes have a beautiful exhaust note, sometimes I miss mine. Colin's green Mk3 spit was looking exceptionally shiny, but seems to be suffering from rather stiff rear suspension. A few things have been suggested, so we will wait and see what comes of it all. Martin didn't bring his giffire (shame on you!) but is making noises about fitting his new ally rad and light-weight denso alternator. I feel a visit coming on, so Martin, get in the chocco biscuits. Pete's herald seems to be running perfectly as usual, and even has some new boots fitted. The Spit has also had a bit of work carried out ready for the summer. I say a bit, but it would have taken me ages to do, whereas Pete has got it sorted in a couple of weeks of the odd evening. I just don't know how he does it, what with helping others out on their projects (for which we are all eternally grateful). And finally Glenn with his sons (Joe) spitfire was there. It is now fully road





## SUSSEX . . . THAMES NORTH WALES

### TSSC AREA NEWS

## Sussex Continues

legal, lots of new metal, and will gradually be tidied up now. Rather more urgent is the diff which is a little noisy (under-statement) so I am expecting a visit as he is after a loner-diff so the car will be OK for Spa in a few weeks. In fact, a good time to unload a rear spring from my collection too I reckon.

Finally, on a more personal note, I would like to thank all those who sponsored me for the Brighton Marathon. Yes, I did finish in my target time (4hrs 17min) although the last few miles were "interesting" to say the least. A substantial amount of money has been raised for Macmillan Cancer Support, and I am sure Colin is smiling down at your generosity, and laughing at my efforts! Cheers

*Clive*

## THAMES

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Greetings one & all. The smile on my face is still a mile wide, now my Vitesse is back on the road. Its still running lovely & I am a happy bunny once more. We had a faultless drive up to Gaydon on drive it day & back home again. We are getting a lot of show forms in now & although they are some time off you need to send them in before hand to get in to most shows now. So to avoid disappointment & high entrance fees please send them off & mark them TSSC stand contact me if you are unsure. SOCIAL EVENINGS AT THE FOX & CASTLE

12th April My little sisters birthday, Julie & I are in the Vitesse for it's first meeting this year, the evening suns shining & all is good with the world. At the Fox & Castle we are welcomed by Mark M, Tony H, George B, Martin F, Mick C, John P & Peter C. There were two Triumph's in the car park Tony's TR8 coupe & my Vitesse. Work on our Triumph's has been:- Marks Vitesse carbs need adjusting. Martins got his Spitfire suspension done. Mick's Spitfire rear suspension is ready to go back together. Peter's given his Herald a spring clean & is ready for the coming season. Julie's Raffle winners were :- Tony won the bottle of wine, John won a pair of screwdrivers, Martin won a torch, Mick won a set of pliers & George won the box of cakes. A great time was had by all & an even better drive home.

26th April Once more Julie & I are in the Vitesse making our way to the Fox & Castle. This evening we have the company of George B, Tony H, Mark M, Chris C, Rob W, Dave L, Mike H, John P. Only two Triumphs this night Tony's TR8 coupe & My Vitesse. On going works to our Triumph's have been:- George has fitted new rear brake shoes, hose & slave cylinders, an oil spin off adaptor & filter, as well as an oil change. His Vitesse now has a fresh MoT. Mark's Vitesse is now with John P for repair, having the rear suspension fixed & some unseen chassis rust cut out & welded up. John has found the time to refit the TR7's exhaust. Julie's Raffle winners were:- Tony won the bottle of wine, Rob won a box of chocolates, Mark won the torch, George won the wire brush set, Chris won the pliers

Shows & Events - 22nd April Drive it day & although the weather was not very promising the sun was out in the morning as we made our way to meet up with Trevor in his Herald 13/60 saloon. Our Vitesse is running well & we make our way up to Gaydon using the A & B roads up through the Chiltern hills & old quaint villages. It was a very pleasant trip & we passed a few classic cars on the way. At Gaydon Heritage Motor Centre we were shown into the Standard Triumph parking & greeted by friends & smiling faces as the sun was still shining. We looked around at the Triumphs parked up & over to the TSSC

stand I got a 50th Vitesse anniversary tee shirt. We went into the museum for a spot of refreshments & to look around the exhibits & bumping into old friends (too many to name here) . Back outside we sat by the Vitesse & enjoyed a mug of coffee, before looking at more Triumphs that had doubled in number by now & other visitor in their classic cars. Our trip home was much the same but spoilt by a few drops of rain (ok a lot of rain) but a great day out no less.

