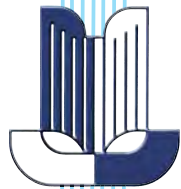


THE
TRIUMPH
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Stafford County Showground



50th Anniversary

VITESSE



**50
YEARS**

The Two Seater Beater!



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Triumph Sports Six Club

The Courier 386

AUGUST 2012

AUGUST 2012



Best in Show 2011 - TR6 Darren Salmon
Could it be You this year?



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2012

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Have You Got Yours?

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.386 Vol 34. AUGUST 2012

Price £3.50 Free to Club Members.

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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 82.

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 DARREN SALMON

TR6 BEST IN SHOW STAFFORD

2011 PIC BY ANDY SOLLIS



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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

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

SUN 26 AUGUST 2012
WESSEX AREA CLUB STAND
BEAULIEU SIMPLY CLASSICS
CONTACT TREVOR 01425 475376

FRI SAT SUN 31/1/2 AUGUST/SEPT 2012
LINCOLNSHIRE CAMPING
WEEKEND
JUBILEE PARK, WOODHALL SPA
CONTACT GARTH
EMAIL garth@juppy.org.uk

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

December 2012

SAT 8 DECEMBER 2012
TSSC CHRISTMAS DINNER DANCE
BARCELO HINCKLEY ISLAND HOTEL
LIMITED TO 100 PLACES
BOOK EARLY!
TEL 01858 434424

SUN 9 DECEMBER 2012
TSSC HEADQUARTERS
CHRISTMAS OPEN DAY
LUBENHAM LEICS LE16 9TF
10.30AM TO 3.30PM

CLASSIC CAR SHOWS (CLUB INVITED)

November 2012

FRI SAT SUN 16/17/18 2012
FOOTMAN JAMES CLASSIC MOTOR SHOW
NEC BIRMINGHAM

OVERSEAS EVENTS

September 2012

SAT-SUN 1-2 SEPTEMBER 2012
30TH INTERNATIONAL SPITFIRE
WEEKEND - VINKEL (NOORD BRABANT)
NETHERLANDS
Contact Steef & Gerrie Odijk
email: isw@spitfire.nl

SAT-SUN 1-2 SEPTEMBER 2012
14TH AUTOJUMBLE
ENGLISH CARS THEME
VEHICULES ANCIENS VALLEE DU LOIR
GARAGE GAUDIN BAUGE - FRANCE
CONTACT 0033 (0) 2.41.95.50.78



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

New TR7/8 Reg Sec

We would like to welcome to the Courier Team **Paul Lewis** as **TR7/8 Register Sec**. Paul has been a fan and owner of the model since his teens and finished a 4 year restoration of his TR8 in 2011. I'm sure you will all join with me in thanking Paul for volunteering his services in this Role. I am also looking for a TR2 to Six Register Secretary if anyone would like to support those Models in the Courier. Contact Bernard (Editor) for Details. 01858 434424.

Bernard
Courier Editor

Spitfire Anniversary Road Run to Stafford



After delivery to Shepherd Neame brewery with its new driver, Marketing Manager Laura Salway, at the wheel.

The **Practical Classics/TSSC/Shepherd Neame, MkIV Spitfire** will be at a variety of events this summer including heading the Spitfire 50th birthday road run, a free event for all **Spitfire and Vitesse** owners on **Friday August 17**.

The run will start at a secret location near London and end at the Staffordshire

Showground for the big TSSC event.

The run is free to enter but a donation of £10 to the RAF Benevolent Fund is optional. Email, **danny.hopkins@bauermedia.co.uk** for more information on this and the September 1st Spitfire V Steam Train race to the South.

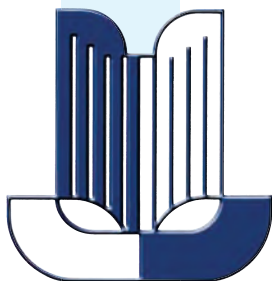
Olympic Torch Passes TSSC HQ



A little piece of Olympic history was celebrated at TSSC HQ as the Torch Passed through the Village of Lubenham on Monday 2nd July.

It was one of the wettest days of the month but this did little to dampen the spirits of those attending as the village turned out in force for this once in a lifetime opportunity.

We here at HQ hung out the bunting and Flew the Triumph flag accompanied by the Club's Courier Van, which was appreciated by the Torch Bearers accompanying convoy.



THE TRIUMPH SPORTS SIX CLUB

Welcome to NEW MEMBERS

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

Phil Weston	Avon
Andrew Dunlop	Ayshire
Alec Gregg	Beds
Ian Prendergast	Beds
Kenneth Canziani	Bucks
Matthew Tong	Cambs
Gordon Hasell	Cambs
Max Dutton	Cheshire
Neil Willetts	Cornwall
Fiona Just	Conwy
Peter Eagen	Cumbria
Richard Smith	Derbys
Heather Glanville	Devon
Ian McCabe	Devon
Simon Fuller	Devon
Andrew Hurst	Dorset
David Ottley	Dorset
Paul King	Dorset
Paul Shepherd	East Sussex
Daniel Fisher	East Sussex
Kirk Baker	Essex
Mark Kimmens	Essex
Michael Brown	Essex
Steve Cox	Essex
Peter Webb	Essex

Brian Leeson	Glasgow
Andrew Boyd	Glos
Andrew Lake	Gwynedd
Terence Taylor	Hants
Adam Waugh	Hants
Marcus Pilliner	Herefordshire
Alex Smith	Herefordshire
Colin Watkins	Herts
Chris Lane	Herts
Michael Barber	Isle of Sheppey
Jonathan Thompson	Kent
Ross Miller	Kent
James Murray	Kent
Peter Kilby	Kent
Stephen Ellis	Lancs
James Stewart	Lincs
David Robshaw	Lincs
Grahame Smith	Lincs
Rose-Mary Harvey	London
Siobham O'Callaghan	London
Douglas Gibbons	London
Daniel Whalley	London
Simon Butler	London
Graham Richards	Manchester
Dominic McAleer	Manchester
James Bridge	Merseyside
Kevin Martin	Middx
Nigel Shepherd	North Yorks

David Toons	Notts
Stephen Welch	Oxon
Andre Jones	Oxon
Toby Sawbridge	Oxon
Peter Gatensbury	Shrops
Richard Carter	Somerset
Richard Morgan	South Wales
Mark Radford	South Yorks
Rupert Gardner	Surrey
Alistair Yardley	Surrey
Julian Sherwood	Surrey
Rich Bennett	Surrey
Paul Michael	West Mids
Janet Wicks	West Sussex
Russell Davies	West Sussex
Mark James	Wilts
Adrian Morgan	Worcs
Colin Jenkins	Australia

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



www.tssc.org.uk

HQ OPENING TIMES

AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**HQ CLOSED AUGUST 16TH TO 20TH INCLUSIVE
FOR INTERNATIONAL WEEKEND AT STAFFORD**



www.tssc.org.uk

SEPTEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show

THE INTERNATIONAL FAMILY WEEKEND

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



THE
**TRIUMPH
SPORTS SIX
CLUB**

www.tssc.org.uk

Council of Management Meetings

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

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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TR7/8 Register



e-mail:

paul_lewis_1966@hotmail.co.uk



Paul Lewis

My TR7/8 Life

After attending the Wessex area new forest run this year, I suddenly realised the amount of effort, organisation and dedication that other club members are putting into the club. I, like many others, enjoyed the event with like-minded people and took all their hard work for granted. So when the TSSC survey dropped into my inbox I replied straight away. It then dawned on me that I was complaining about there being a lack of TR7/8 articles when I had not even bothered to send any to the Register to aid in the production of any. The role of TR7/8 register had become vacant at this time so I decided to put something back into the Club and volunteer for the post.

So here I am writing my first article for the Club magazine. I thought I had better tell you of my background and how I, as many others have, fallen for the Triumph models.

Cars have always been an integral part of my family with my uncle Arthur (very similar to the character in Minder) owning a small car pitch in Nottingham. Frequent trips to the car auctions in the school holidays allowed me to name virtually all the cars on the road in the early 1980's.

The car that always drew my attention was the TR7. The car looked modern especially with the pop up headlights and tartan trim. At the age of 16 I joined the Army on a vehicle

mechanic apprenticeship and studied full time at Princess Marina College in Arborfield near Reading. To enable me to travel home to Nottingham at weekends I needed to pass my test and buy a car. After a brief encounter with a Mk1 Escort and Datsun 120Y Coupe, my uncle, one evening turned up with **VAU 935S** a red 4 speed TR7 FHC. For the princely sum of £1067 (I'm sure my uncle



VAU 935S My first TR7

couldn't add up) the car was mine. My first trip back to college ended up with the car overheating (ring any bells with TR7 owners) and a replacement engine being sort (I will expand on its adventures in another article). After a few years the car became too small for my needs and I fell into the MG badged hot hatch scene. TR7's never get out of your system and even if it's too small for all the family to fit in the want never goes away. The odd check in the autotrader and ebay is like a daily ritual often on the sly without the boss knowing. Anyway older and wiser in 2004 I purchased from ebay my first convertible, **TUA 570W**. Described as immaculate I was a little

disappointed with this choice of word as it obviously means reasonable and nice if you have

TUA 570W



lots of money and time.

This wasn't the car for me as I wanted the holy grail, and had done for as long as I remember, I wanted a TR8, a real one. My prayers were answered in 2005 when I saw **JRV 459X** for sale in a classic car magazine. I did not have the money but knew I had to be quick to have any chance of ever owning one. After six months of negotiation, several viewings and a kind bank manager JRV 459X was finally mine in January 2006. JRV 459X was in excellent condition but had been stored with moisture being

(another article for the future).

During the 4 year restoration, life without a TR took its toll and OUK 505X a TR7 FHC was purchased to fill the gap. I had now left the Army after 22 years and started work at the Motor Industry Research Association (MIRA Ltd) in the vehicle dynamics department in Nuneaton. The TR8 was finished in 2011 (we never say totally finished) and OUK 505X was sold as she was now surplus to requirements.

Over the past year the amount of people who have come up to me at events and

OUK 505X



remarked on the car as made all the effort and money worthwhile.



TR8 JRV 459X

allowed to coat the underside with surface rust. Suffering from a mild form of Obsessive-compulsive disorder (OCD) I had to get the car back to as near perfect as I could. So started the restoration

My 7 year old daughter is now getting interested in attending the shows and events and if this gives me an excuse to book more events, then I should.

I hope to make future articles as enjoyable as possible to the members and cover a variety of subjects. If anyone has an article they want to share or a topic that you think

we should expand on, then please do not hesitate to drop me a line (Details on TSSC OFFICERS Page). [Happy TR7ing](#)

Paul



www.tssc.org.uk/vitesse
e-mail: vitesse@tssc.org.uk



Dave Rumens

The Kenilworth Dragster and more Cooling

H

ello folks. It's now August and just a reminder that the International is on the 17th/18th/19th August. Yes I know I have already said it

but don't forget that as it's the Vitesse 50th we are planning to celebrate this by filling Bingley Hall on the Saturday with your favourite car. We are not looking for just show cars, well-used to concours give a much better representation of the model. **WE REALLY DO NEED YOUR VITESSE!**

The result was a highly modified 948 Herald fitted with the then new Vanguard six 2 litres engine. That was back in 1960 and at the time the car became known as the 'Kenilworth Dragster'. Over the years a number of people have recreated the 'Dragster' and one being our own Editor, Bernard Robinson. If I remember that was over 20 years ago. Bern sold the car and moved on to another project as most of us do. He told me recently he tried to buy the car back but the asking price is now too high! It was a smart looking car and if I remember in Olive and Cactus. It's still around, I believe somewhere on the Continent where

Standard Triumph is a respected marque among car enthusiasts. Hopefully Bern will provide a picture, so see **Picture 1**.

A more recent recreation of the 'Dragster' has been carried out by long term member and joint AO for the Worcester Area Barry Minett-Smith. Barry spent some 15 years chasing parts and used a combination of Vitesse and Herald Coupé to build his Kenilworth Dragster. By using information and photos provided by Ray Henderson, who was a member of the Standard Triumph experimental department, he has tried to get as close to the original as is possible which after

some 50 years was not an easy task. Barry told me one of the hardest parts to find was a ribbed roof in a good useable condition. Comparing Barry's car against the picture



Picture 1.

As we know the inspiration for the Vitesse came from Harry Webster, Standard Triumph's chief engineer, who needed a fast and nimble car for his own personal transport.



Picture 2.

given in Graham Robson's book "Triumph Herald and Vitesse The Complete Story" he has achieved a very good match. Only someone



Picture 3.



Picture 4.

with a total commitment to the Standard Triumph marque could have produced these results, so well done Barry. See Pictures 2 – 5. It is ironic that Standard Triumph did not put into production a coupe version of the Vitesse, but I guess as the Herald Coupé sales were never that good commercially there was little point producing this version.



Picture 5.

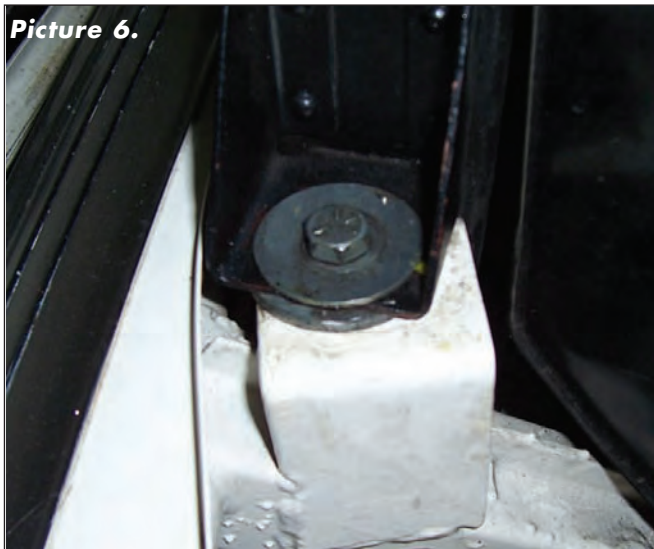
After all we did have the Saloon and Convertible versions which met the majority of the Triumph customer requirements.

Cooling

Back in the August 2010 Courier I suggest the later repro rubber type bushes used to mount the radiator to the chassis may well give a greater unwanted level of insulation than the original thinner fabric type. However, it is fair to say both types of bush do provide unwanted heat insulation.

As a result I suggested using metal spacers/washers instead of the insulating bushes as this would conduct the heat away from the radiator to the chassis. I have used this arrangement on my own Vitesse for a couple of years and found the engine temperature generally runs much lower. On the cold spring days we have recently been having

Picture 6.



it reaches a third scale on the temperature gauge. So I can only guess the original fabric bushes were there to prevent over cooling in the winter and not to avert any damage to the radiator from vibration. Speaking personally as far as the Vitesse is concerned I would rather have the engine running slightly cooler that tending towards overheating so I am leaving the metal washers in place. See Picture 6.

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

See you all at Stafford

David.

A graphic advertisement for the Vitesse 50th anniversary. It features a blue and white illustration of a Vitesse convertible car with a '1962' license plate. The word 'VITESSE' is written in large, stylized blue letters at the top. To the right is a stylized logo of a building or structure. Below the car, the text 'The Two Seater Beater!' is written in a script font. To the right of the car, the text '50 YEARS' is written in large, bold, black letters.

VITESSE

The Two Seater Beater!

50 YEARS

*Are you Taking your Vitesse to the
International Family Weekend?
Stafford County Showground
August 18th & 19th 2012*

A man in a dark blue polo shirt and jeans stands in a garage next to a black Triumph Roadster. The car is a convertible with a black top, featuring a prominent chrome grille and round headlights. The license plate reads 'NRA 804'. The background is a brick wall with various tools and equipment hanging on it.

***In your splendid September
issue of Practical Classics:***

**ON
SALE
AUG 8**

Triumph Roadster restored...

Don't miss the September issue of **Practical Classics** as it's packed packed with technical insight, restoration tips and fantastic features, such as Phil Head's inspirational Triumph Roadster restoration. Off the road since 1969 and purchased for just £2000 Phil spent seven and a half years restoring it to show winning condition. Don't forget our free to enter Spitfire / Vitesse 50th birthday run to the TSSC national in Stafford on August 17, email danny.hopkins@bauermedia.co.uk to join us.

**practical
CLASSICS**



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



Colin Lindsay

Member of the Yarn?

I had a rather strange phone call the other night from Frank Spencer of TSSC fame; I don't know what impression he got of me as I was totally mystified by the entire thing until I opened The Courier - which had arrived in the post some days earlier and I just hadn't got round to reading it yet - to find I had been awarded the Member of the Year Award. This was totally unexpected, as I'm usually of the opinion that Club members should be rewarded for reading my rambling articles every month, but a very welcome surprise and one that I'll treasure.

The award is not solely mine however, and I'd like to dedicate it to the man who first

got me into writing for The Courier, a friend and mentor who taught me so much about Triumphs back when an oil change was the pinnacle of my expertise, and who passed away abruptly and unexpectedly in September 2003 leaving me with a wealth of memories and a gratitude I can never repay.



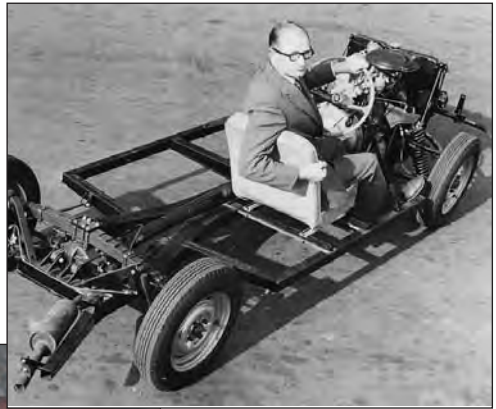
Norman Edmond was one of the mainstays of TSSC Northern Ireland; he lived for Triumphs and the Club, and despite the fact that he was often meant to be working (usually many miles away!) he always seemed able to drop round and help with my restorations. When the vacancy for the GT6 Register came up in 2001 it was Norman who gently pushed me towards it with the understanding that he would help me with the deeply technical bits, and he really was a mine of knowledge. Almost every day, whether in the articles, club forums or my own garage, I have cause to miss him. Not forgetting Carly his small long-haired dog, who famously got too close to a gas heater in my garage and gave herself an unexpected trim all down one

side, or tried to jump across Lough Neagh on a club outing. The photo shows Norman in his Vitesse, bonnet up, holding up the Glens of Antrim Run in the late 1990s with Carly the dog in the front seat.

Good times with a good friend and one we all miss, and I'll accept the award at Stafford this year with thanks for the help he gave me, and the encouragement that got me writing for The Courier in the first place.

I've had an e-mail from member Uard James enclosing the photograph of a plaque fixed to a demonstration Herald chassis and asking how many were made, and how many are still around? From what I know of these

Triumph's Harry Webster having fun on a drivable one. They do turn up on eBay or in the



chassis - and the best source of information comes from Dave at Canley Classics - there were at least a 'couple of hundred' of these made by Triumph's Publicity Division for distribution to Technical Colleges; if you remember that a separate chassis was actually a step backwards in car production when the Herald was designed, most cars of the time preferring monocoque shells, then having an exhibit like a fully rolling and even drivable car chassis was a great bonus in teaching future engineers and mechanics how it all goes together and interacts, not to mention the free product placement for Triumph cars... the photo shows

small ads from time to time, so as to how many are left.... no-one knows for sure! Uard's model is number 157 and if the rest of the chassis is in as good condition as the plaque it's a real minter. Of course, speaking from experience many years later, the separate chassis is a real bonus for Herald owners and restorers...

not for us, climbing under a car and scraping off underseal in the gloom - we just remove the tub and turn it upside down, to scrape away in comfort and full daylight! Any further information on these chassis is as always very welcome.

The chassis for many of the early Heralds were made by Joseph Sankey and Sons of Wellington in Shropshire, and an entry in Grace's

Sankey

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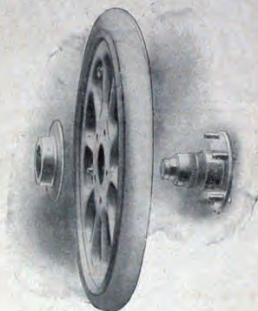
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vending machines, agricultural implements and trailers". They were regular exhibitors at the Earl's Court Motor Shows over the years, manufactured the first pressed steel artillery wheels in 1909, replacing the usual wooden wheels through being 'stronger, handsomer and more compact', and also produced body panels for Arrol-Johnston cars of Kircudbright, which in common with cars of their time (or indeed of many years later!) used a separate chassis.

Sadly the site is now a Morrison's supermarket where

Guide to British Industrial History from 1961 states: "Manufacturers of bumper bars, pressings, welding and assembly work, metal containers and paraffin oil heaters, electric laminations, panels, wheels, chassis frames,

separate-chassis trollies parade along the floor in a parody of the old production line... progress, eh?

See you next month!

Colin

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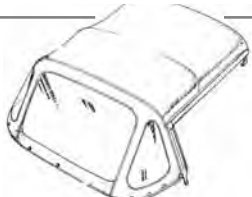


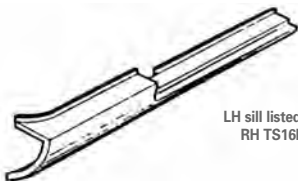


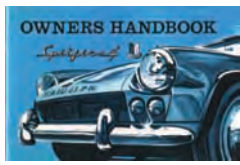

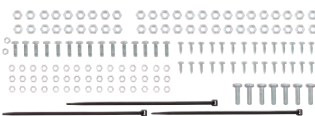





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Tony Simpson



Concours Tips

The International Family Weekend is looming ever larger and entries are now starting to come in a little faster. We could always do with some additional judges, so if you're interested in getting experience, please get in touch at the contact details above and we can pair you up with a more experienced judge. You'll find the experience extremely rewarding.