29th April Our trip to Eton Wick History on Wheels Museum. We meet up at the Fox & Castle car park which seemed to be just one large puddle & still the rain fell. Those that braved the downpour were George B & friend Chris in his Vitesse Mk1 convertible ,Mike H in his Golf Mk1, Mike & Julie C (Spitfire being worked on & off the road) David H in his Spitfire Mk4, Mike & Babs G in their Stag, Mike & friend Val in his Healey 3000. We headed off through Windsor got to the old bridge which is pedestrianise, regrouped, turned around came back the way we started took the correct route & waded through flooded roads, to get there in one piece.

We were parked up in a grassy field once a few cars were moved, we parked up our seven strong convoy. Once in side we made our way to the café to top up the tea & coffee levels & wandered around the museum looking at the exhibits of some rare & unique vehicles. We also had a guided tour from the owner of the museum which shed much more of an insight to the collection. The displays have been much improved since our last visit three years ago. Shame about the weather but a great little museum.

Our next meetings at the FOX & CASTLE are from 8 pm in June on the 7th & 21st & in July on the 5th & 19th . Please come & join us for a warm welcome or call me on 07773623807. Up coming events are:-

- June**
- 5th Losely Park Surrey Classic Show Guildford
  - 9th Triumph Day at Ace Café London
  - 10th Classic London to Brighton Run Brooklands
  - 17th Park side show Aldershot
  - 23rd/24th Mid Summers Madness Cheriton
  - 24th Hedsor Classic Car Show Bourne End
  - 29th Cornwall camping weekend Cornwall
- July**
- 1st Heathrow Classic Vehicle Show Heathrow
  - 7th Ardingley Vintage & Classic Car Show Haywards Heath
  - 8th Woking Classic Car Show & Fayre Old Woking (New Venue)
  - 8th Berkshire Show Wokingham
  - 8th Breakfast Club Brooklands
  - 14th Ash fun day & classic Car gathering Ash
  - 15th Clandon Park Classic Show West Clandon
  - 15th Uxbridge Auto Show Uxbridge
  - 21st Ripley Event Ripley
  - 29th Ash summer fair & Car show Mytchett

*Mickey & Julie*

## NORTH WALES Tel. 01492 516479

It has been said that moving house is up there with bereavement and divorce when it comes to levels of trauma. And it would be futile to attempt to deny that our group's move from the Holly Bush to the Plough at Gresford was not without angst. But the move had to be made and the early signs, from our May meeting, suggest that the Plough could become a good base. The Holly Bush had been a great haven when we were made homeless – and we were always made most welcome – but there problems of space that could only get worse. The decision to move to the Plough did create division. Mistakes were made and corrected with diplomacy. Maybe lessons were learned. The air has been cleared; now we must move on.

For we Triumph people the result is that we now have **three North Wales monthly meetings all at Plough inns –**

## TSSC AREA NEWS

**Gresford, St Asaph and Ewloe.** One MG mate gagged that having three ploughs was appropriate when you drive TRactors. Very funny... any more of that and I'll put a few furrows across his front lawn. Our marques are greeted with tolerance within our group (although there must be limits!). We now have eight Jaguars among members and I rode, like royalty, in the latest, the gorgeous 4-litre Sovereign of Sir Andy and Lady Jones to the Weston Park Easter show and Cholmondeley Castle. How the other half live!

But the Triumphs were out in real force for other events. Derrick lead a veritable phalanx of seven Triumphs into the Tweedmill show, including Geoff Tyrell making his show debut with his Mk3 Spitfire. There was however, one blot. One member turned up in an MX5, even worse an automatic. I know of only one other auto MX5. That's acceptable because she's a good-looking bird. But, a bloke who owns a GT6! Happily, he took it off and parked up with some other TAT (Tonsorial Artists' Team) vehicles. We had 21 cars (plus that Mazda) at Tweedmill and we did even better with 24 for the Stewart Memorial drive-it day run to Penrhyn Castle. We were joined for that run by a lovely TR7 owned by Richard's friends Nick and Connie Peters from Hargrave. They also have a rare factory TR8. Perhaps we'll see that one day?

After a super day with the rest of the Summer Wine flying corps down to the Imperial War Museum at Duxford, I was blessed with sunshine for my Offal run, this time with Snowdonia revealed in all its glory, complete with snow on the peaks. That tested my prayer mat!

We had several Triumphs again on show for the Llangollen Railways Steam and Steel event, outnumbering the MGs. That event produced the amusing sight of a steam engine in Andy's Mk2 Spitfire. A model one, of course! There are some things Andy just can't resist.

Let's hope the weather was as good for Prescott as it was in 2010, for we were due a record turnout from the area. **The Prestatyn run and show come next on June 3rd & 4th, then we will be making final arrangements for the four area get together at Ruthin Castle Hotel on Wednesday June 20th.**

We were saddened to hear that our old friend Dave Evenet, leader of the Triumph scene on Wirral had suffered a stroke while on holiday with family in Canada. He is reported to be on the road to recovery and has the best wishes of us all. We just hope he might be sufficiently recovered to join us at Ruthin, if only as a passenger in someone else's Triumph instead of his trademark TR5. Get well soon Dave.

We suggest other areas pick up the A494 road from the A55 at Ewloe. This takes them to Ruthin through Loggerheads and Llanferres, leading to the wonderful vista at the spot known as Clwyd Gateway. For those cheating with sat-nav, the hotel's postcode is LL15 2NU. Don't get lost. We intend to start arriving from 7.30pm onwards.

Other events ahead include **Julia's BBQ on June 23rd** at her Gresford home to raise funds for a cancer charity. She's also doing a sponsored run for the same cause. That'll give her another slant on airbags...

Our **Christmas dinner is being moved to Rossett Hall on December 7th**, deposits of £10 required at the June meeting. Overnight accommodation is available and the menus look enticing.

The Ewloe TR7 boys are planning their visit to the **King Arthur labyrinth on August 5th**. As it involves a lengthy stretch of the A470 I would advise them not to let Derrick plan the route. If he does they'll finish up in Cardiff. He'll explain...

Bob

garage! After fitting a replacement radiator, hoses and an electric cooling fan the Dolomite was ready for a shakedown run to "Coffee & Cars" in Carmarthenshire. We met with, Bern & Jack in their TR4A (Dressed as Rastafarians) and Paul & Arianne, in their Spitfire 1500, on top of the Brecon Beacons which afforded Tim a photo opportunity. After a short break we motored through the lanes to Sennybridge then on down the A40 through Llandovery and Llandeilo to our destination the "Half Way Inn". On arrival we were surprised to see so many Vintage & Classic cars on display as this is a casual event without prior entry, just turn up and stay as long as you want! I thought that it was an excellent idea and the venue was very nice indeed! I hope that it will continue to be well supported and I look forward to going there on every second Sunday of the Month. We returned via Llangadog and up and over the "Black Mountain" to the upper Swansea Valley, this road is very exciting to drive and offers tight bends long straights and tough climbs, a real driver's road which is often used by "Top Gear" presenters to test drive their lavish new supercars! We stopped on top to take in a huge panoramic view of mid Wales and to let the engines cool. As we proceeded over the mountain we had a fantastic view of the "Bristol Channel" and North Devon Coast, it felt as if we were on top of the world!

When we got back to Glyn Neath we split up and made our own way home after a brilliant day out.