The Rules and Booking form for the Concours will appear here once more, they are also available on the International Event web site.

www.tssc-international.co.uk

If you have any queries please do drop me an e-mail or give me a call.

Cleanliness!

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

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

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

and sidewalls dressed accordingly. I use tyre foam applied by sponge which cleans and leaves a semi sheen whereas silicone spray will

the whole task but tackle small areas at a time trying to get the best finish I can in that small



My car which won Best TR & Best in Show 2010, clean everything!

leave a shiny false look.

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

I personally believe that the appearance of the under bonnet area can add much to the overall appeal of a car and hence this is an area that needs more attention. As I said earlier try if possible to do this at home before the show. Given that quite a few of our Triumph's have forward opening bonnets unfortunately we have the suspension as well as the engine on show. I must agree that when opening the bonnet and looking at an oily greasy engine and suspension the job of cleaning it up can be daunting. What I tend to do is not think about

area. Lots of small areas will lead to a pristine engine bay eventually **AND MORE POINTS FROM THE JUDGES.**

Assuming that you now have your car cleaned, polished and detailed it is now time to present the car to the judge in the best way possible. Make sure your wheels are in the straight ahead position, empty your boot and put your tools and spare wheel on display at the rear of your car in a neat and tidy manner. Now's the time to dig out the owner's manual and any original paperwork you may have with the car, again all easy points to secure. Use any last minute time up to the judges arrival to fettle your car - remember that whilst it's been sat in the hall scores of people have been milling around having a look and you will almost certainly have fingerprints on the paintwork and glass. When the judge arrives be on hand to answer any questions he may have and to open the bonnet and doors for him. **DON'T** ask have I won or how many points did I score. Usually the judge will say



Tony Simpson

nothing and will give nothing away during his appraisal.

Unfortunately you now have to wait.

Now sit back and enjoy the rest of the show until the awards presentation. You just never know, you may have a piece of silverware to take home and that's something else for your good lady to polish!!

Remember at the end of the show you will have a clean and nicely detailed car to take home and everyone feels better driving a clean car. See you at the show.

Hopefully the above should give you all a few hints & tips on being successful in the TSSC International Concours, so get your booking forms off today, remember entry is Free!

Let's hope we have another excellent show, and we'll look forward to seeing you there.

Tony



TSSC International Concours
www.tssc-international.co.uk

INTERNATIONAL CONCOURS ENTRY FORM 2012

ABOUT YOU

Name

Address

County

Postcode

Country

Telephone No

e-mail

YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
(Cruised & Used
entrants only)

Advance Entries by
post or email by
15th August 2012 to:

Mr Tony Simpson
Paddock View
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Codnor
Ripley
Derbyshire DE5 9RL
Tel: 07827 891471

CONCOURS CATEGORIES

Please circle **ONLY ONE** appropriate class

MASTER CLASS	SMALL SALOON (DOLOMITE, TOLEDO, 1300, 1500, ACCLAIM)
HERALD	
VITESSE	BOND EQUIPE
SPITFIRE	SPECIAL
GT6	Modified/Modernised
TR	Cruised & Used
STAG	Unrestored
2000/2.5	Best Restoration

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



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TSSC INTERNATIONAL CONCOURS RULES 2012

GENERAL

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

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

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

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

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

Judging of the remaining classes will commence at 10.30 a.m. on the Sunday and entries will be allowed up until the start of judging. No late entries will be accepted.

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

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

THE CLASSES

The following classes will be held:

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

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

Master Class: Eligibility for the Master Class comprises winners of all classes from the 2011 International Concours event.

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

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

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

Best Restoration: A New Class this year for Cars that have been restored to show condition.

Best in Show:

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



International Family Weekend

August 18th & 19th 2012 Camping from Fri 17th

STAFFORD County Showground

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VALID FROM/...../...../...../

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WE DID IT... **...AGAIN!**

**The Trials & Tribulations
of a Le Mans Spitfire**



Owner Mark gives thanks!



Report & Pictures by Kevin Rochfort & Karen Lemon
Night Time Photos by Colin Murrell

ADU 1B arrived safely at Le Mans, and passed the scrutineering with flying colours and then parked up in the paddock for all to admire. The daytime practice started well, but



for the night practice, where she performed impeccably, allowing both Ian and Alistair to qualify for the main race, although they were starting from the back of the grid.

This year it was Ian's turn for the Le Mans start as Alistair had the honour in 2010. Ian ran across the track, climbed in and set off at

disaster struck halfway through the 2nd lap.

As Ian was approaching Mulsanne corner the cabin suddenly filled with white "smoke". Ian steered her to safety then leapt out faster than Usain Bolt in the 100m, not knowing whether it was steam or smoke that had filled the cabin.

After recovery to the paddock, Mark and his crew set about diagnosing the failure, and quickly discovered it was a blown head gasket - really rather annoying considering ADU 1B had recently completed a 3 hour rolling road session to prepare her for the rigours of the Le Mans circuit.

In less than an hour a new head gasket was fitted and ADU 1B made ready to go again

a good pace for the first lap where they formed up into their grid positions for a rolling start. Ian



brought ADU 1B back into the pits at the half way mark, and Alistair took over the driving for the second half of the race.

ADU 1B performed impeccably, and Alistair managed to finish in 41st place (scratch), ahead of an awful lot of exotic machinery that included

Cobras, Ferraris, GATT and the like. When the performance index was calculated, it put ADU1B up into 26th place, and leading her class.

When ADU 1B came back in at the end of the race the engine was sounding a little rough, so Mark made the decision to fit the spare engine, so it was all hands to the tool kit to get the spare engine fitted just in time for the night race.

The night race saw ADU 1B finish in 56th place (scratch), still well ahead

of several Ferraris, and still leading her class.

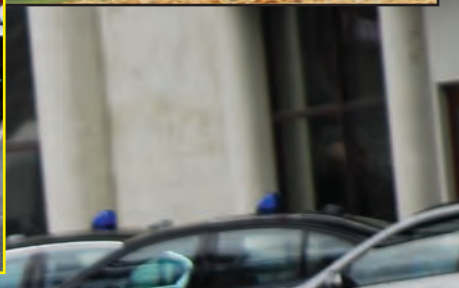
The final race for ADU 1B was the dawn race, where she finished in 56th place, again beating a Ferrari, a Jaguar E-type and a Porche 904 GTS to boot.

In the final adding up, ADU 1B was placed in 48th place (scratch) and 39th place when the Performance Index was calculated.

All this also added up to yet another Triumph
A CLASS WIN at Le Mans.



Well done to Alistair and Ian for driving her to another win, and many thanks to Mark at Jigsaw for entering her in this fantastic race.



Team Jigsaw

Ian Smythe, Alistair Pugh, Mark Field, Jo Field

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Recon Servo (exchange)	£148.00
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Service exchange oil pump 215573	£27.00
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TR6

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Bonnet hinge tube L/H-R/H 91107/8.....	£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 725562/4.....	£125.00
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Recon exchange J Type O/D Mk IV.....	£285.00
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SPITFIRE I - II - III Register



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Suzie Singleton

Classic British Welcome or Bust!

We had been looking forward to our June trip to France for some time now. Having met **John Curtis** back in 2002, the first time we went to the Le Mans Classic and admired his Mk2 Spitfire, we've kept in touch, generally managing to catch up with him at subsequent LMCs.



We'd heard about the Classic British Welcome (CBW) he organises and even all those years ago had discussed the possibility of Triumph being the theme but as previous events had been centred around such illustrious marques as Jaguar, Porsche, Aston Martin and Ferrari we didn't know how viable the idea would be. We shouldn't have worried though, John got his way, bringing Triumph to the fore for 2012, the 50th anniversary of the Spitfire, TR4 and Vitesse - and the last year he was intending to manage the event.

In the run up to June we made arrangements to rent a Gite about 12 miles north of Saint Saturnin where the CBW is held, itself about

10 miles from the Bugatti Circuit. We found a ferry booking which wouldn't cost the earth going from Newhaven to Dieppe on LD lines and all that was left was to check Sybil over to get her ready for the trip.

Guy had been struggling to rectify a problem with her rough running for some time. She was only running on 2 cylinders so there appeared to be a problem with the back carb. Various seals and gaskets were replaced but on investigating further he eventually discovered something unusual - a split in the jet. Having replaced this with one from a spare set of carbs she still wasn't running right and so I suggested to Guy that perhaps the other carb had the same problem. Highly unlikely, he considered, having never come across this problem before but on investigating found that the other jet was indeed also split! Even after this work she was still not quite right so she was booked into Cadley Garage next door for her MoT which was due just before we left and also for some time in the tender care of Phil there who has a knack with recalcitrant engines. She came home somewhat better behaved after Phil found some muck in the front float chamber - unexpected as the front 2 cylinders had appeared to be running ok, and Guy was convinced the problem was somewhere in the rear carb.

Oh well, whatever the case she was running quite a bit more smoothly but still not perfect.

Airey Tuning

A couple of weeks before our trip we were at the South Hants Vehicle Preservation Society show at Queen Elizabeth Park near Petersfield with various members of the Southern Area and others and Richie was talking about the

success he'd had at **Tom Airey's** rolling road workshop on the A272 near Winchester. Mark Steinson had also been impressed with the work Tom did on his Vitesse so the following day I called to make an appointment to take



Sybil down for a bit of Airey magic. He was fully booked that week so we managed to get an appointment for the following Thursday at 8am - the workshop is an hour away from home - the day before we were leaving for France! Ah well, we figured it had to be worth a try so up we got early that Thursday morning and headed off southwards - top down, of course.

We arrived just before 8am and Tom came out to meet us then had Guy drive Sybil into the workshop and onto the rolling road. In the next hour and a half Tom gave her a good going over replacing the needles and sorting out the carb settings.

It turned out Guy had gotten her pretty close to where she needed to be but Tom fine-tuned her taking her from an initial 40bhp at 4800rpm to 45bhp @ 5800rpm. Initially he was going to leave the Champion plugs in that Guy had recently replaced but then decided that she would be better off with NGK BP5HS ones. I

looked these up after we got home and BP5HS cross-reference to Champion L92YC rather than the N9Y I've been used to looking for and Tom suggested a 0.032" gap rather than the standard 0.025" gap.

It was a very enjoyable morning - despite the fine drizzle which came and went - hearing various stories of Tom's 50+ years in this business. He was a rally driver in the 60s and 70s and has driven and worked on so many different vehicles and has even had a few vintage cars through his doors.

I would have no problem in recommending anyone in the area to give Tom a call if they wanted their Triumph, or other cars, tested and tuned. I can guarantee that I have no financial interest in this - I'm just happy to recommend him for his years of experience - and he's a really nice fella too!

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We do have one other job on Sybil to do which is to have her speedo repaired.

We're currently observing her speed by use of the rev counter or Sat Nav as her speedo is a little haywire and wildly optimistic

as can be seen in the photo I took on our



shakedown run after her visit to Tom.

The Journey Out

On Friday morning the last bits of packing were done and stowed away in the car - glad we didn't need to fit a tent and sleeping bags

in for this trip. Although the ferry didn't leave Newhaven until midnight we wanted to get there in plenty of time to have a meal in town and deciding to take a gentle cross-country route avoiding motorways we left Wiltshire at teatime.

The weather was getting windier and we went through the odd shower of rain on the way down but arrived in Newhaven about 8pm. After driving around town for a while nothing really caught our eye so we topped up with petrol at the nearby Sainsbury's and went on to nearby Seaford where we found a pub doing a reasonably priced fish and chips so washed that down with a drink then drove back to the docks about 10pm and settled back in the car for the 2 hour wait.

Hmmm, a bit quiet here, but various cars waiting and staff bustling about. Then we heard one of the LD lines staff mention 'ferry cancelled' to people in a camper parked next to us. Ah, better go and investigate. We got into the ferry terminal building to discover from other voyagers in the queues that the ferry had broken down in France and therefore the midnight ferry would not be running. We've travelled by LD in the past with no problems but I must say that there didn't seem to be much organisation about letting everyone know the problem and the alternative options open to us. It all seemed to be a bit of a Chinese Whispers until, by the time we got to the counter we'd already discovered that due to high winds and rough seas all the Portsmouth ferries had been cancelled that night and that we could either wait until the following day - hoping that the ferry would be repaired - or drive on to Dover where we could get a DFDS ferry (as LD have a link to them). We were given no further information at the desk, merely asked what we wanted to do. Not wanting to wait for 24 hours or more we opted to go on to Dover so got our ticket transfer chit and left just after 10.30pm.

Checking the map it looked like the only logical route was about 80 miles right along the coast, the Sat Nav telling us we should do it in 2 hours. So, off we went, roof up against the rain which was becoming more persistent by now, and the journey seemed to start out ok - until 'Bella', our unruly Sat Nav, decided to send us off at a tangent north towards Battle finding a very narrow lane with some almighty potholes - one of which we hit at a speed slightly higher than was perhaps indicated had

we seen it in time. From there on Guy was a aware of a bit of a wobble in the rear of the car so we took it a little more gently from then on. (More on this next month) We eventually dropped onto the M20 just before Folkestone to see a sight we'd only ever seen on the TV before - a stack of lorries from there all the way into the docks about 12 miles further on.

The heavy seas had cancelled and delayed a lot of ferries and to see hundreds, or more likely thousands of lorries from dozens of countries stretched out along the motorway and then all along the roads into the docks was something else.

We finally arrived at the Docks at 1.30am and then it was a slow time inching along the snaking queue, getting to the check-in booth at 2.20am where we got our next bit of fascinating news - we were getting onto a ferry to Dunkirk rather than Calais - ok, only about 20 miles further north than Calais but considering we set off from home expecting to do Newhaven - Dieppe, about 100 miles on the UK side and about 150 on the French side each leg of our journey was pretty much to be doubled! We were loaded onto the 10pm sailing - running nearly 5 hours late - and left port at 2.50am.

Anyway, we had a relatively pleasant crossing in quite a new boat, getting our heads down on the floor for a while to rest after the long drive.

Arriving in France we headed off from Dunkirk around 6am French time with the intention of avoiding all toll roads and motorways, particularly as Sybil still wasn't keen on doing too high speeds, and anyway what was the point of blasting down a French péage when we could see much more of the country and enjoy the scenery and the quiet roads.

We went on for a couple of hours then found a cafe in one small town for coffee and got fresh croissants from the bakery and some orange juice from a small grocery to complete our breakfast.

By keeping a close eye on the map and Bella I managed to get her to navigate us a route which avoided busy roads and Rouen, having lunch en route in a pretty village square and finally reaching Beaumont Sur Sarthe, the nearest town to our destination in time to get in a few basics at the supermarket.

We then continued on to the small farmyard complex which was to be our base for the next week arriving just before 6pm - 12 hrs since we

SPITFIRE I - II - III Register

left Dunkirk.

This was an attractive set of 400 year old stone farm buildings, restored over several years by a very nice lady from the Isle of Wight called Rosemary.

We were sharing the complex with Rosemary, a French couple next door, someone involved with the 24 hr race opposite, 3 chickens, a small white dog, a cat called Felix (who visited us each evening for a saucer of milk) and a little grey Fergie tractor. After such a long

the next morning for fresh croissants and baguettes and later in the day went out to explore some of the back roads and villages in the area, repeating this routine each of the next few days and finding some lovely Spitfire driving roads. On Monday we did venture into Le Mans intending to explore the old town but all those steps did rather put me off, still being a bit wary of too much walking on my recently healed ankle although we did venture up them and had a stroll through the cathedral. It did, however, give us a quick photo opportunity with the cathedral as backdrop.

Pit Visit

We had made contact with John Curtis but didn't manage to catch up with him until later in the week. However, in the meantime he had sent us an invitation to join a group going into the pits at Le Mans to meet some of the drivers



journey all we needed was some supper, a glass or two of an inexpensive supermarket vin blanc and then to bed to sleep through the night without the need for an early start.

We headed into Beaumont



and see the cars. We duly went along to the Circuit that evening and joined a group of about 15 cars including 3 other Spitfires and a TR3A parked just outside the circuit.

We were led across the road, through a turnstile and then under the track and round to the pits. We had no idea what to expect but found 100s more people there already wandering along the bays collecting signed photos and posters from the drivers of each of the cars due to be taking to the track the following weekend for the 24 hour race. So, we joined in the fray and gathered our own collection of such items. We've both thoroughly enjoyed each of the Le Mans Classic events we've been to but the modern 24 hour race doesn't have any real attraction to me so I'm afraid that none of the names of the drivers,

and only about half of the cars really registered with me.

There was commentary running the whole time although most of it was in French but one exchange with a British driver in English gave us the information that it was the coldest Le Mans race in



days of exploring the countryside around Beaumont finding some good looking buildings - and some not so - and even coming across a tank and a monument out on the edge of a forest road. A bit of Googling on our return revealed it to be a memorial to soldiers of the 2nd Armored Division, commanded by General Leclerc, who fell in battle for the liberation of Mezieres-sur-Ballon on 10 August 1944, the Sherman tank having been donated by the Ministry of Defence in 1996

Thursday set-up at Saint Saturnin

On Thursday we went to the Community Centre at Saint Saturnin where the CBW was to be held to take some TSSC bunting for the exhibition hall and to meet up with John, Colin Bryce (another expat who I'd been in touch with regarding Triumph videos which he was



about 20 years! Anyway, the rain got heavier and heavier while we were there and, not having been foresighted enough to take a brolly with us the attraction of being on hallowed ground did pall after a while so we headed back out to the car and then back home to the Gite for a hot bath and to light the wood burning stove there - in June! Hard to believe that two years ago at the Classic we were desperately seeking bags of ice to cool us down from the 40 degree temperatures.

able to transfer to DVD to show during the CBW), and the Jigsaw team. **Mark & Jo Field** and **Alistair Pugh** had gone down in



We had a couple more



together in better shape than it was before!

As you can see from the pictures, we have now finished completely dismantling the car and stripped the chassis totally. Simon and Tim worked well as team stripping the front end suspension and mountings. Clearly some of these had not been touched since the car was first made nearly 50 years ago! I set about the rear end with supervision from Tim and Simon, which was a good thing really as I had never done

the motorhome towing **ADU 1B** safely tucked away in her trailer. Mark and Alistair were taken into Le Mans to pick up a hire car and they arrived back just in time for lunch. We had been invited to join the team preparing the site for the event for their lunch and we had a very enjoyable time. Several long tables and dozens of chairs had been set out on the terrace of the main building and we all enjoyed the 4 course lunch (pate, roast chicken, cheese and fruit tart) accompanied by several boxes of wine. Afterwards we headed back to the gite to relax for the rest of the day - amazing that the team were able to get up and go back to work to set the place up!

ADU was taken into the Exhibition Hall and given pride of place in the centre of it. John had arranged for several other Spitfires and TRs to be displayed there too and had rounded up one of each of the first 4 Spitfire models but was, unfortunately, unable to get a 1500 as those he knew would be attending would be needed outside in order to join the Parade to Le Mans later in the day.

And now an Update from **David Embury** on the **Shropshire Spitfire Project** over to you David.

I guess with any project there comes a time when you stop going down hill and instead turn the corner ready to embark on the return journey. It is pleasing to report that this is where we now are with the Shropshire Spitfire. So from here on in, we start doing the good stuff and putting it all back

anything like that before. It is good for a novice such as I to understand how all the various bits of our cars work without the body being in place. Not something you get the chance to do all that often!

One good thing that pleased us all was the condition of the chassis, which is excellent. With the exception of the 'Out Riggers', there is no rust whatsoever and it is perhaps testimony as to the way in which the car has been cocooned for the past 20 years as to why the chassis is as good as it is.

One area that is perhaps not so good is the 'Out Riggers'. I've learnt that it is common with our chassis based cars that over the years they have consistently been jacked up with lifting gear placed in the wrong position and they are also vulnerable to corrosion caused by the water and mud thrown up from the front wheels. Hence the Out Riggers we have look



more like something I used to make in Junior school with Plasticine! The metal was all bent and had gone soft. It took very little effort to



puncture it and once inside we found out that at some time in the past the original 'Out Riggers' had been replaced but not by cutting them off and replacing with good new ones. No, the original ones had simply been left in place with new ones welded in place over the top. The result being that what remains of the original 'Out Riggers' was found in the form of many 'corn flake' bits of rust! Well that can now be easily sorted but it is another interesting tale that has unveiled itself as we have gone through the project.

As you can see, we did succeed and the chassis has now gone off to TSSC Shropshire Group colleague **Dave Spence**. He is arranging to have the chassis totally stripped of all its paint and muck accumulated over the past 5 decades. The appropriate protection will then be applied to make sure it remains in as good a condition as possible for the years to come. Very many thanks to Dave for volunteering to arrange this!

Our thoughts now turn to the way forward and with it being the 50th Anniversary of the Spitfire, our intention is to have a stand at the Stafford International Show in August. I know that many TSSC Members have been following our story in the Courier and we wanted a chance to show people in more detail what we have achieved so far. It is also important that we remember why we are doing all of this! The Shropshire Hospice, like so many other hospices around the country do a fantastic job for families and individuals in very difficult circumstances. When you consider the work that they do and that it is without direct Government funding, the more deserving of our support they become.