A week after the "Coffee & Cars" run we went on the "Drive it Day" to Shepton Mallet show only two Triumphs turned up, yes you guessed, my Dolomite and Bern's TR4A, Mike & Sandra, Rob & Pete came in their moderns also we had a guest Steve Grundy in a very nice Cateram. After a promising start we made good time until we got to "Cheddar Gorge" where the navigating went awry and I decided to forgo the planned route and rely on the Satnav, big mistake! We ended up following cart tracks for about 10 miles and the thought occurred to me we could rename the club the "Triumph Tractor Club", well it was a good cause for discussion afterwards! On arrival the stewards separated the classics from the moderns and we ended up as part of the display. After a short snack we all entered the main hall and split up to view the cars and autojumble at our leisure. It was the first time I have visited the show and I was well impressed with the quality of the cars on show and the range of stalls and autojumble. After a couple of hours we returned to the cars for lunch and whilst we were enjoying a good picnic a photographer approached my son Timothy and asked him for his comments and took a photo of him and the car. On the following Wednesday the "Classic Car Weekly" published a good photo of Tim and the Dolomite with some nice comments. This only came about by our view that our cars are to be used, viewed and enjoyed and what we wear out we will fix and keep them going! Bert and Gwyneth turned up at the show in the afternoon so there was a good representation of the S.Wales area on "Drive It Day". Before we left we had a problem with the new "Kenlow" electric fan we had fitted a couple of weeks earlier as coolant had leaked from the new hoses onto the switchgear and it failed. With a little help from Tim, Bern our A.O. put a bypass wire direct to the fan to get us home without a problem. To cut a long story short I contacted "Kenlow" to get a replacement switch and I was very pleasantly surprised by their helpfulness and advice, I received the switch the next day!



The show attracted visitors from far and wide with Tim Evans and a group of friends travelling from another country. They set off from the Welsh Valleys in bright sunshine at 8.30 to make the most of Drive It Day. He left his Spitfire at home and chose his vermilion red Triumph Dolomite 1300 to make his Shepton Mallet debut.

**SOUTH WALES** Tel. 01656 861709  
www.triumphwales.moonfruit.com  
e-mail: gwyndjevans@dolomite1300.plus.com

Hi to all the S.Wales members! April did not live up to the promise that March gave us with poor, cold weather which put the brakes on renovations outside, so back to working in the



## SOUTH WALES . . . WESSEX WEST MIDLANDS

### TSSC AREA NEWS

## South Wales Continues

What a great company to deal with I can highly recommend them!

The April meeting was well supported again with a few new members, John Partridge and his son Michael from Monmouth also Mike from Nr. Caerleon. Most of the meeting concerned upcoming events and shows. For details, go to the "Minutes" page on our website. Attached photo is courtesy of "Classic Car Weekly" Wednesday 25th April No 1126 Hope to see more members' cars out in the near future. Cheers

*Gwyn.*

**WESSEX** Tel. 01425 475376  
[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

I am pleased to report that this year's New Forest Run, which was held on Sunday 15th April was another resounding success. This year we had 127 cars turn up at Avon Heath Country Park for the start out of a total of 135 entries which is our highest number of entries since we resurrected the event 6 years ago. Again, we were very lucky with the weather. For one day, and it was one day only, the heavens relented and let the sun shine through. There was another fantastic turn out of Triumph cars with examples ranging from the TR's, Heralds & Vitesses, Spitfires & GT6's, Stags, Dolomites, 2000/2500, a Bond Equipe plus some other "Honorary Triumph's for the day. This latter category including a Frog-Eye Sprite and the by now customary MX5. All in all, I think everyone who came along had a good day and enjoyed the Run, the scenery and of course the dry weather, although it did get a little chilly towards the end of the day on Christchurch Quay. This is certainly the impression I have received through the various e-mails I have since received in appreciation. A big thank you for all who came along on the day and especially those who volunteered to marshal. Believe it or not, allowing for the 5 years we did not hold the Run, this year was the 21st anniversary – and we missed it!! The "bean counters" have a lot to answer for!

Looking forward, to suggested events for **June:**

**10th Bromley Pageant of Motoring**  
**16th – 17th BPPC Steam & Vehicle Show**  
**at Canford Park Arena**

**28th Monthly Meet at The Three Legged Cross**

It has also been suggested that we drop in on our neighbours Dorset South at their monthly meet at The Red Lion at Winfrith. If anyone is interested in attending any of the above events or if you have any suggestions as to events you would like to attend please do not hesitate to let me know – or come along to the monthly meeting – you know where we will be!

Finally, for this month, Alan has been busy organising our trip to the **Le Mans 24 Hour Classic in July** so please don't forget to bring along your last instalments etc to the next meet.