It is also true that we do need some help from

as many of our fellow TSSC members as possible in terms of raising the funds we will need to complete the project. Our proposal is to therefore have a 50/50 raffle draw on both Saturday and Sunday. Tickets will cost £1 with 50p going to the project and 50p going to each day's prize fund. At the end of each day there will be a draw and the winner will take the prize fund and the rest will go towards the restoration of the Shropshire Spitfire! At the moment, this is still in the planning stage but all

being well we should be ready for Stafford! I truly hope that we'll get to meet as many of you there as possible and the Shropshire Spitfire project can take its rightful place in the overall 50th birthday celebration of the model! Therefore, if you are coming to Stafford, please do drop by and meet the guys from TSSC Shropshire and what we are doing to aid the Shropshire Hospice, it will be fantastic to meet as many of you as possible.

Look forward to seeing you there!

David

Thanks for that David. More on the trip and the Classic British Welcome itself next month but for now I just want to leave you with a reminder to get those Spitfires out and to take them to **Stafford for the TSSC International** on the **18th and 19th August** to celebrate the **50th Anniversary of the Spitfire** this year.

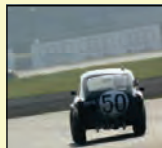
And Finally I've just had a call from new TSSC member **Jon Dorsett** on the south coast who is looking to buy a Mk2 Spitfire. I said I would put a call out in these pages in case anyone has one they're thinking of selling. He's looking for something either up and running on the road, or a project that is nearing completion - no basket cases please. If you have such a car and would like to contact Jon his contact details are as follows: Tel: 01903 742212 or email: alisoninthecountry@btinternet.com. Jon mentioned that ideally he would love to get his old car back but knows that's a tall order, however, if anyone can shed any light on the current or recent whereabouts of a 1967 Mk2 Spitfire, **HCG 713E**, Royal Blue when Jon had it, he would be very grateful.



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GT6 Mk I - II - III Register



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Andy Wood

Performance Exhausts

When I first started out on this journey to have my GT6 restored I never thought for one minute that there would be so many twists and turns but as we all find out when you start to modify something there is always something else to consider too.

What I thought was going to be a straight forward Bolt on modification was not so, sometimes you can read too much on a subject 'less is more as they say' or 'ignorance is bliss 'take your pick.

So maybe I've be reading too much! That's why I'm going to start at the beginning of the end.

The exhaust manifold design, or exhaust header design has a major effect on engine performance as we all know, and plays an important role in car tuning I'll use the term header to give credit to **Chris Cancelli** who designed and made the exhaust system that's on my GT6 header being the term they use in the USA.

For an overview; with a 6 port head, you can model three possibilities: 6-2-1 (usually the best solution), but not according to some as they reckon it's

pointless and 6-3-1 is the way to go and finally 6 into 1 for racing.

So which is it 6-2-1, 6-3-1 or 6-1 the answer is in the cam, it's all of them just a case of what you want to do.

Six-cylinder and 12-cylinder engines are inherently balanced and even firing. That is, for an inline-six (I-6) cylinder engine, the firing order is such that cylinders fire alternating between the



6-2-1 Exhaust System

front 3 and rear three cylinders with a separation of 120 degrees (720/6). The cylinders of a V-6, engine, typically arranged in a 60 degree "V", fire in an alternating fashion between banks also with 120 degree separation. A V-12 is essentially two I-6s (or two V-6s) joined together at the hip, with cylinders firing in an alternating fashion from bank-to-bank separated by 60 crank degrees (720/12). The melodical sound of a Ferrari V-12 is testimony to the even firing nature of these engines. Typically, I-6 exhausts are setup as two 3-1 headers. The front 3 cylinders are combined into one collector and the rear

3 into another. A V-6 engine normally has a 3-1 collected system on each bank. A V-12 typically has two such setups (4 x 3-1 headers). In many cases, the 3-1's are combined into a final 2-1 resulting in a single exhaust pipe from



each bank of 6 cylinders. (This explanation was pulled of the internet and no I don't have an engineering degree, but if Ferrari use it must be good)

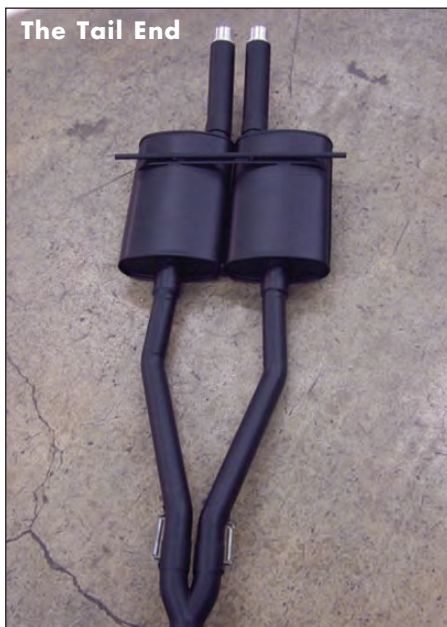
There's a lot of Science involved in this and it will talk about many things such as speed of pressure wave propagation, reverse pressure, engine RPM, scavenging to name a few.

Bottom line is that you have to use theory to get the primary pipe lengths and diameters in the ballpark and then test, test, test. In terms of exhaust header design, both the primary pipe diameter and primary pipe length will determine the engine's overall power band as well as its peak power point.

So on a six-cylinder engine, the primary exhaust pipes from cylinders 1, 2, and 3 should join into one collector and the primary pipes from cylinders 4, 5, and 6

should join into another collector.

An exhaust manifold with shorter primary pipes would provide better low-end torque. And with short primary pipes this will help with acceleration. A Y-pipe could then be used to join the two collectors before feeding into the front pipe. The primary pipes in the exhaust manifold should match the exhaust port diameter on the cylinder head; a primary pipe that is slightly larger than the exhaust port is better.



Remember, however, A thinner manifold wall (as you get with stainless steel bespoke headers) would have greater exhaust heat loss. So we're back to fuel evaporation to due to the extra heat given away.

One option is to paint them with Matt Black high temperature paint, heat wrap can look a mess and holds in moisture and if you've using on mild steel it will just aid them to rot!

Another thing to think about is when you remove that great big chunk of a cast iron header it was also helping as a heat sink - you just can't win can you. Toodle-loo

Andy



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Mark Blease

Fuel for Thought

Before this month's random meanderings, it's time for my annual Stafford appeal! The last two years have seen record numbers of "Big Sixes" entering the concours at Stafford, which is a trend I am really keen to see continue. Entry forms and details of concours rules are in the Courier, or you can enter on Saturday at the Concours Desk in Bingley Hall. If nothing else, it's a good excuse to give your car a good clean and polish. Don't worry if you think your car isn't "up to scratch" as the judges are always on hand with friendly advice.

I think it's fair to say that Horatio, our 1972 2000 saloon, has had more than his fair share of fuel problems. Four years ago, when he was first awoken from his eighteen year sleep, his tank had been badly affected by internal condensation which had resulted in a lot of rust some of which was flaky and loose. After a few breakdowns due to the tank outlet becoming blocked, I removed the tank, cleaned it using chemical cleaning agents and lots of pressure washing, and once dry treated it to a coat of tank sealer.

This treatment lasted for three years but recently I noticed black specks appearing in the inline fuel filter. It was clear that the coating had failed, and after reading about increased levels of ethanol in petrol, I wasn't

really surprised. Increasingly large flakes of the black coating found their way into the filter and during a trip to the Standard Triumph Marque Day at Prescott Hill earlier this year I was blighted by nine breakdowns, all caused by the outlet in the fuel tank becoming fully blocked.

Most tank sealants have now been reformulated to make them ethanol-resistant, but to apply a new coating I would obviously have to remove all traces of the old one. Access to the inside of the tank is tricky to say the least, the largest opening being that provided for the gauge sender unit. I devised a cunning plan - I would use ratchet straps to secure the tank to the front of a cement mixer (*Photo 1*),



throw some sharp gravel into the tank, switch on and leave turning until: the tank was spotlessly clean, or the neighbours called the Noise Abatement Society.

In principle, it seemed like a fantastic

idea. The gravel would scour its way around the inner surface of the tank, leaving clean shiny metal, and at the end of the process I could empty the gravel with all the contaminants, give the tank a good wash out, and once dry apply the new coating. In principle yes... in reality, no! The gravel I had used proved to be a little less robust than I'd hoped, breaking apart in the tank and leaving small pieces embedded in the internal tank seams. New tank required! Luckily I managed to find a new-old-stock tank at a local car show and fitted that instead.

However I still had serious doubts about the design of Triumph's original fuel outlet on these tanks - it seemed too easy to block. The outlet consists of a short length of steel pipe which connects to a rubber pipe leading away to the front of the car. At the tank end, the steel pipe is sealed using a nut and olive arrangement, similar to a compression fitting used on domestic central heating. On my tank, and I'm sure on many others, the end of the steel tube finished flush with the floor of the tank, meaning any particles or sediment could easily block the pipe, leading to the problems I had encountered.

I decided there must be a better way.

I purchased a length of 5/16" copper tubing, a standard size for microbore plumbing tube, and a new nut and olive; these are the same as those used on fuel pumps, the part numbers being 60142 and TL8 respectively. Microbore tubing is very soft so to grip it, I pushed a length of copper brake pipe over it (*Photo 2*)



allowing a vice to grip them without causing too much distortion. I drilled the tubing at intervals (*Photo 3*) and marked the tube so that on fitting, the lowest of these drilled holes would be close to the retaining nut, minimising any reduction in tank capacity. My theory was that the fuel could find its way out of the tank through any of these holes, and since the open

end of the tube no longer lay flush with the bottom of the tank, any future contamination in the tank would be far less likely to block the outlet.

I double-checked that the projecting tube would not foul the sender unit float, and fitted the new take-off to the tank. Being microbore tubing, it is easy to bend neatly to mate up with the existing rubber tube. The difference between the original and new take-offs can be





4.

seen in *Photo 4*. Since fitting I haven't experienced any problems, and find when disconnecting the inline fuel filter in the engine bay,

See you all at Stafford!

Mark

there is a really healthy flow of fuel under gravity alone. Of course this method does allow particles from the tank through the fuel line more readily, so make sure there is a good inline filter fitted, preferably with a clear glass body such as those available from the Club Shop, so you can keep an eye on things.



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Ben Broadbent

Cheap Motoring

A year's motoring for under £500, now is that cheap motoring?

Hello, again. This month I'm grateful to **Chris Gunby** for an article about his experiences during the last 12 months with his Acclaim. This is what Chris had to say:

After reading your Acclaim article about tyres etc., I thought I would drop you a note about my Acclaim. My first experience with my Acclaim started a bit before most people's, I imagine, in fact I was a twelve year old school boy. My friend's Grandma, who lived at the end of the road, had a brand new Triumph

sell hers, surely she still didn't have the same one!! It took me 6 months to go and have a look, and there it was sitting in the garage as it had all its life, only this time it was nine years since it had moved.

The deal was done for £100 and I became the



Acclaim shining, outside on the drive and it wasn't long before we were getting taken to school in the car on a regular basis.

Fast forward twenty seven years to 2010 I got a email from the same friend asking if I was still into Triumphs as his Gran wanted to get 44

owner of XFP87Y, originally, bought new from Sturgess in Leicester, still with all its original stickers number plates etc, and with only 28,000 miles on the clock . (pic 1) I was told at the time that the car had never been out of Leicestershire.

The car was put straight in for an MOT. It failed of course. With a number plate bulb, a new rear exhaust box and a tiny bit of welding, it was legal again for £50. (pic 2)

My friends daughter needed a car to learn to drive in that was automatic, so off went the car to Nottingham for a few months so that Charlotte could get experience and pass her driving test first time. During this time the car

was taken to Stafford 2011.



3.

It was one of four Acclaims there last year, (pic 3) but one of them caught my eye as it had some very nice wheels that looked very Triumph, but I hadn't seen before.

After asking the owner which Triumph the wheels were off, he laughed and told me a BMW mini bought from ebay . (sorry no picture) (Well, BMW do own the Triumph name)

I managed to get four brand new steel BMW



4.

mini wheels with brand new Michelin tyres for £80 pounds, a bargain or what? I like the look of them, as they are 15-inch rims rather than the old 13-inch standard wheels (pic 4) , they fill the wheel arch nicely and have transformed the handling of the car.

So now a year on its MOT time again, Rita as she is now known, has done 8,000 miles



5.

this year having just got back from Spa in Belgium with the club .

As well as being used as a daily hack the Acclaim has been to lots of club events all around the country. My experience of Acclaim ownership has been great so far it has only let me down once with dirt in the carbs. I have managed to bring a Triumph back to life and run it for 12 months for under £500 pounds, that's got to be cheap motoring. (pic 5)

Quote of the year as the car was being driven out of Spa circuit "that must be the rarest classic here this weekend " well with only thirty four on the road at the minute he was

probably right.

Did I say that the Acclaim is doing 8 to the gallon more than my diesel Audi all-roader!!!!

Thanks Chris, £500 for the year is fantastically cheap motoring, especially, as Acclaims seem to be selling for about £1000 at the moment and raising! The Acclaim is a great comfortable drive with a nice interior, (pic 6) as I said before in these pages. They make an excellent daily drive.



6.

So ownership gives cheap driving of a Triumph every day of the year.

So go on, get yourself an Acclaim, as your everyday car. Get rid of that eurobox!! Well that's all for this month. Take care and JUST DRIVE IT, without any worries.

Ben

BOND EQUIPE Register

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Guy Singleton



1st International Bond Camping Weekend AKA Midsummer Madness 2012

Well actually, I think I tell a lie in the title as I can remember Patrick Rinderknecht bringing his 2 litre coupe over from Switzerland to earlier Bond Camping weekends, however, Frank Bosmans came over to join us at Midsummer Madness

52 FMO. Oh, and lastly I took my 2 litre convertible towing the Biod caravan and Suzie drove my white 2+2 towing the 'new' small fibreglass trailer we found a few months ago.

Unfortunately Dave and Paul and Nicky were only able to join us for one night each so we never did manage to get all 7 Equipes lined up in one go but we did manage 5 of them lined up on Sunday.

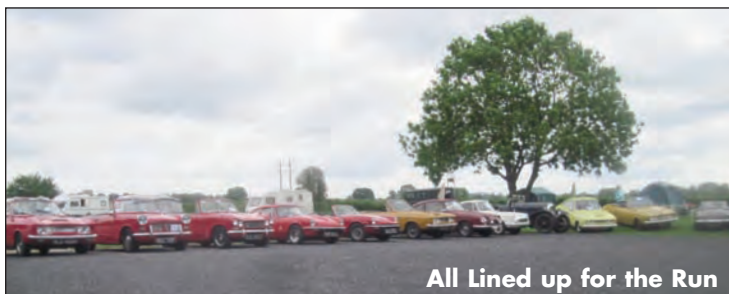


with his friend, Koen, in his 2 litre 4s.

This year we had 7 Equipes join us over the weekend: Frank in his 4s, Dave Westgate in his 2 litre convertible, Dave and Amanda Abbitt bravely bringing a car each from Kent – Amanda in the 2 litre convertible and Dave with Wotan, the yellow 2 litre coupe towing their Portafold caravan, and Paul and Nicky Bower and daughters with their green 2+2,

noise on and off power, this gave me a chance to drive a LHD Equipe so I drove it home to Bondhenge so that we could jack the car up and look at the problem – a very strange feeling with

The run through Wiltshire crossed the Kennet and Avon Canal a number of times and 4 (and a glimpse of a 5th) of the 8 Wiltshire white horses were seen. On the return from the run Frank mentioned a slight



All Lined up for the Run



Coming over the top of Hackpen Hill

the pedal positions and gear change in the "wrong" place!

We jacked the car up and found that the diff/driveshaft bolts were loose on the right hand side. I then found that when Frank had swapped over the running gear to the 2 litre version he had inadvertently used the wrong sized bolts (using the ones for the 1200cc car) so we replaced the bolts with the correct ones – result – no more of those nasty noises!

I believe everyone had a good time over the weekend despite the weather – very wet and windy overnight on Saturday – Frank's gazebo collapsed and landed on his tent so he had to get up at 4.30am to sort it out. In an adjacent pop-up tent Koen slept through and did not notice! We heard from

Frank that he had got back home ok but not before the lovely English summer weather had one last throw – he went through a large puddle shortly after leaving us which got the electrics wet. After drying out the ignition he got it going on 4 cylinders, then eventually all 6 came back on line, allowing them to get back to Dover and their ferry on time.

Finally, a big thank you to everyone who came, and also to our hosts, Pete and Gwen who got their vintage Bentley out of the garage and let Frank drive it round the field – guess

who now wants a Bentley!

So, after the success of this year's event a



It was a Wild & Windy Night!

date for your 2013 diary – we intend running Midsummer Madness on 21st to 23rd June 2013 – let's get plenty of those Equipes out to help celebrate the Equipes 50th Anniversary.



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Derek Ford



Low Mileage Survivor

This months guest vehicle belongs to **Robin Kenyon** from Shrewsbury.

Robin sent his IVR to me last year so sorry for the delay. Robin informs me that his car has 45,000 miles on the clock which has been confirmed with all the MOT certificates. In fact it has only done 200 miles in the last 10 years (sounds like my own Spitfire) It was purchased from the original owner who was married to





a WW2 Spitfire Pilot. The car was registered in June 1973 but has a commission number very close to being tax exempt. Time to give Trudi a call Robin and hopefully she can give you some good news. I hope you can put some decent mileage on the clock now Robin if we ever get a summer for you to enjoy her.

If any of you do get the chance of some mileage and have a good story on your car, why not drop me an email and I'll do my best to feature it in a future Courier.

Derek.







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CLUB SHOP NEWS

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by Garth Jupp

Price Reductions

I am pleased to announce that we are able to reduce the prices on the majority of our clothing range offered in the shop.

Bomber Jackets were £32.50 - **Now £27.00**

Polo Shirts **short sleeve** were £11.95
Now £8.50

Polo shirt **long sleeve** were £15.50
Now £12.75

Baseball caps were £8.95 - **Now £7.40**
Fleeces remain the same at **£22.25** as they were already reduced, and also the last few Rugby shirts are available at **£18.00**

Special Offers

Each month we will have a special offer that runs for the month of the Courier edition it is shown in.

This month the special offer is for **Bell 6 cylinder tubular stainless steel manifolds** for the early **"MK 1" 2 litre engines**. The normal price is £444, **for August only** these will be on sale for **£304** a saving of almost a third!

Hurry as we only have five at this reduced price. (Note these prices can not be used with the 5% Stafford offer, however you can order them for collection at Stafford thereby saving you the postage)

Finally on prices don't forget the price matching that the Club Shop now offers.

Catalogue Correction

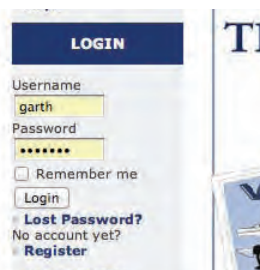
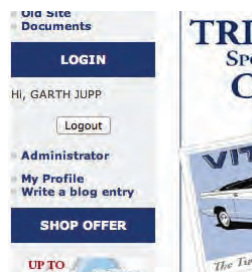
On page 19 of the current catalogue there are two price errors, the Automec silicon brake fluid should be £32 for 1 litre and £19 for 1/2 litre.

GT6 Drop Glass

There has only been one more expression of interest, now making it up to 19, come on, **one more** and I will start the ball rolling.

Club Shop Web Site

Just a reminder that to get the members prices you **MUST BE LOGGED IN**, if you **don't** see the following in the left hand side of the web page you are **not logged in**. It will say Hi, and then your name, if it does you will get members prices, if not you will be charged 20% more. If it looks like the picture below then you are **NOT** logged in



E-mailing the Club Shop

Lastly if you need to contact the shop to ask advice or have a question over something you have purchased, please use the club shop email as that comes directly to me, if you send it to info@tssc.org.uk then it has to be sent on to me and there may be a bit of a delay.

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Trevor Collett

Cabinet Decision

I imagine you were presented with a car chassis complete with running gear, like, say, that of a Triumph Herald, and asked to build a body on it – what material would you choose to build it with? Back in 1958, Standard Triumph decided to use steel, and turned out many hundreds of Heralds to sell to discerning car buyers from May 1959.

A few years later a company called Bond, presented with the same question, chose to use different materials for different parts of its Equipe – steel for the bulkhead and fibreglass (glass reinforced plastic) for the front end. The choice between steel and GRP is not clear cut – don't be led to think that steel is best just because it is the most commonly used. Steel's biggest strength, actually, is not its strength, GRP is stronger in many ways, but it is the ease steel can be pressed to shape, for mass production. Many car companies, like Lotus for example, would choose GRP over steel.

There are other materials you might consider to build your car body. Aluminium has been used quite successfully; you can form it and it doesn't rust; welding bits together isn't particularly easy though.

Then there's Kevlar and similar hi-tech composites. What about wood?

You've seen the pictures so you've already worked out where my intro is leading. For no particular reason I've raided my photo archive and collected together some Triumph-based, home-built cars for which the builders chose to use wood, not just for the internal structure but for the final finish.

The car **695 CRK** appeared in my column in October 1995 following my meeting with it at a club event earlier that year.

I don't know very much about it other than it was based on a Spitfire chassis and was, according to the owner, built in about 1965 by



Cawthorne Special

a shipwright in Devon. The car was known as the Cawthorne Special.

Vehicle **RBH 357D** is the Denners Special,



Cawthorne Special

which appeared in the March 1996 edition. Apparently the builder, one **K J Denner** from



Denners Special

Devon, was inspired to build this car after seeing the Cawthorne Special.

The car was built on a Spitfire rolling chassis, bought as an abandoned restoration project. The body was made from 6mm plywood over wooden frames at the back and steel hoops at the front. Two layers of 1x1/8 mahogany strips were glued, at right angles to each other, to the ply. It was hand sanded and finished with floor seal for protection.

Over 600 mahogany strips were used. To keep costs down the hardwood was scrounged from friends and the local tip. These odd bits were cut and planed into the strips required. The alloy sheet used to line the cockpit and the engine compartment came from a scrap commercial cooker.

The steering wheel was made up from blocks of hardwood,

shaped by file then epoxy bonded to alloy spokes screwed to the Triumph boss. The upholstery was made on an old industrial sewing machine bought for £10. He even made his own fibreglass mudguards.

At the time I was in communication with K J Denner he was 65 years old.

In April 1998 I published some photos, which were sent to me from America, of an extraordinarily beautiful, GT6-chassised, wooden-bodied car. The car, then only part built, was to become known as the Bermuda. I had pictures of the completed car in September 1998. The builder of this wondrous creation was **Roger Cawthorne**, apparently the same man responsible for the Cawthorne Special above.



Cawthorne Bermuda

In my recent web surfacing I have come across a contemporary reference this car – it seems that it is currently on display, or was a few



Cawthorne Bermuda

months ago anyway, in a privately owned car museum in Moscow, yes that Moscow, in Russia. There must be quite a story here, Devonian shipwright builds two extraordinary wooden-bodied cars, one in Devon and the second in America; then the second car somehow gets to Russia. If I was a proper motor journalist I would research all this properly and bring the full details – but I'm not, so I can't, for now, anyway.

As for the fourth wooden-bodied marvel

pictured below, all I know about **POU935G** is that it appeared in The Sun newspaper in 2006. Apparently it was built on a Herald chassis by **Mike Morris**, an ex-cabinet maker from Blackpool, and the wood is mahogany.

There you have it, four fabulous examples of the art of Special building; anyone know anything about these cars, where they are now or more about their build? Has anyone got pictures of other wood-finished club Specials?

My breath is bated.



Mike Morris Special



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Ben Broadbent Alternative Breeze Buster!

And Staffords Here again

Hello, it's August and the International at Stafford is less than three weeks away. I was just about to submit my article for this month, when an email arrived from **Steve Pratt**; the AO for West Kent. I read the article with interest; it was from Steve's blog and was an alternative approach to Danny Stroud's article for the 'breeze buster' published in March's Courier. So 'stop the press' and let's get Steve's article in the Courier.

Here is what Steve had to say:

I know there has been a recent article on making a 'breeze breaker' for the Stag, but thought you may like to see an alternative approach, hence the following, which I recently posted on my Blog.

When I first got the Stag I fashioned a home made 'breeze breaker' for use with the hood down, using 6mm perspex. This has worked well but unfortunately was cracked rather badly when I put it in the boot and carelessly closed the boot-lid. I affected a temporary repair with good old Gaffer Tape.

Since then I have been mulling over what to do, replace the perspex, purchase a good second-hand Bosscreen (too expensive new), try to make my own mesh one, or purchase a specially designed mesh

one, again too expensive.

In the end I followed an interesting thread on the Stag Owners Club forum where some



owners reported that the Audi A4 folding wind-breaker was a good fit for the Stag (picture 1). After bidding on a few on eBay I was eventu-



ally successful in getting one within my budget last week and it arrived today.

Very little modification is needed, just some form of strap to the T Bar which is achieved using Velcro as seen in the following pictures. (picture 2) There are two positions it can be used, either using the correct tilt as used on the A4 which means the tonneau covers the back seat but leaves a slight gap by the B Post,



(picture 3) or angled against the B post which leaves a slight gap at the back seat (picture 4). Having tried both positions, there does not seem



to be any difference (or increase) in drafts. It is as effective as my previous perspex one, even at motorway speeds and does not appear to need any other form of fixing other than the velcro straps. I am however thinking of some form of securing strap for the tonneau in the

interests of security.

An added bonus is that it all folds up neatly into



the leatherette bag (picture 5) and easily stores in the boot or behind one of the seats.

Thanks Steve, that's an excellent article and innovative adaption from the Audi. I've seen a few of these Audi windbreakers at the local car dismantler in the past, so I'll keep me eyes peeled for others. I've shown both Steve's and Danny's articles to a local member of the SOC, and he suggests a combination of the two

ideas. Basically, add the covering for the seating area from Danny's ideas to the A4 frame when attached firmly against the B-post! (sorry, no picture of this).

Has anyone else, come across windbreakers from other modern sports cars that could be adapted? Also, thanks again to Danny Stroud for his article from March's Courier.

There are lots of innovative ideas that have been applied out there on your Stag's. Please contact me with items worthy of publishing in the Courier that can help other members. Alternatively, you may come across items in magazines or blogs, well let me know and I can contact the author and ask permission to publish the ideas for others to attempt.

It's almost time again for Stafford!

Well, I hope you're all prepared for the



Stafford effectively being an indoor show, let's hope we get lots of Stag's on display and in the TSSC Concours.

There have been some brilliant Stags entered in the past few years, (pictures 6 and 7) so let's have as many as possible on display. Check out the Courier for more information about entering your Triumph Stag in the TSSC

6.

International at Stafford. The weather in May and June meant the early show season was very damp. (I'm writing this in early July) With

Concours. Well, that's all for this month.

Keep those V8's purring!

Ben



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Horses & Hounds for Heros

TSSC Herts & Beds Area

Herts and Beds were asked to take some Triumphs to the Horses Trust at Speen, for a fund raising event organised by the Army, Horses and Hounds for Hero's on May 6th.

The day stayed dry but rather cool, the trust look after over 100 retired military and police horses along with some pure



Mounted Police - Gentle Giant!

and many emaciated starved animals as seen on TV from Spittles farm, they are now fully recovered and love a run around the paddocks, it puts a lump in your throat to see the before and after, on the day they retired the biggest ex metropolitan horse who stood at 18.5 hands (you won't mess with him) although he was a real gentle giant of a horse.



The Herts & Beds Triumphs on Display

rescued stock, most emotive was 14 horses rescued from that awful collection of 40 dead

Just a £1 donation gained entry and it was great for kids with a dog show, ferret racing,

Area Showtime

mounted police demo, facelony, a scooter club demo and in the end **FIVE** Triumphs!

Peter Lewis



Scooter Display and Fitting Shoes

Newbury Area Camping Weekend

Mary Rumens



After we had managed to get the tents up in strong winds and heavy rain showers.

Newbury Area's camping weekend near Fordingbridge on the edge of the New Forest. Although it was June, the weather was not too good: very windy, cool and often wet, especially during the Saturday night.

There were 12 of us camping, plus 2 in a B&B down the road, under the circumstances a wise choice!

A lesson in how to arrange your pool balls!



Everyone trying to keep warm on Saturday evening: note the inflatable "thrones"!!



The stalwart campers after they had dried out a bit on Sunday morning.

TAKING MY SPITFIRE HILL CLIMBING

WITH A LOT OF HELP FROM MY FRIENDS

by John Hewitt



I love Triumph's and I love motorsport. However, I never thought that these two passions could, or would ever be, combined. How foolish I was. Of course they can, and in this article I'd like to tell you how I did it in the hope that you'll perhaps you'll join me for some of the best fun I've had in ages.

Being a motorsport nut (like a lot of people in Northern Ireland), I got into local rallying and competed in the Northern Ireland Tarmac Rally championship for a few great, and very expensive, seasons. My rally career was cut somewhat short, however, after a bad crash in the Circuit of Ireland in 2009 (type in 'frightening rally crash on YouTube and you'll see what I mean!'). We hit a wall on a 'Treble Caution Square Right' at 62mph. The reason I know we were doing 62mph at the time is that my digital readout stuck at 62! This taught me two important lessons, as I reflected while lying on a very uncomfortable stretcher in hospitalbrakes don't work in mid air and brick walls in County Down are extremely well built!

On further reflection, I decided to hang up the race suit for a while, possibly for ever. As Basil Fawlty would say, 'another little avenue of pleasure that's been closed off to me!' So I went back to spectating at motor sport events and concentrated on my little Triumph Spitfire, that I jointly own with fellow TSSC club member Owen Fitzpatrick. That is until a TSSC club meeting one night when the mercurial **Paul Robinson** was describing his adventures taking his Mark IV Spitfire hill climbing. Paul's infectious enthusiasm, coupled with my own desire to return to motor sport made me decide to transform my Spitfire 1500

from its standard state, with rather questionable white wall tyres, into a race ready machine that eats hills for breakfast and goes sideways into corners.

After receiving clearance to restart my motor sport career from my very understanding wife (who resigned herself years ago to the fact she married a petrolhead) and the go ahead from Owen to work on our jointly owned car I set off to Paul's house to and came home with a shopping list of parts I'd need.

Our approach was to improve performance and handling without going mad. Sports manifold, air filters, new carburetor needles new springs and shocks. And of course, lots and lots of go-faster stickers!

At that point I developed a new best friend...eBay! For 2 months it was like Christmas in our house with strange shaped packages arriving daily. I'm not going to put a total figure on what I spent (just in case my wife picks up this copy of the Courier some day) but I will highlight some of my best buys. These were a set of 13" alloys for £200 from GB Sports cars and a 1500 roll bar for £30.

My complete list is below...

Koni shocks – Rimmer Brothers

Competition springs

donated by Paul

Carburetor tuning kit

Andrew Turner

Sports Manifold – Andrew Turner

Spitfire Roll bar – eBay private seller

SU Sports air filters – Andrew Turner

Set of gaskets – Rimmer Brothers

Metal brake hoses

Rimmer Brothers

Alloy wheels – GB Sports cars

Spitfire Hill Climb Prep

Yokohama Racing Tyres
Glnahirk Tyres
Magnetic sheet for racing numbers
DL Graphics
Scrutineers Delight (a very handy sticker set that scrutineers like)
A liberal amount of go-faster stickers
Bell Mag 1 Helmet – Demon Tweaks
Name sticker for helmet
Lightning Signs
OMP racing gloves
eBay private seller
Sparco racing boots
eBay private seller
A decent tool box for the paddock
Halfords

I put it all together and took a photo (below) just before we started the build. It didn't look like much when it was all set out on the floor, but it certainly took a while to get it all on!



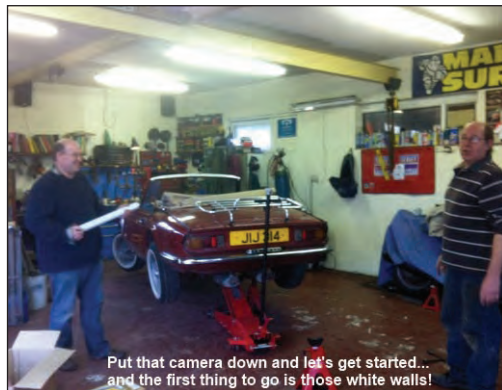
All my Bits

When everything had been delivered, it was time to stick them all on. I booked a day off work and met up with Paul and fellow TSSC NI member **Alan French** at Alan's house and we set to work.

Being fairly clueless mechanically, but very keen to learn, Alan and Paul set about pointing me in the right direction, involving me in all the work and getting me under the car as many times as possible!

We started with the shocks and springs. Standard ones off and Koni shocks and stiffened competition springs all round. Alan

and Paul are both masters of all things Triumph, and it was an education spending a day with them. Alan had at least 6 tools for every job and had a custom made device for building the shocks, which saved lots of time.



After the shocks and springs Alan and I got down to the sports manifold, while Paul set about putting new needles into the carburetors. The manifold wouldn't play nicely, so involved a fair bit of heat and bending with an Oxyacetylene torch.

The Spitfire had a silencer fitted that we were tempted to remove, but after considering modifying a prop shaft to replace it, we left it well alone...there was enough to get through!

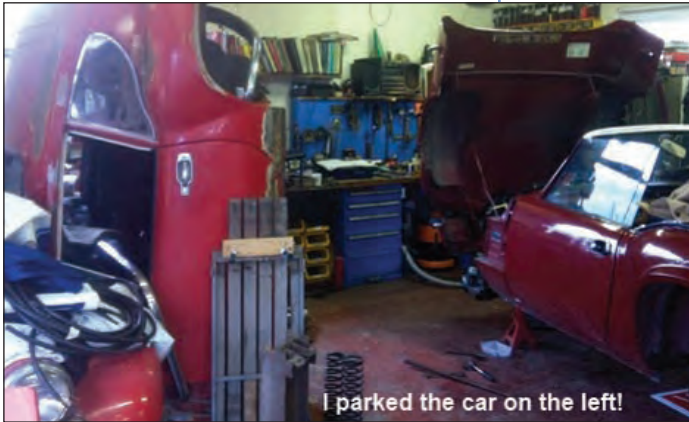
Paul rebuilt the carburetors with the kits supplied by Andrew Turner. This work looked mind boggling tricky and I was very glad I wasn't involved in that bit....thanks Paul!

We agreed that it was time to get rid of the most recognisable part of the car...the white wall tyres. This is a running joke in the TSSC NI as my car is known as that one with the white walls! Off they came, to be replaced with sports alloys and Yokohama tyres. She was starting to look more like a racing car now!

We also had to do a few small jobs to get the car through scrutineering such as putting yellow tape on the negative battery terminal and fitting a piece of plastic to the front bumper to stop and start the clock on each timed run. This latter task proved really quite fiddly and took a lot longer

than some of the big jobs.

and Paul did all the clever bits, with me loosening things, tightening things pulling things off and trying to get them back on again all under their close eye and instruction. Thanks guys! Starting at 10am we had it all on and everything screwed back together by about 10pm. We then set about putting in the roll bar. Typically this 'small' job was complicated by the fact it was just a little too tall. When out into position, the soft-top wouldn't close over.



Amazingly we did all the work in just one day....springs, shocks, carburetors, manifold,



However, it was getting late and Alan proposed a very simple solution....cutting $\frac{1}{2}$ inch of it with an angle grinder worked a treat! We then finished with a final tune of the carburetors and a few test runs it was time for bed.



brake hoses, roll bar and the all important go-faster stickers. When I say that we did the work, of course what I really mean is that Alan



At every point when we started to flag (you could tell these as everyone stopped talking!),

Alan's wife Pam brought lashings of tea, buns and tray bakes to keep us going, and this really helped!

In the following days, I did some testing and had a very interesting experience when the throttle stuck on coming into a junction....suddenly my rally days came flooding back, but thankfully this time I got her backed off in the nick of time. A throttle release spring was ordered and fitted shortly afterwards!

And so with the car ready, and performing well it was time to enter my first hill climb, Croft, just beside Holywood in County Down. Paul and I were both competing, Alan was Team TSSC NI Chief Mechanic with Jackie Robinson, Laurence Cochrane, Padraig Hart and Owen Fitzpatrick as our, much appreciated, supporters. I was entered as number 44, in reverence to the famous Group 44 racing Spitfire of Bob Tullius (see <http://www.triumphspitfire.de/tullius.html> for



Paul and I...team TSSC NI MotorSport!

consensus seemed to be 'there's enough MG's in our class, nice to see a bit of variety!' In fact, on my way up to my first run, Ronnie Trouton MBE, Honorary Vice President of the MSA stopped me and told me that he had owned one of the first Spitfires in Northern Ireland. After that, on approaching the start line for my first run, a member of the crowd came over to

me and asked where he could find a good Spitfire at the 'right money'. I thanked him for his interest and politely asked if we could discuss it at a more appropriate time! We were definitely feeling the love for Triumphs out there!

And so it was time for the first run. Up to the start line, engine burbling, stomach rumbling, bowels churning, green light and we were off. And it was over all in a flash and I was over the finish line with the broadest smile I've had in a long time.

That really was fun!

And the fun continued and got better throughout the day as I tried to better my times, get better lines, get smoother and try to catch those MG's!

We were tweaking the carburetors after each run as well to reach the right level. Alan only told me this after the event, but when I asked him to put up or down the needles, he did the exact opposite, as he ignored my mechanical requests and acted only on what I told him the



Paul in the TSSC paddock

more details). My car got a pretty comprehensive check in scrutineering as it was my first event, but after a few dodgy moments, she passed.....no going back now!

Time passed very quickly until it was time for my first practice run...one of the reasons for this was the amount of people coming over and saying how nice it was to see 2 Spitfires competing and asking about the cars....the



My First Run

car was doing....now there's a sign of an experienced mechanic!

On my next run, as I was trying to get the hang of the corners I found myself going too quick into one, I backed off and the back end came out immediately...the joy of rear wheel drive motoring. That one got a nice cheer from the crowd and a clap from the marshall....I think they thought I meant to do it!

To say I had a good time would be a complete understatement; it was one of the most enjoyable days I've had in years and I can't wait until my next event. I'm hooked and I would urge anyone who is considering hill climbing your Spitfire to just do it. However, my enthusiasm got a little beyond itself during the day at times and I laugh now when I think about trying to burn out the tyres before a timed run. I had been watching the Westfields and rally Escorts doing burn outs before the start line and I thought 'd show the crowd that Spitfires can do everything that they can do. I did of course forget that I don't really have the differential these cars do and my attempted

burn out up to the start line resulted in no tyre spin at all.....instead I just went up to the start line a bit too quickly and stopped just before I hit a rather worried marshall.....oops!

Anyway, I hope that you have enjoyed my journey into hill climbing my Spitty and perhaps I've even convinced you into doing



the same. I hope so.

The last thing I want to say is to thank fellow TSSC NI club members **Paul Robinson** and **Alan French** for all their help, enthusiasm, patience, mechanical skill and knowledge.

I couldn't have done it without them.



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Paul Richardson©

Maltese Triumphs



It was during the time my wife, Julia, was organising our holiday in Malta early on this year, when I decided to find out if there were any classic car clubs in Malta because on our holiday there last year I caught sight of several vintage and classic cars being driven around. I

fortunately made e-mail contact with the Classic Sports Car Club of Malta before we left this year on June 12th and found out, to my delight, that there is a plethora of Triumphs in the club. The club president, Charles Zahra, founded the club on 25th April 2008 with only a couple of dozen members and membership now is 103- and doubtless rising. The club was formed to promote the wider use and enjoyment of classic sports cars both for owners and the general public by organising morning and evening runs, displays and competitions etc. Club members have a very

interesting range of cars including AC Cobra's, M.G.'s, Porsche 911's, a Lotus Seven, Jaguar E Types, Triumphs, a Dino Ferrari et al.

My wife Julia and I remain ever impressed with Malta after our first holiday there in 2011 because besides the wonderful weather, and warm sea to swim and float about in, the Maltese are such naturally affable and helpful people and the coastal resorts we visited are thoroughly delightful. We were based this year in a holiday apartment in the picturesque Mellieha Bay on the north eastern coast of

Malta and as Malta is a relatively small island all the main scenic coastal points in the area can be reached by car in about twenty minutes, and a tour of the main island scenic points can be achieved in a day.

Charles Zahra very kindly insisted on picking



Charles Zahra, president of the Classic Sports Car Club Malta, beside his Austin Healey at Bugibba

my wife and I up at the airport and delivering us to our apartment at Mellieha on our arrival in Malta on 12th June, and one of those friendships developed through our common interest in classic cars. Charles had also organised a club get together for members of the Classic Sports Car Club of Malta a week later, on Monday evening, in a small town square bordering the bay in Bugibba a short drive from Mellieha. The clubs get together and car displays usually take place almost every Sunday with trips and static displays at venues

Maltese Triumphs

all over the Island, but as Sunday 17th June was father's day, involving family commit-



Tony Degabriele beside his TR7 at Bugibba.

ments at home for dads, Charles organised the club get together the next evening and very kindly invited Julia and I, and informed us that he's made arrangements to pick us up at 6.30pm. On the dot I spotted Charles arriving in his immaculate 1956 Austin Healey 100/6 accompanied by his colleague from the club, Tony Degabriele, who turned up in his equally immaculate 1981 TR7 convertible.

As we headed off to Bugibba with Julia as passenger in Charles' Austin Healey and me seated beside Tony in his TR7, on a on a lovely warm evening, I noticed that Tony's TR7 has no wiper blades and, much to my amusement, he informed me with a smile that he doesn't have wiper blades on his TR7 because he never takes the car out if rain is imminent – very little chance of that in Malta throughout the summer months. Tony is a staunch Triumph enthusiast who also previously owned a MkII Spitfire before deciding to buy his metallic silver TR7 from a local Triumph enthusiast he met who owns some half a dozen Triumphs no less. The TR7, had been previously maintained extremely well and was in exceptional condition throughout – only needing a good wash and polish before Tony began enjoying the car on the open roads of Malta - and Tony's TR7 is one of approximately nine TR7's in Malta I believe. The only work

Tony has done on the car since purchasing it is the replacement of the interior trim with black leather, the fitting of a walnut dashboard and he replaced the standard steel wheels with a set of very attractive wire wheels whilst retaining the original dashboard and wheels should he decide to return the car to its original specification in the future. I must admit that this was the first ride I've had in a TR7 and the experience was a very comfortable and enjoyable one. Incidentally, the TR7 was introduced in 1975 and remained in production until 1981 so Tony's car must have been among the last TR7's produced - the total production of which was over 112,000.

I can't fail to mention Charles' immaculate 1956 Austin Healey 100/6 which he's owned for almost eight years. Although his Healey was in reasonable condition when he acquired it, Charles being Charles, he decided to completely strip the car down and rebuild every inch of it back to perfection, including all the body panels as well as suspension, brakes, engine, gearbox and rear axle etc. After arriving in the charming bay side at Bugibba I decided to cast a closer eye over Charles' Healey, and he informed me that once he'd removed all the panels from the car, he stripped them down to bare metal for inspection and reparation of any small areas where slight rusting had occurred (by replacing metal rather than using filler). With all the prep work completed and the panels painstakingly reassembled on the car and fitted to his complete satisfaction, he then removed them all from the car again and primed and spray painted them individually, and on both sides, to ensure that after 'final' assembly all the hidden seam joins on every panel were fully top coated as well.