*Trevor*

**WEST MIDLANDS** Tel. 07969 024999

When April showers come your way, they bring the flowers that bloom in May. I hope so because with the amount of rain we have had during the later part of April the only thing that is blooming in my garden is water cress.

As far as Triumph motor cars are concerned I have been scanning the pages of Ebay trying to find an Amphicar with a Triumph engine to buy, if this weather persists I have a feeling

I may need it for our Sandwell Show.

Our meeting on Tuesday 1st May was as normal a delightful experience. Happy chatty enthusiasts both male and female sharing each others company and a love for Triumphs. Unfortunately as I stated earlier the weather was not kind to us, and although the rain stopped for just a while, it was still very damp and cold outside so those members who braved the elements to look at a good selection of cars parked on the pub forecourt soon came back in for a warm. Crazy really when you think about it. Last year our meeting was held on the 3rd May in brilliant sunshine, everybody was content to get a glass of ale and the main part of the meeting was held outside on the car park, chatting and checking each others cars, which is always good to see. It was Mike's 65th birthday on Sunday 29th April so we all wished him a happy 65th and there was a resounding rendition of the song 'Happy Birthday', who says the West Midlands area hasn't got talent. I think it is honest to say that with the arrival of May, the Triumph season really starts. Nationally there are many good events being staged around the Country starting with the camping weekend on the Isle of Wight, to which quite a few West Midlands members are attending, and the climax of the month has got to be the trip to France for the Spa Francorchamps Classic. Wow.

Locally we have quite a few events in our own area. On the **first Saturday in the month, the 5th, there is a classic car show in Droitwich Spa in Worcestershire.** I am going to trot along there with my Triumph Import and have a look as its only a few miles from my daughters home and I'm dog sitting there at the moment. A week later there is another local event in Bidford-on-Avon with steam engines and tractors, vintage, and classic cars and bikes, again worthy of a visit. But now the cream on our cake.

**Sandwell Show 2012. This year being held on Sunday 13th May,** this looks like being as good as, if not even better than last year. Chris Allen has 34 cars booked in to appear so we will have to get there early to try and show our cars off better this year. Last year we had them just in line, this year I would like to arrange them better so the public will be attracted to our side. Bacon butties, tea and coffee will be available for those there on time, followed later by burgers and hot dogs. Gallons of tea and coffee available all day, just help yourself. Its going to be a pleasure to write next months report about the show. Lets just hope that rain stays away for at least one day.

We start our summer season at the **West Midlands Police Social Club** this month, with the **first meeting there being on the 22nd.** A nice large car park available with benches and tables outside to sit in the evening sunshine (we hope)..

On **Saturday 2nd June the Kenilworth Show** will be taking place at the Internationally know National Agricultural Centre, Stoneleigh Park in Warwickshire, and I am happy to report that they have allocated us 8 spaces for our classic cars. At the moment I am a little short of volunteers to attend, so give it some thought it will without doubt be a cracking event, and of course classic car and driver get in free. Unfortunately passengers will have to pay £5 but anyone under 16 gets in free.

The show is a traditional agricultural show with equestrian events, trade stands, a game fair, home craft, a horticultural section, shopping marquee and many others including the classic cars, etc. When you receive your June edition of 'The Courier' and fancy a visit its not too late give me a ring on **0796 9024999** and I will arrange delivery of the entry pass.

**Important Notice.....**As the Queens Jubilee Celebration has been arranged for the first Tuesday in June, the 5th and declared a Bank Holiday, its unlikely that any of the Royal Family will be able to visit us at the Drakes Drum on that evening. So it has been decided that to give them the opportunity to visit, the June Meeting has been rearranged. **Our first meeting in June will now be on the 2nd Tuesday of the month, Tuesday 12th June 2012.** Alter your calendars and I will see you there. Pull your choke out, give it some revs.....All the best.....

*Roger the Dodger* and Elaine the Acclaim



## WIRRAL . . . WORCESTER SOUTH YORKS . . . WEST YORKS

### WIRRAL

Tel. 0151 339 4150

Hi everyone. May's monthly club meet was quite well attended, although the weather wasn't particularly good so there was a distinct lack of Triumph's in the car park. It was good to see Ray back at a meeting, and on the road to recovery, also Dave was back, also on the road to recovery. The big event for this month for those who have ordered tickets, is the **Pageant Of Power at Cholmondeley Castle**. I'm hoping the weather is good for this event as most of us are going for two days.

We also have the annual area meet with **North Wales, Liverpool & Cheshire**. This years hosts are North Wales Area, and I have been informed by Derrick & Bob that this years venue is **Ruthin Castle on June 20th**, from 7:30pm onwards. They have arranged for us to be able to park in the court yard, which should be good, and food is available in the Hotel. Departure time & venue to get to Ruthin Castle will be discussed at the **June meeting**. That's about it for this month, so take care and see you soon.

*Andy*

### WORCESTER

Tel. 01527 894125

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

Firstly apologies for the lack of reports over the last couple of issues, due to one thing and another I just ran out of days.

Just one small track back and that is to say thank you to everyone who came to the Annual Club Dinner back in March, it was well supported, the food was fabulous and everyone seemed to enjoy themselves – probably because I didn't threaten them with a raffle!

Drive It Day saw a group of us braving the wind, rain and possible snow to make the trek to Gaydon. An enjoyable few hours was spent wondering round the museum listening to various members saying the usual things – I learnt to drive in one of those, my dad / grandad used to have on one of them, I paid £20 for one just like that as my first car - I wish I'd kept it (I think that was when we stood in front of the E Typel). After a rather chilly picnic, there was time to have another quick look around just in case anything was missed and then wrap up and back home whilst dodging the rain showers. All in all a good day and thanks to Claire and Nigel for all the organising.

One of our crew went on a reconnaissance mission to the Shelsley Walsh Breakfast Club and came back with a favourable review, he did mention there seemed to be a lot of Morgans about so I think we need to go and balance things out a bit . A group outing will be organised so we can all sample the bacon butties that were on offer – look out for the date later in the year.

I made the trip up to TSSC HQ for the AO meeting and AGM and by the time you've read this I will hopefully have downloaded all the information to you at the monthly meeting. As there will be a report on this in the Courier I won't go into the details here.

Some of the area members made the annual pilgrimage to the Isle of Wight Camping Weekend and as ever a brilliant time was had by all. Nothing dampened the enthusiasm of the people who went, not even the three days and nights of nearly continuous rain. However the sun does shine on the righteous as the Sunday evening BBQ was held in dry conditions and nearly evening sun! In usual Bank Holiday tradition the sun finally broke thru' one hour before we left the island, but rain re-appeared about an hour before we got home. It's good to know that some things never change. A big thank you to the IOW group, as the weekend was organised to a very high standard and we are already looking forward to next year.

By the time you read this there will be just a week to go before the Evesham Balloon Festival where we are putting on a display with the Gloucester Area. I have had a good response to my plea for helpers and cars - but there is always space for

more. So if you have a spare hour and can help out let me know. This event is free and over the weekend there will be morning and evening flights and on the Saturday a night glow and fireworks display. I have had various reports concerning previous years and they have all been good so it promises to be an enjoyable weekend.

I think that's it until next month - remember that as it's a Bank Holiday on the 4th June the **next meeting is the 11th June**.

#### Events

**9th - 10th June - Evesham Balloon Festival**  
**17th June - Shelsley Walsh Breakfast Club**  
**15th July - Shelsley Walsh Breakfast Club**

Cheers

*Vicky*

**SOUTH YORKS** Tel. 01302 820119  
[www.southyorkshiresc.yolasite.com](http://www.southyorkshiresc.yolasite.com)

With the show season starting to get under way it gives us all something to look forward to. Several members attended the Practical Classic track day 19th April held at Blayton situated between Gainsborough and Scunthorpe. The weather held out with little rain so it turned out to be a good day.

The repair list for the day was quite low with only one damaged engine and one 2500pi requiring a new set of door handles.

As you all know the 22nd April was national drive it day so 8 members attended the St Georges Day Festival at Morley on the outskirts of Leeds had the weather been reasonable this would have been a booking not to miss.