After Charles and Tony parked their cars in the bay front opposite the square in Bugibba I took some photos of the duo beside their immaculate sports cars and wondered how many other club members would turn up to the

meeting – because the world cup football matches on Telly were an extremely popular attraction in Malta that evening. However, so many members of the club turned up, approximately forty six, that cars had to be double parked in the square, including to my delight, a plethora of Triumphs. And the general hullabaloo as all the immaculate classic cars began to arrive was further given force by dozens of holiday makers, besides locals, enthusiastically gathering round the cars. Fortunately, I managed to take several photos of Triumphs as they arrived before the crowd gathered round

(who also owns a Dino Ferrari) and there are approximately seven TR3/3A's in the club, two GT6's, two TR4's two TR6's and no less than twenty eight Triumph Spitfires!

As for Triumph saloons, there are approximately eight Heralds in the club and a Vitesse. Luckily, the signal red 1971 Herald 13/60 owned by Mario Saccasan from new was present at the Bugibba meeting and this Herald is also a real show stopper. Mario's Herald was actually built at the Maltese assembly plant in operation in 1971. Remarkably, Mario's Herald has only done 4850 miles from new and he's obviously looked after the car meticulously over the last forty one years.

As Mario's Herald 13/60 is such a unique and obviously original car I intend to contact him in Malta to obtain the full story of the car's history for a future issue of Courier.

Over our delicious evening Pizza and a pint or two at a charming street café just round the corner from the display area Julia and I got chatting with Charles, his wife Miriam, and several club members and noted how owners of all makes of classic sports cars enjoyed



Noel Attard beside his superb 1959 TR3A

the cars and my hopes to see any TR's arrive bore fruit when Noel Attard drove up in his absolutely spotless 1959 TR3A. I must admit that setting eyes on any TR2 or 3 always takes my mind back to when I was a teenager in the fifties – when my father's competition TR's were regularly parked in our drive at home prior to taking part in the Alpine or Liege Rome Liege rallies etc. A quick look under the bonnet of Noel's TR revealed a spotless engine compartment with not a stain on the paintwork or a finger mark to be seen anywhere. I've since found out that there is also a TR2 in the club owned by James Camilleri



Mario Saccasan parking up his remarkable 1971 Herald 13/60 that has only done 4850 miles since new - the car's only just run in.

Maltese Triumphs

sharing experiences of their cars together and the general pleasures associated with owning

13/60 with a highly tweaked engine. As



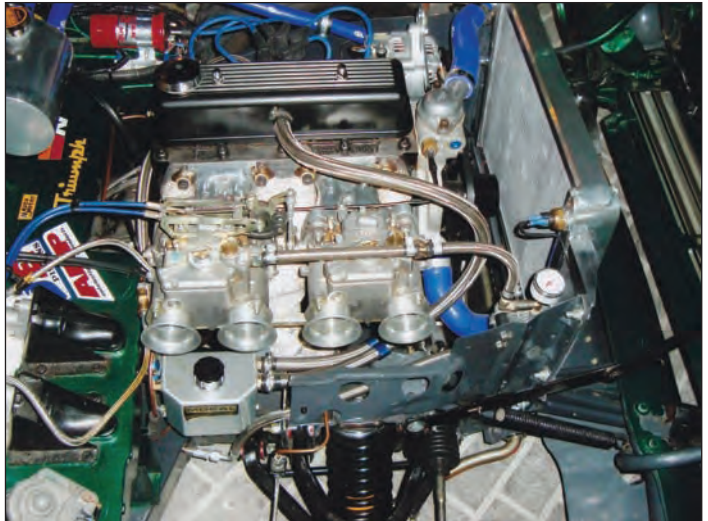
darkness descended at the meeting in Bugibba I caught sight of Joseph's car, and I was naturally interested to take a look under the bonnet to find the Herald's engine sporting a pair of Webber carbs and the under bonnet area was, of course meticulous.

To conclude, I must express my sincere thanks to Charles Zahra, his wife Mirium, and all the officials and

Later in the evening when darkness was descending I noticed the metallic green Herald owned by Joseph Mifsud which has a very attractive exhaust note.

members of The Classic Sports Car Club of Malta we met who made the club get together at Bugibba such a pleasurable experience for my wife Julia and I. The evening was so much fun and what a pleasure it was to witness so many Triumphs being enjoyed in the club.

classic sports cars etc. Talking to several of the owners also highlighted the pleasure they get from maintaining their cars where a routine full service can be achieved on a Saturday or Sunday morning without the complexities involved with the computerised ignition systems etc. involved with the cars of today. Several member of the Classic Sports Car Club of Malta also enjoy the facilities available on the island for racing on the closed roads forming a regular circuit at Valletta which is a very popular venue and a keen racing enthusiast in the club is Joseph Mifsud who owns a very special metallic green Herald



After taking a look under the bonnet of Joseph Mifsud's Herald a highly tweaked engine was revealed sporting Webber carbs!

MY HOW THINGS HAVE CHANGED...

I recently acquired a number of near-mint Triumph handbooks (now donated to the TSSC Archive) that opened my eyes to how quickly things changed between 1950 and 1970. This article only covers some of the less obvious things connected with the maintenance and well-being of a shiny new car.

One of the forerunners to the Herald was the 1950 to 1953 Mayflower. This was a razor-edge design, much beloved of Standard's boss, Sir John Black. Around 35,000 were produced and it was quite popular in its day. It had a 1247cc side-valve engine developing 38 bhp at 4200 rpm. The gearbox was 3-speed, all synchromesh with column change. Acceleration required patience, top speed was about 65 mph and the roadholding was reputed to be non-existent partly due to its very narrow track. (Mind you, I'd still fancy one!)

When you read this, bear in mind that nowadays we take mileages of 10,000 a year as normal for a family car and many times that for a commercial traveller.

Running-in

Throughout the 20 years in question the running-in mileage to the first oil change was around 1000 miles. All the manuals talk about going carefully for the first few thousand miles, gradually increasing the weight of your right foot as the miles build up. However, the Mayflower handbook has stricter guidelines.

"The following table gives the permissible

by Phil Wilson

speeds in top gear:

During the first 250 miles or 400 km

35 MPH or 55 km/hr

During the following 150 miles or 250 km

40 MPH or 65 km/hr

During the following 100 miles or 150 km

45 MPH or 70 km/hr"

Imagine trying to do that in modern road conditions. They also recommend upper cylinder lubricants ('shots' of Redex come to mind) and 'Acheson's colloidal graphite' running-in compound for the sump – sounds more like a concoction from your local alchemist!



It also states *"At approximately 5,000 miles much benefit is gained by having the valves ground in, although this involves some slight inconvenience in giving attention to a new*

engine, the trouble is well repaid by the results obtained."

In the 1961 Herald 1200 handbook there are no actual speeds shown but it simply states that the *"running-in should be progressive."* and to avoid using full throttle at low speeds or when the engine is cold.

It also states that *"valve grinding is recommended early in the life of the engine."*

The 13/60 handbook is a little more illuminating and less prescriptive. *"During this period [i.e. running-in] the valve seats stabilise causing, in some instances, slight distortion and preventing proper seating of a valve. Avoid possible damage resulting from such a condition by having the compression pressures checked early in the life of the engine after running-in is completed. If the pressures are unequal, valve grinding is recommended."*

Of course, running-in is thankfully a thing of the past for a new car but still advisable if you rebuild a classic engine.

Engine Oils

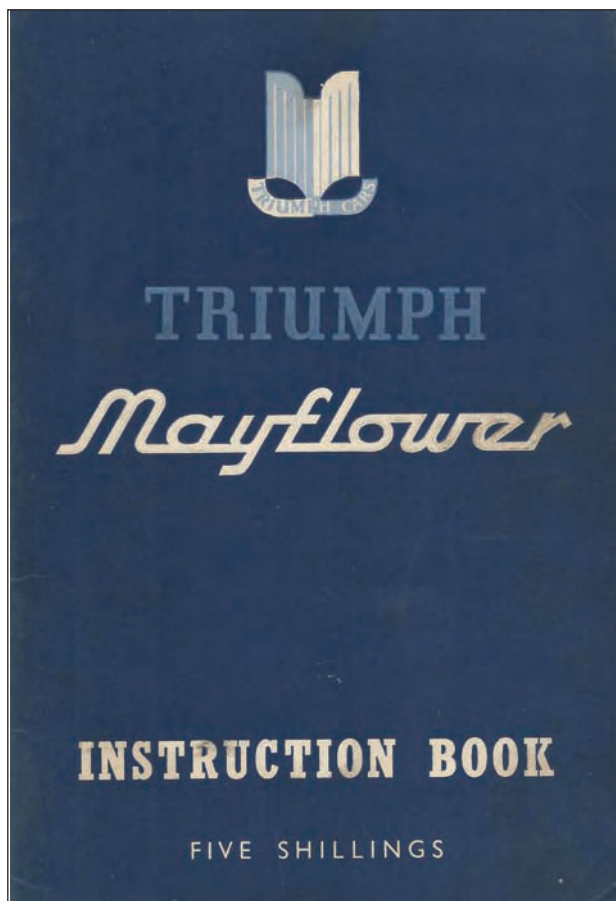
Mayflower: *"There are many reputable oils on the market and many more 'cheap' oils of indifferent quality."*

"...the money spent on high quality oil represents a valuable insurance against premature old age and unnecessary breakdowns." It's a pity my mother didn't warn me about that when I was younger!

It also recommends two 10-minute cycles of flushing oil, 4 pints each time, prior to filling with new oil.

If the rate of oil consumption goes up to 1000 miles per gallon (note gallon not pint) after many thousands of miles then *"it will be desirable to use the next heavier grade of the brand of oil you normally employ."*

Along with telling the owner to check the oil level every 200 miles it then states that



"The regular addition of oil not only maintains the correct level, but also tends to keep up the quality of the lubricant. However, gradual deterioration takes place until it becomes advisable occasionally to drain the sump and refill with fresh oil. If the engine is found to require very little oil for replenishment, then it is desirable to drain the oil every 2500 miles (4000 km.) and refill with fresh oil."

The final instruction in this section is *"Once every year, if flushing oils have not been used, it is advisable to remove the sump and thoroughly clean out with petrol."* **Caution:** *Do not attempt to clean out the sump with paraffin or petrol unless it is removed from the engine, as any remaining liquid will tend to dilute the oil."*



THE TRIUMPH "MAYFLOWER"

Herald 1200: *"Every 3,000 miles (5,000 km.) under normal operating conditions, drain and refill the oil sump."*

Herald 13/60: Similar to the 1200 but oil change is recommended at 6,000 miles under normal conditions.

Gearbox and rear axle oil Mayflower gearbox: *"Every 2500 miles (4,000 km.) the oil level should be checked and topped up if necessary." "Every 10,000 miles or 15,000 km. the gearbox should be drained and refilled with new oil."*

Mayflower rear axle: *"It is essential to drain and replenish the axle with 'Hypoid' oil every 5,000 miles (8,000 km.)."*

Herald 1200: There has only been slight progress by 1961 as the level checks for the gearbox and diff are recommended at 3,000 miles and the oil change at 12,000 miles.

Herald 13/60: The level checks are recommended for the 6,000 mile service. The real change comes with this statement: *"Final drive, gearboxes and overdrive units fitted to new cars are filled with a special oil, formulated to give all necessary protection to new gears. This oil should not be drained but may be topped up with any of the*

recommended oils." This is illustrated by the fact that most if not all 13/60 differential units do not have a drain plug. However, I would not recommend the use of the same oil in perpetuity as the extreme pressure (EP) properties do not last for ever.

My, how things have changed...

All these changes happened progressively and have continued right to the present day. Huge advances in fuel and oil technology, and the materials used in the construction of the mechanical units have seen the disappearance of the universal practices of running-in, the 1000-mile first service, engine flushing etc. The mere suggestion that an oil consumption of 1000 miles per gallon is not only acceptable but easily compensated for by the use of a heavier oil seems ridiculous to us now.

As primitive as the Mayflower may seem to us, it represented a huge advance compared to 20 years earlier when many cars had crash gearboxes, rod-operated brakes and engines that needed to be de-coked regularly. In these days of Euroboxes with satnav, engine stop-start, automatic climate control and cup holders, this all seems like it happened on another planet.



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AREA LIAISON OFFICERS

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TBA

CHILD PROTECTION OFFICERS

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



August 2012

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AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

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

NORTHERN AREAS

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

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.30pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	The Brick & Tile - Palmerstone St - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	The Elwes Arms - GREAT BILLING NN3 DT	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 0121 552 0550 William Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	May to Sept West Midlands Police Social Club Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	EDGBASTON Oct to April NAUTICAL CLUB BIRMINGHAM Please Check with AO for venue.	3rd Tues 7.30pm 1st Mon. 8pm

WELSH AREAS

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

EASTERN AREAS

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

NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWN ABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	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	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	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.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	See Area News report for Venue.	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
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
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		MILAN.	
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		Revere Court Lacey, Olympia - WASHINGTON 98503.	



TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Following on from the AGM the staff at headquarters and Council members are working close together to improve efficiencies and reduce costs more details will be published as and when.

We are looking at the suggestions that were submitted by members at the AGM and opinion surveys,

progress and ideas will be discussed at the **A/O Seminar at The International Stafford at 2pm Saturday 18th August 2012.**

Any members that have questions or opinions please submit to us in the usual way by the **first week in August.**

Congratulations to **Manchester Area** you have won £50 Club Shop Voucher. £25 **Somerset Area** and **Lancashire Area** £10. Please get in touch with Angie Hill at club H/Q for your vouchers.

If there are any TSSC organised Events you would like yourselves and your area to enjoy (Silverstone, Stafford, Xmas Party, Mile of Triumphs etc.) then Claire & Nigel Hill Event Organisers are the ones to contact.

We have attended 6 Area events in the past 6 weeks each one fantastic in its own way Prescott Hill fantastic, exciting and well organised integrating the experience of all 3 Clubs, Tatton Park a brilliant show to attend with every marque known to man well organised by Stuart Holmes a TSSC member.

Dales Weekend organised by the North & West Yorkshire absolutely brilliant with a very well organised run, Cumbria Fell Run organised by Roy Ross Cumbria Area, with outstanding scenery and death defying crags & rocks and finally 'The Peak weekend' what can I say?

Full of fun, games, scenery, so very well organised absolutely fantastic!!

These events all have 2 things in common.

1/All the organisers work very hard for our enjoyment and that goes for all the Areas throughout the country and may we take this opportunity to say a massive thank you!!

2/ It has poured down on every single one of them, maybe we should have our summer events between December & March and do our winter jobs on our Triumphs between May & September?

Just a thought.

Don't forget there will be an **Area Organisers Seminar** at the **"International Family Weekend at Stafford"**

On **Saturday 18th August 2pm.....**

Maybe we will see you at your event soon

Don't forget we (Manchester Area) will be holding our very own first event. (**Mancins weekend**) in **September**

We hope to see you there

Pip n Frank

ALO REPORT ANDOVER

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

Unfortunately we were unable to go to the last meeting at The White Lion in Wherwell as we were in France for the Classic British welcome - you can read more about this trip in Suzie's early Spitfire article.

As you will remember we are going to be trying out some alternate venues - Grately last month and **this month we will be meeting at The White Horse in Thruxton (SP11 8LZ) on 9th August** (don't get caught out as this is early in the month due to the 1st being a Thursday). We can then consider whether either will work as a long term meeting pub or whether we need to look further.

This year we moved Midsummer Madness up to Wiltshire from The Flowerpots Inn where it's been held since 2003. This was partly to make it easier for us to organise as it's closer to home, and partly to give us a new area to draw up the runs out and find new attractions to visit. Our new base for Midsummer Madness is **The Bruce Arms (SN9 5LR) where we hold our new Wiltshire regular meets on the 3rd Wednesday of the Month (next meet there will be on 15th August).**

We were very pleased to have so many people join us for the weekend, despite the slightly dodgy weather forecast. We were particularly please at the turnout of Bonds for the weekend, including Frank Bosmans and his friend Koen from Belgium in Frank's 2 litre engined Bond 4s.

Our hosts Pete & Gwen had almost finished building the loo and shower block - although door locks had been overlooked they promised to get them in place before next year! Pete also brought out his vintage Bentley to join the line-up of 14 cars in the car park before we left on our run to the Atwell Wilson Museum.

Lovely to see Graham out too in his hoodless Spitfire Mk3. A minor hiccup on the field just before we left on the run when it decided to test his patience but after a bit of fettling it settled down allowing him to complete most of the run with us - before peeling off from home along the A4 on the return route when the rain was heading seriously in our direction again.

Saturday evening's BBQ was a little overshadowed by the rain throughout but the BBQ was burning hot enough to survive the rain. Many thanks to Con O'Kelly for the various quizzes he'd drawn up for the evening - and to everyone else for sitting out in the cold and wet long enough to do several rounds.

Our run out took us past 4 of the Wiltshire White horses and included a trip to the Atwell Martin Motor Museum in Calne. While at the museum several of us chatted with Len Young, a volunteer there, who has very recently brought a Herald. We hope that he will join us at some of our meetings, probably the Bruce Arms one as it is a little closer for him.

We were pleased to welcome John and Jennie Rogers who joined us for the run out. John is the MSA Route Liaison officer for Wiltshire and after he had checked our proposed route and given us the go-ahead we invited him to join us, which he happily did in his Lancia Fulvia.

I suspect the route was a little tamer than some of the rally routes he has done in the past but they did both seem to enjoy it and we hope to meet them again at some of our local meets.

Guy & Suzie

AVON . . . BUCKS SOUTH

AVON

Tel. 01454 327059

TSSC AREA NEWS



June is at the Le Mans Classic, so for this month only I am doing the Avon area news.

I am starting to believe that someone somewhere has sneaked past a decision to axe the summer as parts of the cuts. I have barely managed to get my Spitfire out this year. But a few brave souls ignored the appalling weather and turned up for July meeting.

Up coming events:-

3-5 August Gloucestershire Steam Extravaganza, South Cerney Airfield, Cirencester. Amongst all the other attractions, on the Sunday afternoon, they are expecting around 800, vintage, veteran, classic and collectors cars.

6 August – Avon Area Club Meeting, Cross Hands, Old Sodbury

11-12 August Summer Classics 2012 Easton Compton
18-19 August International Family Weekend, Stafford County Showground

We have not got stands booked for these but contact junewrighton@tiscali.co.uk for further information. Normal service will resume next month with a report from the events at Le Mans and the lawn bowls BBQ evening.

Tyler

BUCKS SOUTH Tel. 07788 436167

www.tssc.org.uk/southbucks

email carlswanson@btinternet.com

Hi all. Well, yet again, another month passes and the rain continues to play its part in dictating some of the shows cannot go ahead as the ground is saturated. Still, at the time of writing we seem to be having rain through the day and warm summer like evenings, so what can you do?

So, shows that have been attended. I couldn't make the Ace Triumph day, but Dave with the Mk1 estate 2000 did, and said there was a good few cars in attendance. I saw many fine Triumphs at the Luton festival on the 10th June. Very impressive collection from the Herts and Beds team, well done. I was in the Rover stand with my Sd1 as it's a show I only knew about via the Sd1 club, so seems only fair I support it. The sun did come out for most of the day, and being on the edge of Luton, the ground is rather hilly so seems to drain well. Numbers were down on last year, but it didn't stop raining from the moment we got there until the moment we went home last year, so probably why. Hopefully it will get back to the normal numbers next year, as it's a good show for many.

The Ace classic night was on the 12th, and again, down on numbers. We were discussing if this was the connected to the weather, i.e. would you bring your classic out just for the one night? Or maybe it's the heyday of the classic car scene has now passed with the current turmoil the economy is in, and the Ace being London area, maybe its customer base been effected, or maybe it's a combination of all of those reasons?

Anyway, I took my Sd1 with Dan and had an enjoyable evening. Please do let me know if you fancy a run down there, it's on the **2nd Tuesday of the month.**

I did drive across to Le Mans (in my modern car!), had a

sandwich on the way down, felt progressively worse through the evening at the Le Mans campsite so at 02.30 I then drove home again! Expensive day out! The 2004 classic Le Mans was a whole deal better for all that remember that trip!

The monthly meet on the 20th June was well attended again! I was late due to work commitments, but as I pulled into The Squirrel car park, it was great to see a superb collection of Triumphs and two I didn't know. So a warm welcome to Ken who was in his lovely Herald convertible. A great example and a real credit to you Ken. I very much hope you will become a regular visitor to the meetings. It was also great to see repeat new attendees, Simon and Paul. Thank you both of coming along again. It was also great to see Simon's fine example of a TR6 in a deep resplendent red, so fitting for a TR6. Chris brought along his GT6 which he has been rebuilding for circa 10 years! Well done for keeping the faith and determination for all those years, well worth the wait. The regular team of Dan in his Stag and Robin in his Spit complimented the new cars as we had a wide variety of Triumph product, which is what it's all about. Rob, Paul Liz, and of course, the sheep. Thank you all for attending and making the meeting so well attendee and enjoyable.

I attended the Hedsor classic car show in my 2000 and saw Ken again! Dave from the 2000 registrar was there too, so I parked next to him as he had his 2000 estate car. It's a small show but has a loyal following and was relatively rain free! I also attended the Lynwood show near Virginia waters. A great show for a local charity. I took the 2000 and although I was working rather than showing, but still received a lot of attention as it was the only one there! So, dates for your diary.

August 1st Classics on the Green. Great show that gets bigger every year. It's held on Croxley green, just outside Watford. Starts at 3pm and goes on until after dark.

Just be careful if you are attending with something low, as there's a crossing from one field to the other, but it's a big dip!

August Steam Show and Country Fair. It's probably too late to register for a display slot for your classic, but well attended. It's out towards Shabbington (HP18 9HN) it's a traditional fair where there is lots to see and buy with a small classic car show attached.

12th Aug is the Chertsey Agriculture Show with a classic car attached.

Closer to home is the **Ley Hill** (near Chesham) classic car show on the village green from midday on.

14th is the **Classic Car night at the Ace café**, London and the **following night** is the **monthly meet at The Squirrel, Penn Street.**

17th.18th/19th TSSC International, Stafford.

27th Aug Littlewick Green Show which is a huge event that's been running since the 1930's. Huge car show, auto jumble, flowers, horse show, dog show and more! Hard to beat! Hope to see you soon, Take care,

Carl

IMPORTANT NOTE

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



CANTERBURY . . . CHESHIRE

TSSC AREA NEWS

CANTERBURY Tel. 07810 438074

e-mail: Progers01@onetel.net
www.canterbury-triumphs.org.uk

July's meet was significant as it was the first this year where we could meet outside, even though the rain started towards the end of the evening. No matter!

We hardy souls took refuge in the marquee and conducted our business.

A great deal of discussion and speculation went on around the whole subject of the future of the TSSC and car clubs in general. In order to obtain as much information as possible and to have a say in the decision making progress, it was agreed that Del will attend the **AO seminar at Stafford on the 18th. August** as my proxy.

Thanks for the offer Del.

On a brighter note, it was good to see the usual turn out of cars in the car park. I noticed Peter in his TR4 being stopped on his way out so that some photos could be taken. I suppose he gets used to it! The other TR was a 7 and belonged to Del. Again, very smart.

Ian was there with his Cobra, and very nice it looks too! He was, however, nervous about leaving as that nasty rough car park might bash his two torpedo tubes, sorry – exhaust pipes!

Steve's Stag was looking as impressive as ever, as indeed was Reg's.

Jerry, meanwhile had brought his Lotus out for a spin. Tim's GT6 looked smart as always, but the other Tim's Spitfire is currently suffering electrical woes and needs a bit more TLC.

Ray's Stag sat and looked moody in black! It was good to see Graham there with his lovely Vitesse and we also had a 13/60 Herald and Charles' 2.5PI. Regrettably, I didn't take the Spitfire but it was there in spirit and Bob's Herald based Gentry rounded off the cars present.

As can be appreciated from the above, a wide range of cars was present showing the breadth of interest and expertise within the club which is a real strength.

And so to events. By the time you read this in "The Courier" The Darling Buds show on the 8th. July will have come and gone, either to glorious summer sunshine or torrential rain and thunder.

It depends which weather forecast you believe!

In **August** we have our previously postponed club run to the **Bentley Motor Museum and Wildfowl Park on Sunday 19th. August**, for those not going to Stafford.

Then on the **25th. August** there is the **Herne Bay classic show**. There is no need to book this one as we have a club stand for 12 cars. I shall collect names nearer the date. That's all for now.

Phil R

CHESHIRE Tel. 01625 425845

www.tssc.org.uk/cheshire
e-mail: cheshire@tssc.org.uk

This month our first event was Gawsorth Hall on the 16th, postponed from the rainy season earlier in the year.

Sadly the rainy season was still with us, which reduced the number of people who came along. And while it was dry (if a bit cool) in the morning, the rain and wind arrived in the early afternoon and frightened most of us away.

We hope for better weather next year.

A lone Herald buzzed its way along the M56 and various A roads to Ruthin on the 20th, to the 4 Area meet at Ruthin Castle, which was rather well attended. Here the organisers had obviously managed to bribe the weather elves correctly, as it was warm and dry. Interesting discussions about seats (Spitfire seats will go a lot further back in convertibles than the standard ones), seat belts and the efficacy of Herald brakes without a servo. And the introduction of a new expression (to me at least) – 'just the right amount of bling'. No prizes for guessing who said that.

If we refer to the April report, we note that John planned to go to Scotland on his trusty Vespa. However as the weather elves were upset, he decided to use the trusty Spitfire instead. It looks like the Spitfire electrical elves were also upset, as the Spitfire stopped near Sainsburys and (as luck would have it) was spotted by the AO on the morning errands. Basically something had become disconnected in the ignition circuit, and a piece of patch cable got John home (but nowhere near Scotland!). The things people will do to get a mention in the Courier.

John's wife refused to go to Scotland in the boring reliable Golf, so despite the weather, the Vespa travelled up to Scotland and carried John and his wife round the locality. To quote John, "Scotland had been very dry for weeks and everybody had been praying for rain. Bore holes and streams had dried up. Bogs were no longer boggy and the distillery at Tobermory had been shut down for 6 weeks as its loch had run out of water. Unfortunately for us Red Vespa was answering their prayers and where ever we went it rained, sometimes in Biblical proportions.

Bike did 1100 miles in total via Loch Lomond, Glen Coe, Skye and Mull".

And so to our meeting and run round the countryside. As requested, I had avoided communication with the weather elves, and to my delight the schedule for the evening showed sunny intervals and cloud for the evening. We travelled to Crewe with roofs down, negotiated the environs of Crewe with the roofs down, including a level crossing which required manual intervention, and parked neatly outside a certain prestige car maker's premises for the photo opportunity with the roofs down. There was a hint of rain in the air as we set off for the pub, so the roofs went up, just in case. Once we were inside the pub, the elves tossed their schedule to one side and selected 'monsoon strength' rain (which finds the leaks in tatty hoods and wets the seats) for several minutes while we discussed the business of the day and admired the photos. Many thanks to Richard for a very different run out.

In **August** we have the **TSSC International** and another **Tatton show** on the **18th and 19th**, and another bash at **Capesthorpe on the 26th**.

Our next meeting is on **Thursday 2nd August at the Cock and Pheasant**. This is the last run out of the year, so it's 7:30 for 8, and a promise not to upset the weather elves for this one (for all the good that does!).

Henry

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

CORNWALL . . . COVENTRY

CORNWALL

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Summer goes on a pace and June's main event was our annual Camping Weekend. This year we returned once again to Pamarlam Camping at Boddinick (opposite Fowey). This is a lovely site and we are always made welcome. We had a nice selection of cars attend from all over the county and from further afield. Members from Thames and Southern Areas are regular visitors to our weekend and this year they visited us again. On the Friday evening we repaired to the Old Ferry Inn and met up for a nice meal. I'm not sure why we haven't found the restaurant here before, but the views down the river are simply stunning. We stayed most of the evening, eventually moving to the Family Bar, cut into the rocks of the hill behind. Saturday dawned bright and overcast, but we decided to cross the ferry to Fowey, wander around, Lunch at The King of Prussia on the quay and then take a gentle boat ride around the harbour and river. It was a little too rough to go out to sea, but we made it to the river mouth (almost). Thanks to Anthony for organising it.

After a gentle stroll back, where some of us stopped at the Old Ferry Inn for a cream tea and in no time it was barbecue time. The campsite owner had erected a party tent for us, so we were able to sit and chat deep into the night keeping warm next to the barbie. It was another great evening and the reason many of us join this great club. Sunday tents were folded away, caravans were packed up and we convoyed to The Jubilee Inn at Pelynt for a superb lunch. Thanks to Sally-Ann again for organising everything, it certainly makes my life easier! Talk of the weekend was Adrian's Winebago style American motorhome, of dubious vintage, that he had just got on the road that week, complete with towed TR7 behind!

Meetings have been just the usual crowd, probably due to the weather, even Adam, the Landlord, has kept the log fire burning for us - it's ever so cosy.

Sorry it's such a short report, but I'm a bit late getting it in and rushing to beat the deadline. More next month.

Dates for your diary;

Thursday 9th August Meeting at The Hawkins Arms, Zelah from 8pm onwards.

Sunday 26th August Club stand at Pentile Festival of Speed, Pentile Castle. Let me know if you want stand tickets £8 per car.

Fri - Mon 7th 10th September Swanage Festival. Quite a few going, contact me for details and booking form

Thursday 13th September Meeting at The Hawkins Arms, Zelah from 8pm onwards

There's undoubtedly much more going on, but I'm away from my diary, so if you want a better idea, please feel free to contact me and I'll update you. See you out and about

Mike

COVENTRY

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Hi Everyone. A bit of a quiet month due to the appalling weather, Ashby Magna and the rescheduling of Sandwell both called off. The 2 Heart of England meets at the Griff

TSSC AREA NEWS



were fairly well attended and the weather was OK for both although a little wet under foot.

On Wednesday 20th June we decided to go for a run out in the "Smiffy Spitty" complete with new decals which the daughter bought us for Fathers Day (see pics), it being a lovely sunny evening, yes we did manage to have one, so off we went to the Blue Lias at Stockton for a bit of pub



grub by the side of the canal, as we pulled in we were greeted by the landlord who informed us that later there was to be the annual meeting of the Coventry and Warwickshire Motor club, he thought we were a bit early, so it was on the phone to everyone to see who could make it. We were joined by Paul & Joan in their Spitfire and Maurice & Ann in their Armstrong Siddley. Being so early we got pole position and were able to sit and watch all the others pile in, over 300 vehicles in total, an unexpected, great evening out.

Our apologies for not being able to inform everyone earlier as we had not been informed ourselves.

A late substitute for Sandwell, on Sunday the 24th we joined the Heart of England at Princethorpe Colledge, which included a 40 mile run through the Warwickshire countryside, along with Paul & Joan, Pete & Ann, Sharon & Steve, Maurice, Ann & our Marge on her 90th Birthday,



we enjoyed some more leafy lanes we had not been down before, a well thought out route, with plenty of hostilities on the way, the weather stayed fine for the run but on return the rain showers started again, still a good good day was had by all. Oh! and by the way thanks for bringing the gazebo Steve & Sharon.

Then our monthly meeting at the Bull & Butcher Corley Moor, on Tuesday the 3rd of July. Yes guess what! it was ppppppersisting down again, we are now in July and still not able to all turn up in our Triumphs due to the terrible weather. The meeting was well attended by 17, in spite of the weather, a big welcome and congratulations go to Mike Smith from Sheldon and Andy Smith from Bishops Itchington for turning up in their cracking TR6's and also Keir and Joe from Earlsdon in their Dolomite, great to see you all, hope you can join us next month when we may all



Coventry Continues

be able to display our cars in the paddocks, please let us have at least one first Tuesday of good weather.

One new event for July, we are having a "Dapos" Day (Drive And Picnic On Sunday) on Sunday 22nd, route being planned by Maurice and Ann Smith, we will meet at the Three Pots (Harvester), Hinckley, on the A5 near junction with M69. Ready to leave at 12.15. The drive concluding at Church End Brewery, Nuneaton, to hopefully have a picnic on the lawn at the rear. If raining we are allowed to take our own food inside. So don't forget to pack your own picnic. Please let us know if you are joining us so we don't go with out you, all welcome.

Well that's about it for now, looks like we will be getting our Triumphs wet this month as well. Regards

Phil & Lyn

Stop Press : Those wishing to attend **Fillongley** will need to let us know so we can fill in a booking form to get a pass for you.

Forth coming events :-

Tuesday 24th July The Heart of England meet at the Griff. 7.00pm.

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. We will meet at the Griff at 9.30am to travel over in convoy.

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. See Website 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 Cranford, a big event, lots of steam engines etc. www.ketteringvintagerally.co.uk

CUMBRIA

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It has been a busy month for the area and although the weather just about threw everything at us we did manage to get to the shows that were planned. I have just had news though that the show planned for Distington 1st July has been cancelled due to a water logged field. This is a pity for those who are staying behind and not going to Le Mans. We were awarded best club stand last year and Phil and Tony were looking forward to putting in the effort to retain it. I am writing this News early because of the France trip. Seven Cumbria cars are ready for the off on Saturday 30th June for the trip to Le Mans. Some are going for 10 days

and some for two weeks. Unfortunately for those staying behind we are not taking the rain with us. Those going to France are Myself and Anne – Spitfire Mk3, Des and Carol – Spitfire Mk3, Trevor and Barbara – TR8, Alick and Jim – Spit 6 towing a trailer, Ray and Gill – Dolomite Sprint, Mike and Esther – TR7 and Dave – Spitfire Mk5, his partner Sally is already over there in her camper van.

In order for everyone to have a test run for their cars and equipment before France we all braved the elements for a show at Thirlestane Castle, Scotland 9/10th June. This is the second year that the club has attended this show which is one of the largest we go to. The show is held in the vast grounds of the Castle and is spread out over a large area with plenty to see and a good selection of stalls. There were 9 cars camping Friday and Saturday night with Rod bring along his Courier van on Sunday.

16th June Silloth Show again another damp weekend but the weather did brighten up in the afternoon on Sunday. Trevor, Barbara and Nigel represented the club.

June 24th Grasmere show, this is the first year that this show has been held and despite the torrential rain the night before 10 club cars turned up. The event was held on the sports field and was fairly dry as it is free draining with loads of gravel under the grass. We had a lot of interest at the club stand and hopefully a few new members. Thanks to Dave for putting us in a good position just inside the entrance. Dave is a lion's member and was one of the show staff. Nigel's Mk5 Spitfire and Pip's Mk1 Spitfire stole the show at our stand. Both cars were immaculate, they never came out of the factory that good. Both cars are a credit to their owners. Pip don't leave it too long before we see you again.

New member to the area Simon Canham from Shap brought along his Herald convertible. Simon used to live in the North East but has moved to Shap recently, he also owns a Vitesse convertible which he is planning to put back on the road fairly soon. The show field is set in a beautiful area and for those that are not particularly car minded the village is just a short walk away. The organisers have said that the show was a big success so we will be back next year.

By the time you are reading this we should be back from France and made it to Ripon Show. The Lancashire group will be meeting up with us for this event as last year but due to the interest in our members taking part Kevin and I have had to book two club display stands this time for twenty cars. Ripon is a great show with camping on the show field on Saturday night and the town which is a few minutes walking away has some very good watering holes, I am told. Also a very good auto jumble and a massive car boot just around the corner.

TSSC Stafford weekend 17/18/19th August. There are a number of members from the area going down for the weekend however I am aware that there are some that are not. **Dalemain Show 19th August** falls on the same weekend. I will book a club stand for this event for those not going to Stafford. Entry is £3 per car. If you intend going to Dalemain would you please let me know ASAP. I will collect the entrance fee on the day and passes can be picked up from us on arrival. For those of you that book to go to Dalemain I will email you a telephone number for contact on the day in case you have a problem with entry into the show ground.

With the weather the way that it has been this year and

DERWENT VALLEY . . . DEVON



TSSC AREA NEWS

shows being cancelled it makes my life easier if I have up to date telephone numbers or email address's so that I can contact members and tell them of any last minute changes. If you have changed your contact details lately please could you me know.

Bootle Show Monday 27th August. Last year we put on a club stand and it was very well received. We have been again invited to do the same this year. This is a Country Fair, not a car show. We will be the only car club there. If you want a show with a difference then come along and have some fun and a good laugh.

None of Events that are planned at the beginning of the year are set in stone. If you know of an event in your part of the county please let me know and if there is enough interest from the area members I am more than happy to do the paper work and book it for the club.

There is a show at **Loweswater, near Cockermouth, Sunday 2nd Sept.** Anyone interested? Also the Manchester group are having a **Holiday Weekend at Manclin's holiday camp, 14/16th September.** Details of this are in the Courier. Anyone interested?

The latest car movement: Biker Phil has got his Bond back on the road and has also bought a Spitfire. Phil has also told me that George Brooks is thinking about selling his Mazda and buying another classic as he misses the banter at our shows. Safe Motoring

Roy

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I saw a mouse...

...I have been constantly singing this since the Peak Run. I just can't get it out of my head and I know that some of you are just the same.

The 24th Peak Run was brilliant albeit a little wet but that did not dampen our spirits and we packed a hell of a lot into a short weekend. The Peak Run team would like to thank everyone who attended the Peak Run and look forward to entertaining you once again next year.

The provisional date for the **25th Peak Run is 21st to 23rd June 2013.**

We will give a more detailed account of the Peak Run weekend in the Courier at a later date but in the meantime check out the photographs on our website www.derwentvalley-tssc.org.uk

Our July meeting was a treasure hunt devised by John and Lynn Eade. We all headed off from our usual meeting point at intervals in search of the answers to 65 clues. The treasure hunt consisted of a mixture of cryptic clues leading you to a place or building, plus anagrams of local land marks. Half way into the treasure hunt we had to abandon our cars and go walkabout in the village of Crich, where we attracted the attentions of a few of the local residents.

Back in our cars we continued our journey collecting answers along the way until we reached the finishing point the Fisherman's Rest just off the A6 near Belper where we were greeted by some excellent real ales.

Shame I was driving.

We had a little time to wait for the last couple to arrive as they had got lost on route. The sheets were swooped and

after a couple of disputes on the actual answers the winners were declared. It was very close with only 3 points between the top three but victorious was Angie and me with 59 out of 65.

We have a busy few months ahead with local shows etc., (if they are not cancelled) plus a few events of our own.

Our monthly meeting on the **7th August will be a Fish and Chip run.** Meet at Smalley Common between 7 and 7:30pm for a short convoy and yummy fish and chip somewhere in Derbyshire.

We are back at **Smalley Common for our September meet (4th)** at the usual time of 7:30pm. All welcome.

On **Saturday 8th September** we are having a go at **Clay Pigeon Shooting at Lowes Lane, Swarkestone, DE73 1JA** starting at 2:00pm. All welcome. Guns and cartridges provided and £35 per head. See website for more details.

The Derwent Valley Bowl returns on **Sunday 14th October at the Smalley Common Ex-Serviceman's Club.** Doors open at 2:30pm and a buffet will be available at £4.25 per person.

More dates for your diary:

11th August – ASDA Charity day at Bruntingthorpe.
17th to 19th August – International Weekend, Stafford.

27th August – Moorgreen Show.
31st August to 2nd September
Lincolnshire Camping Weekend.

That's it for now...Regards

Colin

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Fathers' Day saw Devon cars out and about at various shows. Allan & Jackie met up with Maurice & Mary, Karen & Ian, Julie & Paul and Keith & Melissa at Castle Drogo, whilst a biggish group went to Woodlands near Dartmouth. Julie nearly ended up at the wrong show after meeting Colin at South Brent but got to Drogo eventually, whilst Keith & Melissa's newly acquired Jasmine Spitfire had a hissy fit on the way home from her first show. At Woodlands were 3 Stags, ours, Steve's, and Mathew's, Jasmine's Dolomite, Colin's 2000, Marc's 13/60, and Russell's Vitesse. Young Robbie was celebrating his 4th birthday, but poor Dan was suffering, having broken BOTH wrists which has put him out of action for a few weeks. Hopefully by the time we read this article, he will be firing on all cylinders again. Colin's car went home with an extra passenger – Karen fell in love at the Park and took home a border collie pup. Karen wasn't the only one to take something home however – Jasmine's Dolomite was voted the Peoples' Choice winner on the day.

It may be only August now, but **CHRISTMAS** was on the agenda at our June Noggin & Natter at the Star. We have again booked the **Dartmoor Lodge (Pear Tree Cross, Ashburton TQ13 7NW and just off the A38) for SATURDAY 1st DECEMBER** for a three course meal at only £21 per head. We are virtually fully booked already, but if you would like to come along please contact us asap. I

Devon Continues

have emailed those for whom I have up to date email addresses with details of the menu, so if I do not have your details please let me have them. If you are not on email, please ring me. We are limiting numbers to 40 this year, so it will be first come first served!

It was a busy night at the Star for Club Night, although it was the Summer Solstice the weather was vile, with only a few Triumphs braving it. Amongst those however was Gerald's MkII Vitesse, looking wonderful after a respray. The Partridges from Monmouth called in on their way home from the Channel Isles in Michael's Acclaim, and we will see them again at Powderham.

At the end of June, Colin organised a weekend away for us at Southfork Caravan Park at Martock in Somerset. 6 Triumphs met at Exeter Services, 2 Spitfires (Maurice and Chris), 2 Vitesse (Allan and Ian), Steve's Stag and Julie's TR7, followed by (our) MX5 – the Stag undergoing some pre-MOT work. At Martock we met up with Colin and his TR7 so, apart from the Stag, it was 2 x 2. After fish & chips on Friday night, on Saturday Colin took us to the East Somerset Railway at Shepton Mallett, and then to the Somerset Museum of Country Life at Glastonbury. There some of us got lost en route back to the campsite but all made it eventually. After Jas and Dan arrived in the Dolomite, Colin's legendary BBQ on Saturday night sent us to bed well fed. Sunday dawned and we met up with Somerset members at Taunton, before we arrived at Taunton School to join in their fete and car show. More of our cars there too, when Russell's Vitesse (and young Robbie) and Brian's GT6 joined us. We had a great weekend and are grateful to Colin for all the hard work he put into organising it for us.

The many preparations we had made for Powderham Show in July were thwarted by our lovely summer weather. Even with a red warning for severe rain, the organisers did not make the decision to cancel the show until lunchtime on the Saturday, having said in the morning that they expected to hold the second day, even if people were asked not to come on the first! However, our hardy band of campers, Dan, Jas, Marc and Colin, joined by the Spicers and Carol from Cornwall, not only had to be towed on to the site, but endured a very wet and windy night before the abandonment in the morning. Having woken to a foot of water surging past our place at 5.45am, we knew we were not going to make it, but spent the morning on the phone telling members not to come to the show. The organisers have already published the 2013 date on the Crashbox website – **13 – 14 July**, so mark your diaries now!

COMING UP

Events continuing thick and fast, starting with on **Sunday 5 August the Mount Edgcumbe car show at Torpoint**, a good show which we attended as a Club for the first time last year. Again we will be aiming to arrive together – meet up in the car park at Kernow Mill on the Trerulefoot Roundabout at 10 am please. North Devon will meet on Thursday 9th – contact Steve for details (knee_board er@hotmail.com).