A parade left Morley sports ground at 10.30am and headed through the town centre returning at approx 12noon unfortunately this was done in torrential rain. There were displays from many groups who had put in a great deal of effort on a day that turned out so disappointing.

On a lighter note we will have had our annual pilgrimage to Runswick Bay so I hope that one of the attending members will help me out by giving a good write-up.

I notice that we have some new members in the South Yorkshire area so this goes out to you come along to our meetings at the Crown and introduce yourselves, we meet twice a month on the **first and third Tuesday** or alternatively give me a call on the above number our next meetings are:- **Tues 5th June Tues 19th June**

Regards

*Ian*

**WEST YORKS** Tel. 01535 634239  
[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

Hi All AS you may now if you attended Aprils meeting that Martin was away on his 25th wedding Holiday, congratulation's to you and your wife Helen.

We had only 14 member in attendance on the night. Ian Radforth came with his newly converted engine, what a super job they have done on it, IE a Shorrock Supercharger sounding very well in deed as it was a fine night, a lot of heads under the bonnet then back in side for my customary quiz.

Drive it day out to the National Coal Mining Museum at Wakefield - a very wet day indeed but we did have 35 cars, Triumphs mainly, my 1200 Herald out for the first time this year, but on the way home I started having a bit of clutch slip, my intention was to start working on it, but it has rained every day since, but I have taken the wheels off and they have now gone to be powder coated. I've been given some up date info from Martin that the bookings are coming in now for the Dales Run, booking forms in the rear of the Courier For this very popular event

Keep your Triumph wheels turning

*Alan*

## 22nd DALESRUN 15th, 16th & 17th June 2012

(a week later than normal)

The Dalesrun is moving to Dalesbridge activity centre, Austwick, Near Settle, LA2 8AZ and we will be taking you through some of the most wild and scenic areas at the heart of the Yorkshire Dales. Campsite website - <http://www.dalesbridge.co.uk>

Completely separate area on the campsite / two scenic runs through the Yorkshire Dales of Approx 90 miles over 2 days Raffle with quality prizes (Donations welcome)

Night time entertainment and bar Children's games and activities. Dog friendly site.  
Access to the site will be sign posted.  
**Please arrive with a full tank of fuel.**

**Bookings must be made through the club to receive preferential rates.**

To attend the 21st Dales Run please complete and return this slip to:  
Martin Appleby, 10 Rowan Garth, Sutton in Craven, Keighley, West Yorks, BD20 8DA  
\*\*\* Remittance made out to M.Appleby, not TSSC \*\*\*  
Queries to: 72stag@google.com or tel Richard on 07766 354449

Name(s) : \_\_\_\_\_ Address: \_\_\_\_\_  
Tel: \_\_\_\_\_  
e-mail: \_\_\_\_\_ Club Area \_\_\_\_\_  
Car: \_\_\_\_\_ Reg No: \_\_\_\_\_

Nights camping - Friday/Saturday \_\_\_\_\_ Camping (For caravans see below)  
 \_\_\_ Children (11 and under) £ 4.00 Per night \_\_\_ Infant (under 5) £ 1.50 Per night  
 \_\_\_ Dogs £ 1.50 Per night \_\_\_ Extra cars per night £ 1.50 (First car free per pitch)  
 \_\_\_ Electric hook up £ 6.00 Per night  
 Total per night \_\_\_ x \_\_\_ nights = total \_\_\_

Now add gazebo (if applicable) plus car and fill in the grand total at the bottom.  
 Caravans and camper vans £14 per night (includes 2 people) \_\_\_ Extra adults @ £ 5 per night.  
 \_\_\_ Dogs £ 1.50 Per night \_\_\_ Extra cars per night £ 1.50 (First car free per pitch)  
 \_\_\_ Electric hook up £ 6.00 Per night Total per night \_\_\_ x \_\_\_ nights = total \_\_\_

Now add gazebo / awning (if applicable) plus car and fill in the grand total at the bottom.  
 Gazebo's & Awnings \_\_\_ £10 per weekend

Cars taking part  
 Weekend price PER CAR taking part (club cars) is £10, single day is £6  
 back up vehicles can do the run if they pay too. Grand Total enclosed £ \_\_\_\_\_