Club Night at the Star will be Wednesday 15th and the

TSSC International Show will be Friday 17th to Sunday 19th August at Stafford. It will be huge this year, showcasing the 50th anniversary of both the Vitesse and Spitfire – advance tickets are still available from HQ. If you have not been up to Stafford before, a number of us meet up on the Friday and travel up together so there is safety in numbers! There are separate quiet and noisy camping areas on the site and it is a real family weekend, with children welcome. We generally have a 'Devon Area' corner where the Devon flag flies proudly. If you are bringing your Triumph (which is the idea) make sure you display it in the designated spaces on site, or if it is a Spitfire of Vitesse, why not pre-enter it into the display in the hall? The cars do not have to stay in the hall all weekend, and can be removed before 5pm on the Saturday. The following weekend, **Sunday 26th**, will be our annual **Scalextric Championship**. Despite last year being won by young Alex from Bristol, Sue & Steve at Chillington have again kindly offered to host the event, with a BBQ at their place. As usual, bring your own Scalextric cars – dressed up as Triumphs is OK too. We will meet up for the drive to Chillington at the Ivybridge Railway Park & Ride (on the East side of Ivybridge between the town and Bittaford and signed from the A38 at Wrangaton). Meet there at 10.30am but please email us or give us a ring if you are coming along so that Sue & Steve have an idea of how many to cater for.

A reminder that we do have our Devon website, which is maintained by Rob Northcott. On it is a section for 'members' cars'. If you would like your car to be added to the site, why not email us a photo and some detail and we can ask Rob to upload it for you. We know some of the details on the site are a little out of date, and we would like to put this right when we can. A big thank you to Rob for his efforts in maintaining the main Devon site, and also to Steve Wilkinson who does the North Devon site.



DEVON DIARY

Sunday 5 August Club visit to Mt Edgcumbe Show, Torpoint

Thursday 9 August North Devon meeting

Wednesday 15th Aug Club Night at the Star

Friday 17 – Sunday 19 TSSC International Weekend at Stafford

Sunday 26 August Annual Scalextric Championship at Chillington with BBQ

Sunday 2 September Thornfalcon Car show (near Taunton)

Sue and John

DORSET SOUTH Tel. 07920 549474

Hi all. Do not have a lot to report this month as the weather seems to have played havoc with the events calendar.

The sun did shine for our monthly meet at the Red Lion Winfrith and it was great to see members from the Wessex group make the short trip to join us (see pics). Did not make

TSSC AREA NEWS



it to Poole quay for the Best of British but we were not let down with our youngest member from Dorset South flying the flag for Triumph in his unrestored and tidy Herald (see pic).

For those of you who have not been an



event to recommend is the **2nd Simply Classics at Beaulieu on Sunday 26th August** were we will once again join forces with the Wessex group, see you there?

Rob

ESSEX

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This month you won't need a coffee to keep you awake as this is probably the shortest report I have written in 6 years, your coffee won't even cool down. Due to Janet and my self both having chest infection problems that don't seem to want to clear up we have not made it to any shows this month. Last weekend I even had the cars fuelled up and more importantly the stove fuelled up and working but come Sunday morning lack of breath prevented us driving (and it was not 'that' causing shortness of breath).

My office - most work this month has been on Joe's Mini as he has now passed his test, congratulations to Joe, now the car needs to be on the road, it failed its MOT, the list of jobs is not too big but not being 100% the jobs take longer. And the pressure at work with the new sports centre opening in Trafford in August means no time to work on Triumphs.

Out and about - Club day was the only time I got out this month. After an eventful morning getting the cars ready with washing and polishing we set off to the Halfway house in good time. On arrival there was already a Spitfire pulling up, with Len and Jackie, long time no see, we had a quick catch up and the pub opened on time, always a good thing. Once inside a Spitfire drew up at a rate of knots, yes it was Ian, but no Cheryl, but wait she was coming in behind him in the 2.5. Ian now reports to having both cars back on the road, but still a few jobs to do, but isn't there always a few

jobs to do?

At the Club meet today were the usual regulars of Allan, in the Spitfire, Janet and Joe in the TR7, Ian in the Spitfire, Cheryl in the 2.5, Brian and Jean in lightning McQueen. We were joined today by Kev and Maggs in their white TR7 plus Len and Jackie in their Spitfire. Kev had emailed earlier in the day and asked if they could pop along and have a joint father's day meeting. Not a problem, all are welcome. Len and Jackie are now members of the Rebels so they came too. We were also joined by new members Ray and Wendy who have a GT6, another eBay purchase, and Jed and Vera who's son Kirk has just joined and he has a Spitfire, at 21 years old, Kirk is very keen and asked lots of advice, the spitfire is on the road with a few jobs needed. Well it has an MOT. They hope to bring the GT6 and the Spitfire to next months meeting.

Everyone settled down to lunch and chatting and as usual the boys headed out to look at the cars, a good turn out for the summer, 7 cars in total. Lighting McQueen drew his usual audience of people in the car park and Brian had to go out and lift the bonnet etc. Joe reported that the Mini is almost on the road, and next month all being well if he passes his test the Mini might be making an appearance too, lets hope so. It was a hot afternoon so there was some inside and outside chat. The day ended about 3.30 with the last of us drifting home

Up and coming

Saturday 4th / Sunday 5th MILITARY AND FLYING MACHINES Damyns Hall Aerodrome, Upminster, Essex

Saturday 11th / Sunday 12th REDHILL STEAM - HISTORIC WHEELS Redhill, Surrey

Saturday 18th / Sunday 19th SAFFRON WALDEN MOTOR SHOW Saffron Walden, Essex

Sunday 19th MONTHLY MEETING

The Halfway House

Sunday 26th / Monday 27th EDENBRIDGE AND OXTED AGRICULTURAL SHOW Lingfield, Surrey

Monday 27th KNEBORTH CLASSIC MOTOR SHOW Knebworth Park, Hertfordshire

Birthdays - Keith Dale on 12th and Steve Hall on 17th

Allan

HALLAMSHIRE

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Hi all. The weather hasn't been kind to us this month after the brill weather at Wicksteed Park. We only had a small amount to our meeting this month which fell just before the peak run and what can we say about that. It was a fantastic weekend (As always) the weather didn't stop the activities or dampen the spirits. The Friday Night games was Derwent Valley's spin on TV game shows. A good night of fun and games was had and this was only the warm up for Saturday night.

Saturday was the treasure hunt, the kids went off together and so did the adults, Der Hallhants won it which consists of Adrian myself and Dave & Ange from Northants

Saturday night was the Olympic games which saw all the

Hallamshire Continues

room divided into 4 teams Holland, Britain, Australia and Italy. After each event the winning team had to sing their national anthem this saw us all singing "Tie me Kangaroo down sport " " I saw a mouse ", "One Cornetto" & " My old Man " great fun was had by all many silly games great rivalry between the area's.

The Olympic Host's



Julie receiving her Prizes



The Sunday run was brilliant again, we had a slight hitch when Christine broke down, due to a loose alternator pulley but was up and running again thanks to Nigel Hill for coming to the rescue again.

We then rejoined the run and ended up at Buxton Pavilion Gardens only slightly late . The sun came out and made a perfect afternoon.

Sunday night saw the now obligatory communal BBQ followed by the England Match for the boys then back to our awning for lets say Story Time Stuart style till the early hrs.

Lets see what great ideas Derwent team will come up with next year for their 25th anniversary.

Julie & Adrian

PS Hope to have a good write up about Silverstone next Month !

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Hello, welcome to the wet and windy days of Summer, events being cancelled, rain rain and more rain, making a mess of anything you try to plan apart from hibernating with a glass of hot toddy.

The 3 Moorhens pub was due a refit but it has been delayed but the change to the Anchor was a lovely evening, sunny till 9.45pm, with a great turn out of 36 members and 14 cars, and many good comments about the change of venue, something we will have to look at in detail.

The Awards for Best Area Car will have reverted back to the 3 Moorhens in July and this will continue to be our

main Pub for meetings this year.

The Anchor has been most welcoming and will be used for extra events through the year, there is a plan to fund a free Buffet here for members who attended the pub meets and supported events this year, more details on this will be circulated locally .

The July Kimbolton Classic was cancelled, there will be a run out instead stopping at Cannons Ashby House, all over by the time you read this.

Always keep an eye on the forum for Local area news about what we are doing, and (if I remember) check the blogs as well.

I will be at **Stafford, August 18/19th** so who else is going to make a visit, it's going to be a spectacular display for the 50 years of Vitesse and Spitfire. Book on line or pay on the day, 3 days camping and entertainment for £20 ea.

Our next local outing is to the **Buckingham Steam Rail Centre in Quainton Bucks August Monday 27th**, you can turn up on the day it's a (minimum) £2 donation for your whole Classic Car full, (in Modern terms normal admission £12, child 5-15 £9) this £2 donation gives you all full access to the Steam Museum and as many steam train rides as you can manage, there s a lot to see and a good cafe for an all day breakfast, the cars are all on hard standing so no wet grass to wreck the day. Where can you get all that, the whole family, a day out for £2 and go back to the days of steam, Oh and some nice cars.

Well done Helen and Derek who won a prize at the Croydon Cams fete in June, thats a good start to new-comers to the Classic scene, Ray, Pete, Jill, Audrey, Gylis & Phil watched as their rather snazzy and most original looking newly acquired Stag trundled over the grass to collect their first trophy.

Please pencil in **DUXFORD** on your calendar for **October 7th** this is organised and run by your area and is probably one of the largest gatherings of Triumphs, this is our 19th year and we are working hard to make it a good one. That's it folks. Regards

Peter

WEST KENT Tel. 01732 743747
www.freewebs.com/tssc-west-kent/

This months meet was well attended by both members and cars with a good cross section of the marque and for the first time in memory a Big Saloon joined us. I came up with Andy in his Toledo this month and both of us remarked on the way up the A21 that it was a nice 2500S Estate that overtook us. When we arrived at the Pub, there it was in the car park, owned by Keith the father of Lawrence who also came with his red Toledo and accompanied by Jack with his Herald 13/60. Also in the car park were a lovely Vitesse saloon, Paul's Spitfire 1500, Robs Midge and Dave arrived in his Bond 2 Litre convertible. As it was a nice evening much time was naturally spent outside with the cars, and I had to deliver a couple of MX5 seats to Del who was having them for his Spitfire. I no longer had the need for them having just that week sold my Spitfire to a very nice couple in Dartford who I hope will be joining the club.

Colin Robertson was there without his Spitfire Mk3 as the MOT had run out and has arranged for it to be MOT'd by Nigel Meeson at the Hildenborough MOT centre where a number of us have had our own cars certified.

Colin Hugh gave a report of the success of the 3 car stand

LANCASHIRE LEICESTER & RUTLAND . . . LINCOLNSHIRE



TSSC AREA NEWS

the Area had at the Bromley Pageant, comprising the two Colin's Spitfires and Robs Midge. Colin also brought some photo's of the cars in the Arena together with the Shepherd Neame Spitfire and being interviewed by Danny Hopkins of Practical Classics fame. I have posted a number of photo's on the <http://www.freewebs.com/tssc-west-kent/apps/photos/> website

Del is trying to establish whether the Club can have a Spitfire photoshoot at the new Spitfire Hanger at Biggin Hill alongside their wartime namesake. Watch this space.

Darling Buds will have taken place by the time this appears in the magazine and a few of our members are going to that.

The next run is the **12th August to the Dering Arms** starting from the Cock Horse at 10.00am and **NOT the 10th August** as I erroneously put in last month's Area Blog online.

I still have the award for the Gentleman with the Green Dolomite Sprint from the Leatherhead Show if he would care to contact me. Regards

Steve

LANCASHIRE Tel. 01282 449099
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A very short report this month partly due to June's weather being atrocious.....nobody wanted to go to the Dales run and Houghton tower show was cancelled (as it has in the past when wet). So that only left the Towneley show at Burnley which was also affected by the weather. Where there had been around 200 cars last year, there were at best only 70 cars this year which made for a boring show. Anyhow, six of our cars turned up and we were joined by Ian (from Club Triumph) in his Dolly. Andy Mcleod (GT6) and Ian Harling (Dolly) both were runners up in their respective age groups (car age that is!!). But the highlight of the day for me came when a couple of young lads (15ish) wandered past our pitch, one of them taking interest and asking who's was the TR8, "nice car" he said, So I thought I'd let him sit in it and started it up. His face lit up "is that the accelerator" he asked, "yes, press it" I said, and as he red lined the V8 he nearly wet himself. "OH WOW, I'VE GOT TO HAVE ONE OF THESE", maybe a Triumph owner of the future!!

The monthly meeting wasn't too bad with quite a few turning up on a surprisingly dry evening. Dennis regained his quiz crown, and Mark Knowles got the car card prize. That's all....

Kev

LEICS & RUTLAND Tel. 07774 276564

Good attendance at the July meeting with almost thirty members in our room at the Red Lion and not a single Triumph in the car park. July, the longest, warmest days and our beloved cars locked well out of sight from the golf ball sized hailstones that we experienced last week, oh and anyway, it was raining.

Several of us managed to survive the Peak Run weekend and once again it was a superb, well organised event. Great campsite, Olympic entertainment and a good drive out on the Sunday around the Derbyshire dales, hills and more hills. It's the 25th anniversary next year and we cannot wait to see how they better this year's weekend.

Despite the current weather situation, we are planning to visit, as an area the following events over the next few months:-

Sunday July 22nd Beaumanor Hall Classic Car & Transport show.

Sunday 29th Picnic Run through Leicestershire.

Sunday August 5th Shugborough Hall Classic Car Show

Shugborough Hall is the ancestral home of the Earls of Litchfield of over 900 acres with a fine Georgian house at its centre. National Trust property

Sunday August 12th Ruddington Station Summer Road Transport Gala

10 miles of mainline track from Ruddington to Loughborough with train rides, exhibits and classic vehicles on display.

Weekend of 18/19th August International Family Weekend at Stafford

We hope to set up camp on the Thursday evening and enjoy the weekend. A Night at the Movies/60's theme and J Edwards in fancy dress. Watch this space!!

Weekend of 25/26th (Bank Holiday) Earls Barton Rally.

Several members have already booked for this, but no feedback as yet. We will pitch our "Campers" further from the A45 and rabbit holes this year.

Weekend August 31/September 2nd Lincolnshire Area at Woodhall Spa

For the last few years we have attended the Shakerstone show over this weekend but have now agreed that as an area we will once again support Garth and the Lincolnshire area.

For the remainder of **September** we have the **Mile Of Triumphs** and I will try to organise another **Go Kart evening at Six Hills track.**

Keep dry

Dave

LINCOLNSHIRE Tel. 01529 307302
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Important news, the monthly meeting has changed, as of **August 1st the meeting will be at The Swan Holme Doddington Road Lincoln LN6 3RX from 8pm onwards.** Unfortunately Simon Oliver has decided due to other commitments that he is unable to continue as Joint Area organiser, I would like to take this opportunity in thanking him for all his hard work in helping with running the Lincolnshire area for the last few years. So if anyone else would like to lend a hand and become a joint area organiser, please let me know via phone or email.

Keith Scotty and I went to the Waddington air show at the end of June, Keith and I on the Saturday, and Scotty on the Sunday, apart from a very heavy down pour just after we arrived, I think we had the better weather on the Saturday, it was a real disappointment that the Vulcan was not able to make it this year due to the engine problems they suffered earlier in the year, but at least it is back on the display circuit now. There were quite a few other Triumphs there, from further afield. A couple of weeks before

Lincolnshire Continues

Waddington Ellie and I on a rare dry day ! took the Herald to Wickenby Wings and Wheels, it was free to get in with a classic and is a nice weekend with a real old world feel as most of the aircraft are biplanes, there is also a good turn out of classic cars and motorcycles.

We are going to try to get to it next year as an area, look out for the dates which I will put up as soon as I know them.

It was nice to see a few Triumphs in the car park at the last meeting, I managed to avoid a flat battery this time, and also a new member Dave (sorry I did not catch your surname) with his Vitesse MK1 that he has newly acquired and intends to restore to tip top condition.

Well a short news this month, I will have some more dates for your diaries in the next news, plans are almost finalised for our camping weekend, and also don't forget the **Sunday morning breakfast meeting at Langrick on the third Sunday of the month at 10am.**

Garth

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

7 weeks, 7 events and 6 very wet weekends, I think this may becoming the norm maybe we should have our events between November & May and use May to September to maintain our Triumphs? Just a (thought)

We had a good time at the Dales weekend with a fantastic run on Saturday through some spectacular scenery it really is a beautiful part of the world and the route was very well done. We enjoyed the Saturday night entertainment with the usual Alan Heaton comper with quizzes, games and Horse racing.

A very wet Sunday morning saw some of us trying to dry out and recover from too much vino before we set off home, but quite a few braved the weather to do a small run to Slaidburn where a people's choice winner was Jez & Debs with their stunning TR6. Well Done guys!!!

Thanks to Martin, Richard, Alan and the team for all their hard work we had a great weekend and it was good to catch up with some old friends.

The Peak Run weekend was next packed with fun, games and laughs. Right from the time you arrive and meet up with good old crazy friends to setting up and realising you had forgot your leisure battery but thanks to Piat and Jonathan we were up and running in no time.

Friday night in the club house was taken up with fun, games and quizzes.

Saturday we had a run out to Ecclesbourne railway set in the village of Wirksworth where we did a very interesting walk about treasure hunt, having lunch in a café that felt like it was straight out of the 50s.

Saturday night was brilliant as Derwent Valley do what Derwent Valley do best!! 'The Olympic Theme' Where 5 of them dressed in Togas (Greek gods they were not)

Colin even managed to give his fig leaf a twirl (new nick name for Colin is now Figgy) Olympic Games followed, only Chris managed to win gold for England as Holland managed to beat us and Australia (hope this isn't a sign of things



to come) We had a brilliant time!!!!

Sunday saw us do approximately 90 mile run through some beautiful countryside ending at Buxton, where a People's choice and raffle took place.

We had a ball, a massive thank you from the Manchester Area for all your hard work and fantastic entertainment, once again you excelled yourselves. I will be publishing your weekend in the area Showtime later in the year.

The first Sunday in July saw an open day at Barton Aerodrome (our meeting venue) seven cars maddest, it was VERY cold and there wasn't much to do, but we made the best of it, there was a micro light crash, which was pretty much the highlight of the day! (No one was hurt) 37 members were present at the area meeting it was good to see a few faces back that we haven't seen for a while, good to see you back, you are always welcome.

We discussed the Area BBQ which will have taken place too late for the August edition of the Area News so a full report will appear next month one thing I can report 2 days before the BBQ the weather man has issued an amber flood warning for 2 months rain to fall in 24hrs and as I sit here typing with my one finger we have thunder, lightning and rain, rain, rain.

Neil Aston is doing a charity bike ride from Manchester to Blackpool in aid of Christie's thank you for sponsoring him.

If any member would like to book a room at the **Village Hotel Cheadle for Xmas Doo** the number is 08449800232 (for off peak rate)

And finally

August Area Meeting at Barton Aerodrome will be 14th August 2nd Tuesday of the month (A one off) due to Manchester Area members being on a Hot Tub Holiday in Brecon Beacons

Dates to remember in August

Saturday 4th Aug Brecon Beacons

Tues 14th Aug Area Meeting

Fri/Sun Aug 18/19th Family Int Stafford

Bring me sunshine!!

Pip n Frank

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Our Cars in the Car Park evening was held at a different venue – the Winning Hand. We chose exactly the right evening as it was dry, sunny and relatively warm. This was the one and only decent day between torrents of rain and

NORTH EAST . . . NORTHANTS

TSSC AREA NEWS



very cold days. We had a good turnout of cars including Emrhys in his Stag, a fairly new member of the club. We also had a short visit from Roy who has bought the white and black Vitesse 6 that belonged to Malcolm from Tadley. We thought we recognised the car as it drew in.

The winner of the shield was Nigel with his TR7, with Andy's Bond second and Dennis' Stag third. Congratulations to them all.

The camping weekend was a bit different too. During the Friday afternoon there were strong winds and squally showers which hampered the putting up of tents.

Still there were plenty of people to lend a hand where necessary. Colin & Sandy, Patrick & Jean, Dan & Rosemary, Andy, Ian and Dave & Mary were there. Roy and Helena stayed at the local B&B – wise choice!

The Friday pub meal was good and Patrick did a grand job of organising the taxi runs. Many thanks for that. Saturday dawned a bit brighter and everyone went off to do their own thing.

Sean and Carol joined us during Saturday afternoon with a lovely big new tent and all mod cons. They even bought their inflatable armchairs! The BBQ's were a bit reluctant to get going – there was still a very strong wind, but we got there in the end.

It was quite chilly sitting out, quite unlike previous years, so much so that Patrick wrapped himself up in a blanket! We were very grateful that we had hired the leisure room as it started to rain again about 7 o'clock. There was the usual snooker, pool, darts and skittles as well as a picture quiz. Jean, Patrick, Dan and Rosemary came to the conclusion that they didn't watch enough tv, so didn't recognise quite a few of the people. There was a tie between the other 2 teams.

During the night it rained! Well that was an understatement as the field was waterlogged by the morning and some people had minor leaks in their tents. Colin and Sandy were glad they had bought camp beds to sleep on or they would have had a real waterbed had they slept on the ground!! Dan and Rosemary were ok in their camper van; reckon they could have let out floor space! At least it stopped raining by the time we got up and things dried out a bit before packing up. As usual we stopped off in Stockbridge for lunch before heading home.