No generators after 8pm or before 8am in our area please

## Will You Join Us for some Midsummer Madness?



22<sup>nd</sup> 23<sup>rd</sup> & 24<sup>th</sup>  
June 2012

Presented by  
**JSSC**  
**Andover**

At 'The Bruce Arms', Easton Royal,  
Wiltshire SN9 5LR  
(On the B3087 between Pewsey and Burbage)  
Camping ~ Road Run ~ Prizes  
Raffle ~ BBQ

We will be camping on Friday & Saturday night in the camping field behind the Bruce Arms, a traditional Wiltshire pub. There are toilet and shower facilities on the camping field. The cost for camping is £5 per adult and £3 per child whether for one or both nights, payable in advance. For those who prefer not to camp there are some B&Bs nearby, for an Application Form please call 01672 514241 or email [spitfires@cadley.org](mailto:spitfires@cadley.org).

## Derwent Valley's 24th Peak Run 22nd to 24th June 2012

Booking form for the Peak Run 2012 and Peak Run Camping Weekend

- Friday night a warm welcome at the campsite.
- Saturday we visit Wirksworth and the Ecclesbourne Railway.
- Saturday night is the usual Party Night at the campsite.
- Sunday is the day of the 24th Peak Run—a 90 mile drive through the breath-taking Derbyshire Peak District finishing at Buxton
- Camping available from Thursday 21st until Monday 25th June\* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name .....  
 Address .....  
 ..... Postcode .....  
 Phone Nos. .... Email .....

Car Make ..... Model ..... Registration No. ....

**Four packages available—please select the one that suits you :**


| Package  | Rate           | Tick Below               |
|--|----------------|--------------------------|
| The Sunday Peak Run <b>ONLY</b> on Sunday 24th June 2012       | £9.00 per car  | <input type="checkbox"/> |
| The Peak Run Weekend excluding Camping.                        | £15.00 per car | <input type="checkbox"/> |
| The Peak Run Weekend including <b>one</b> night Camping.       | £27.50 per car | <input type="checkbox"/> |
| The Peak Run Weekend including up to <b>4 nights</b> Camping * | £37.50 per car | <input type="checkbox"/> |

Please send booking form together with your cheque made payable to Derwent Valley Area TSSC to:  
**Peak Run 2012, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.**

**Telephone Enquiries:**  
 Kim and Paul Dale—01335 345784  
 Or Roger Buck—07970 619149  
 Or Colin Wright—01773 531580

**For more information visit:**  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)





### SANTA'S S. T. I. R.

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IT'S CHRISTMAS TIME IN JUNE  
 DOWN AT WARREN FARM  
 BBQ IN SAND DUNES  
 LET'S HOPE IT WILL BE WARM  
 SANTA'S GROTTTO WILL BE LIT  
 AND ON HIS LAP YOU MAY SIT  
 AFTER HE TAKES A SPIN  
 AROUND THE CAMPSITE MAKING  
 CHILDREN GRIN  
 SO BRING YOUR TREES AND LIGHTS  
 YOU KNOW IT WILL MAKE SENSE  
 TO SPEND A COUPLE OF NIGHTS  
 AT SANTA'S RALLY IN TENTS

AVON AREA CAMPING WEEKEND  
 22nd to 24th JUNE 2012  
 WARREN FARM HOLIDAY CENTRE, BREAN  
 £7.75 PER NIGHT FOR ONE CAR AND CARAVAN  
 OR TENT/MOTORHOME AND upto 2 PEOPLE.  
 FREE AWNINGS, FREE SECOND CAR, FREE DOGS,  
 FREE ADDITIONAL PERSONS.  
 ELECTRIC HOOK UP £2.00 PER NIGHT  
 SHOWERS 50P A CO  
 BEACHCOMBER INN ON SITE OFFERS FOOD  
 AND CARRYERY AND LIVE ENTERTAINMENT.  
 ONE MILE FROM BREAN LEISURE CENTRE.

SPECIAL FEATURE - SANTA'S GROTTTO  
 bring your lights and trees!

Please send full payment with  
 booking form by 31 MAY 2012.

Email June for booking form at  
[Junewrighton@tiscali.co.uk](mailto:Junewrighton@tiscali.co.uk).