The meeting at end of June was quite quiet after the busy weekend. We had further discussions about moving venue as we have been at the Spotted Dog for 13 years and the members wanted a change. By the time you read this will have tried out the **Berkshire Arms** as a possibility and may have made a decision. If you are not a regular attendee at our meetings please phone Dave or Mary so that we can let you know where we are meeting. Once we have made a decision we will of course detail the change in the Courier.

If you could let Mary know if you are coming to the show at **Newbury Racecourse on 12th August** this will help in lining up the cars on the stand.

Next Meetings **8th and 22nd August** Please contact AO's on 01635 868640 for details of venue.

Events

**12th August Newbury Classic Car Show
at the Racecourse**

17th – 19th August TSSC International at Stafford
Keep 'em flying

Mary and Dave R

NORTH EAST Tel. 07917 738091
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Hi all. Short report this month. I don't seem to have much spare time these days.

Anyway, great turnout at the pub and stacks of club cars outside in the car park. The pendulum seems to have swung again and Spitfire MkIV/1500s are once again the commonest car.

No new members this month, but hello to Ian Mcpherson's friend, self confessed SpannerMan, can't remember his real name, but maybe he's a mechanical superhero and it's a secret.....

Bit quiet in the pub, mainly because Geoff was already in France, and we spent most of a rare dry evening outside in the car park.

The MG Northumbria show at Corbridge was a victim of the torrential rain that made the national news a couple of days earlier, shame. I don't know of anyone who was badly affected, just lots of inconvenience.

We all offer our congratulations to Sam Boyes who will have married David on July 21st. WE all hope you have a fantastic day and future together. Thanks to everyone who added into the card on the quiet at the meeting as well.

Minor car issues around the area to mention. Gavin replaced front and rear crank seals and still has a leak, also had a funny ticking noise at idle which he was panicking about but turned out to be the front carb piston tapping the bridge.

Ian Goodfellow had some rear hub studs come loose, replaced and ok at the moment. Ian Bews has an oil burning issue to investigate, also he was asking about poor handbrake and adjustment, especially since he drives up Whickham Bank regularly.

Chris Fish was snapping photos for the next calendar. Get yours taken in plenty of time.

Reminder that the next planned run out is up to **Holy Island 23rd September**. Also a number of locals are off down to **Stafford** again in **August**. See at the next meeting if there's a convoy going.

Righto, got to finish off there and do some proper work, then get packed for the CLM trip. Hope everything works..... All the best

Mark

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Rain, Rain go away, I bet this is what we are all thinking, as I watch the two months rain come down in one day, as forecast, were is that drought they promised us, we still have areas with hose pipe restrictions in the area.

With our third local event now cancelled, due to the weather causing water logged grounds our pride and joys have certainly been left well and truly tucked up in the dry.

One event that some of Northants members did make it to however was the Peak Run. Again with the efforts of the

Northants Continues

team we had a fantastic time rain and all. The entertainment was as good as ever and the Sunday run took us through some great scenery and onto Buxton where the weather held fine for everyone.

Thank you Peak team for a lovely weekend, we are looking forward to next years 25th, - I still say without my glasses that, that field looks 600m and not 100m - I won't be measuring it any time soon though.

As I write it is the Silverstone Grand Prix weekend, with weather warnings and the media telling people to stay away even if they have tickets, we will need a good spell of dry weather to make it to the Silverstone Classic in two weeks time - I think the camping can wait till the last minute to be booked. We could be driving to the event daily for this one.

Up date on 'Joy', she is now mechanically built back up and is going through her electrical wiring challenge, next step starting her up - just hope that the spare nuts and bolts we found wasn't important, 'touch wood and fingers crossed'

Our meetings are for anyone interested in Triumph's, if you would like to joining us, our meetings are the **Second Wednesday of the month at The Elwes Arms - Great Billing** from 8.30pm onwards

Our website is www.tssc-northants.org.

Dave and Angie

NORTHERN IRELAND

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Hi All. Welcome to the August edition of NI area news, it's hard to believe that we are already this far through the year. Time always flies when you are having fun.

Paul organised a special monthly meeting on the 4th July to celebrate National Motorsports Week and although I couldn't attend the meeting due to it clashing with my Son's 3rd birthday party, I understand that it went really well. Many thanks to Paul for giving the usual monthly gathering a fresh twist! Paul even managed to get a press release and some airtime on a local radio station through a contact of John Hewitt's.

You may have noticed that the Tulip Run was scheduled to happen for 28th July, unfortunately due to a clash with my holidays, this will now be rescheduled and a date will be agreed at the August meeting. I will email everyone once this has been confirmed.

Hopefully, by the time you read this the dreaded MOT will have been successfully passed, the 2000 needed a bit of TLC on both outer sills and a bit of reconstruction around the front of the rear wheel arch (nothing too scary!) and I also took the opportunity to fit the replacement diff that came with car - this seems to have cured the puddle of finest 80/90 that was left whenever I parked the car with the old diff! The diff seems to be from a 2.5pi so it should be interesting to see how the different ratio will affect per-

formance - should give a more relaxed motorway cruise! As we get further into 2012, here are the dates of the upcoming events for your diary:

Fri 17th - Sun 19th August -

Stafford International Weekend.

Sat 25th August - Sperrins Run.

Organiser: Douglas Hogg.

Weds 5th September - Monthly meeting

Sat 15th Sep - Antrim Hills Run.

Organisers: Stephen Kernohan & Douglas Hogg.

Wednesday 3rd October - Monthly meeting

Sat 13th Oct - Co Down Ramble.

Organiser: Alan French.

Wednesday 7th November - Monthly meeting

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 1st August**. 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

Well the Olympic torch has just passed through Nottinghamshire as I write, and what an experience that has been. Thunderstorms causing the only known stop of the Torch during its tour of the UK due to risk of it being struck by lightning whilst passing a petrol station! Sadly, there was not a Triumph in sight which was probably a good thing as any soft top would have suffered a very wet "Triumph Leg" in those conditions.

Now we have the Olympics and Stafford 2012 to look forward to.... (notice how I have avoided the subject of England and the Euros!)

Back to the other celebrations this summer and for the Triumphs it is of course the 50th anniversary of the Spitfire and Vitesse models. Hard to think that they first appeared in 1962! (at least 14 years before I was born!) - so there will be an extra special time at **Stafford International this August**. We will be there again, partaking in the dressing up? The dancing, the merriment of the occasion and buying the bits for our prides and joys. Marshalling or soaking up the atmosphere (or the alcohol), it's set to be a great weekend to remember!

Anyway, back to club night and for the second month running we had a great turn out of Triumphs once again. There



was a very nice maroon 2000 saloon for sale and we had a visit from Bill & Margaret with the TR3 who had recently been to Monaco for the F1 Grand Prix so we were all eager to here about that. It seemed they had a noisy but superb time sitting down near to the Swimming Pool complex area. It was also great for

many of the earlier members to me present, such as Phil

PETERBOROUGH



and Linda, Mike and Sue, Ian, Philip, Bill & Margaret, Howard and Marion and many more besides. Thanks for continuing to support the area for all these years.

Our newest member, my Father in law John, helped me with some-



thing new with Sybil during one of our mid week days off - an oil and filter change. I had always taken it to a garage before, but there was a reason behind this, to fit a new sump gasket to cure an oil leak. Only the sump plug was stuck fast. Very stuck fast!! So, go to plan B) take the sump off with the oil still in. Thankfully it's small enough to fit inside a plastic stacking container so was dropped and drained. We then conceded defeat and took the sump to a local garage to remove the plug. Lots of heat later and the plug was out to come home and be refitted. A special thanks to Coleman's for that (no charge) and to John for taking it over. So, sump back on with new gasket, new filter and fresh oil and a few hours later and back on the road! There is no update on John's TR7 this month as I want to leave it as a surprise for when it appears on the road. All I will say is were getting close, so, if not by the July meeting then John hopes to make some sunshine come the International Families Weekend with the Yellow Peril. Fingers crossed.

Diary dates: August

11th - Bruntingthorpe - Asda Day.

10th-12th - Stag/TR weekend, Malvern.

17th-19th - STAFFORD INTERNATIONAL Family weekend. @TSSC_Staff_Int

That's all for now! See you at Stafford!

Andy

PETERBOROUGH

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Thankfully for our July meet we enjoyed a rare dry evening, albeit with weather warnings in place for the following day! Our numbers were a little down but we still had a decent turnout.

I feel a bit like a scratched record always opening my reports with a comment on the weather. However, I guess it is well known to be a British obsession, and for drivers of classic cars it takes on even more significance. So really I make no excuse for saying what a dreadful summer we are having and I hope it isn't ruining your classic car experience too much.

It has to be said there is no doubt that the weather is hav-

TSSC AREA NEWS



ing an adverse effect on our hobby. We recently heard that the Kimbolton Classic event - one of our favourite local shows of the year - has already been cancelled. The organisers decided the water levels are such that even a month before the event it was unlikely to dry out sufficiently to take the hundreds of classic cars that take part every year. To avoid exposure to potentially crippling cancellation costs if left later they made the difficult decision to cancel. Since they did this, the weather has if anything worsened so you have to say it was a good call.

At our meeting I talked to Steve Meek about the Peak Run. He is a staunch supporter of this event - but he didn't go this year as the weather prospects were pretty grim. Richard East on the other hand did attend - but not in his Triumph! He chose instead to cheat and take his modern car and he was glad he did, as the weather was indeed largely grim.

I really feel for the organisers of these events. They put in so much work and we really should do all we can to support them - but there is a limit.

The Baston Car Show that Doug helped to organise was lucky. The weather was generally ok with just a brief shower. Our thanks go to Angie from HQ for supporting this event again. My personal thanks go to Tina for supplying me with some photos. Yes, these are the first photos for inclusion in our next calendar! Dare I say I need more so do keep them coming.

Enough of the weather doom and gloom - it is going to improve very soon because we are all invited to a party!

On **15th August** the Peterborough area members are all invited to celebrate the 50th birthday of 'Ryan', the Mk1 Vitesse convertible belonging to Tina and David. It's a barbeque and the weather is due to be set fair for the entire evening (says he with fingers crossed!) so let's all make the effort to celebrate in style.

Tina has asked for us all to bring our Triumphs if possible (so 'Ryan' has plenty of company). She has distributed invites to those at our meeting and I have also sent details by email to all the contacts that I have.

It was nice to meet a potential new member at our meeting - particularly one from so far away. Russ Wade is from Australia but spends time in the UK every year due to his totally unique job. Russ organises Chinese Dragon Boat races and is Australia's only professional organiser of such events. He comes over to the UK to do the same and each year helps to raise literally millions of pounds for charities through these events. Back home he is the proud owner of no fewer than 4 Triumph Heralds. Having just found us he will hopefully attend our next meeting but is then due to fly home. We hope he will return next year and spend some more time with our group and possibly join the TSSC too.

Looking a little further ahead there are two local events we are planning. Last Christmas at our party we once again raised money for Sue Ryder Homes. At the time we decided it would be a good idea to drive as a group to the local home and make the presentation to them in person. Tina works one day a week for Sue Ryder so she has kindly agreed to have a word and see if we can find a mutually convenient date for the presentation. We will circulate more information as soon as we have it.

Last year we also organised a 'Ladies Night' as one of our

Peterborough Continues

regular Monday meets. We plan to do this again this year for our **October meeting**. Steph has kindly agreed to organise another (Triumph) **Stag Beetle Drive**.

Mark it down in your diaries now as this was good fun last year and its nice to see the ladies getting involved – although I have to say we now have quite a group in attendance most months.

Before I go I should mention there is a deal available for Practical Classics Magazine. Some of our membership have received an email and some haven't. Bizarrely given I regularly contact HQ by email I haven't received this offer. However I believe there is quite a good offer available for this magazine. If you want further information contact Doug as he has received the details.

That's about it for this month. Let's hope the sun shines long and warm for our **August meeting on Monday 13th**. The venue as always is the **Bertie Arms, Uffington near Stamford**. Any time from around 8pm is fine and we offer a friendly welcome plus sarnies, chips and onion rings (all for free!!) and let's not forget our famous monthly raffle.

Do join us soon. All the best,

Paul

SCOTLAND CENTRAL WEST

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The July meeting was during flash flooding around Glasgow so I was a bit late as I had the Spitfire up to its sills in water. Others were on dryer routes and made it before me. A new car was present too, and what a car.

Dave has moved up to a Stag now and turned up with a stunning early very original example. We also had John's Herald and my very wet Spitfire. Rest were in moderns (white vans) We had a good look round the Stag in the rain and then went inside to discuss shows and cars. Also springs seem to be causing problems for members, I have had several stories in recent months.

We will be having a Scottish Area display in the Main Hall at Stafford, on the balcony, so come and see us. We will have our cars and drivers there. If you are going please let me know.

Report on Hamilton. This is a different type of show, being sited in the town centre to encourage trading. We had good intentions but the weather once again was poor. Mark, Colin and I turned out in the rain to join the other classics lining the main street. We all got a goody bag and lunch. The organisers were pleased to see us and we all made the best of a damp day. It was



the Red Spitfire Club again though. We were attended to by steam engineers and visited by aliens during the day as is normal for us.

Report on Leven. The next week we were away up the East Coast. Again the weather was a bit iffy but once we fuelled up we had a day out at the seaside. 4 cars (John, Mark, Me and Ian) were joined by another two, So it was the yellow Spitfire Club that day. We had breakfasts in a box from the excellent Seaside Snacks and looked round the display. This ranged from vintage to bikes. Again the organisers were pleased we came as numbers were slightly down. I did my usual kite flying (remember Peter Powell, not the DJ, kites!). Having relived my childhood and enjoyed the company and some sunshine for a change we returned to the west. Every petrolhead seemed to be out, bikes were at Knockhill and Crail Raceway Retro was on, so we had entertaining company on the way home. Reports on whatever we can get to, next month.

Names for **Kirkintilloch** Please I have booked 12 places. Entry 9.45am via High Street. Possibly Victorian Dress theme or car / age related, if you want.

Sunday 26th August in Cowgate (main street). Family day out. Lots to do and see. Lunch supplied.

Dave has addressed the different shape of car task, any more? The shows have relented about having cars the same as turnout has been down.

We need to get a large structure before Stafford I would like to wait for the monsoon to pass.. We have elected to go motorway to Stafford. Theme is At The Movies for Saturday. We are into double figures for cars for Stafford, want to join us for all or part of it? Travelling Friday back Monday. Costume optional.

I know of 2 Spitfires for sale Red Mk4 (west areas), Yellow 1500 (east area)

Show dates are coming up fast, so look out your snorkel. Names please if you want to go to shows, places are limited. See below for dates. The SVVF Scottish Yearbook is published. I will list the remaining 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).

12th Aug - Biggar Rally

17th - 20th August - Stafford. Scottish Area Stand in Main Hall (Any more names?) inside if wet.

26th Aug - Kirkintilloch Canal Festival. (Names Please).

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 now published. Any suggestions? Next Meeting is **Wednesday 1st August 2012 at Lochinch**.

Hope you can make the meetings or shows. mlf if you are a new member why not come and visit a meeting or show?

Gregor G

SCOTLAND NORTH EAST SHROPSHIRE . . . SOUTHERN

SCOTLAND NORTH EAST

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Hi. Triumph day this year was held at Skene House and unfortunately was poorly attended with not many club cars. From the TSSC there was Graham Robertson with his TR7 and Graeme Crawford also with his TR7 both very tidy cars and it was a hard job for the judges to decide who would win this years wedge trophy. GC won it but there was only 3 points in it. GC also won the best TSSC car with his magenta Spitty (his was the only car in the class) - I had forgotten to get my Spitty MOT'd, I have been spending too much time on the Stag. There were 7 Stags with Alan Smith winning the Stag trophy, 2 TR's and 2 Swallows. Alan Gibb and Phil Baxter also won trophies for their cars.

The next show that was attended was the Thomson rally with one of the winners being a very poor example of a Herald 13/60 with a Vitesse bonnet and boot lid.

Not sure how this car came to win - I will leave it up to you to figure out!

The Alford Speedfest was a good day although we did have several showers, there was some really fast cars on display and the track events were good..

The pub runs/meetings for this month are **16th August Grant Arms Monymusk & 30th August Muggarthaugh Hotel**. It is planned that the 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.

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". As usual Mike Hedges will give us a reminder by email about the meeting.

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.

Other events for this month are;

5th August Garioch Rally at Oldmeldrum, organised by Alan Sharpe of the Stag Owners Club and the GVRs.

**11th-12th August Historic Wheels Rally
18th -19th August Deeside Rally at Milton of Crathes.**

Please also have a look at our website <http://www.brmmbrmm.com/grampiantr.bb> any update to planned events will be mentioned on this site. Hope to see you at some of the events. That's all for this month.

Danny

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www.tssc-shropshire.co.uk

As the summer is with us??, we decided to change from our regular venue "The Red Lion" to a variety of venues in Shropshire.

We selected for our June meeting "The River and Rail" at Hampton Loade by the River Severn. As the date approached we pensively examined the weather forecast, which indicated that on the appointed day of Thursday 21st

TSSC AREA NEWS



hours to Wednesday the 20th June as the forecast offered improved weather on that evening. E-mails went out advising members

June it would rain in the evening. A few days before, our original proposal was therefore altered to move the meeting forward by 24



of the change. What a good decision that was! We had a great evening warm & dry, a good show of cars from not only our club but also from The Stag Owners Club.

A bonus from the change of day was to see "mine

host" from The Red Lion in his Stag! He has landlord duties to perform on Thursday's.

The change to Wednesday allowed him to attend our meet, great to see you there Julian!

As the evening drew to a close it started to rain! The move to Wednesday was a good one though as on Thursday it was a down pour all day and that included the evening! The moral of our story is to always keep an eye on your e-mails for changes to the schedule!

Our next meeting is scheduled for **Wednesday 18th July at the Riverside Inn, www.theriversideinn.net, Cound, Shrewsbury SY5 6AF.**

Hope to see you there on the **18th**. However, keep your eye out for e-mails and/or our notices on our web-site (www.tssc-shropshire.co.uk) to advise of any changes that may occur thanks in no small part to our wonderful summer!

Bill

SOUTHERN

Tel. 01252 722432

<http://triumphsoutn.zum.com>

Hi All, another dismal month as far as the weather goes. Our first run out of the month was to the Ace Cafe on the North circular, London. Neil, Paul and I met up at the Meon Hut lay-by at tennish .It took us about an hour and a half to reach the cafe with no major dramas. The turnout was smaller than I had expected with about twenty cars already there. Neil and Paul hung around outside, but I'm afraid my stomach had other ideas so I went inside and ordered a large breakfast. Neil and Paul soon followed. We spent just over an hour at the cafe and headed down to Greenwood to find a motorbike museum. After spending about a quarter of an hour in a queue to get into a pay car park we then found out we could have parked for free in the museum grounds. DOH!!! We had a guided tour around the muse-

Southern Continues

um which was very interesting. We headed south towards the M4 through Southall Which I found was a bit worrying as it was like driving through another country, slowly. M4 to M25 to M3 and then down to Farnborough to stop and take a few pics of some planes, and a quick pint at the Angel and home for about six, thirty, great day out, thanks Neil.

The run out to Bentley motor Museum unfortunately clashed with father's day, 3 cars went to that Mike and Barbara in the Stag, Dave H took Val in the Spitfire and Neil took his brother in the Gt. I missed the roaming meet at the Ship, Langstone, but a very reasonable turnout of seven cars to put the Chichester MG's 4 to shame.

Friday 22nd June Jackie and I met Mark and Vanessa + kids at Intech on the start of our annual pilgrimage to the Cornwall camping weekend (more about that bit later) We had a nice run down to Charmouth through Stockbridge, Salisbury and Blandford Forum to avoid the roadworks at Camford Bottom. This would take us down to the A35 and Dorchester and then to our first stop at Newlands Caravan and Camping Park, Charmouth. This is where the Triumph 2000 Register were holding their Annual rally. We were pitched at the top of the field as some campers had been flooded out a couple of times due to torrential rain. On Saturday morning Mark and I took the Vitesse and the 2.5s down to the show field and parked up. Went back to our pitch to have a top notch full Monty breakfast. We all returned an hour or so later to find that our cars had been moved (not hard with a Vitesse, with the roof down, but the 2.5 was locked) and that they had put other 2000s there to be judged, Vanessa was "jumpin". A bit of bad form in my view that they couldn't be bothered to find and ask us to move them, they knew who we were as I was the only Vitesse there. In my own opinion, I found the register a bit "cliquey" and that it was Mark and Vanessa's first time with them, I thought they did little to welcome them into their "fold".

Sunday found us in Beer, Devon, a quaint little fishing village and the home to Pecorama, the firm who makes train sets. I was told later that we were spotted by another member of the Facebook, Triumph Vitesse Page who was visiting the village. Monday we went off to Seaton and had a ride on the tram railway through to Colyford and back. Tuesday we went to Sidmouth, Gods waiting room in Devon. I really don't remember seeing many people under retirement age. We had a spot of lunch there, but the weather was bad so we left to go to Lyme Regis, funny, but it was raining there too. We stopped in Lyme for a while and a couple of pints then headed back to the site. En route back I

spotted an old garage with the old style pumps so we stopped to take a few pics.

Wednesday morning was wet and foggy, it was time for Jak and I to go back home and for the Goodings to carry on to Cornwall.

Saturday 30th was a very special day for me (even though we had missed the Cornish camping) my oldest daughter was married and I was asked to use the Vitesse as the wedding car. We certainly got a lot of looks and waves as we went through Salisbury and Stockbridge with the top down and the car covered in ribbons...



Now a bit by Vanessa on the Cornwall trip.

After attending the 2000 register nationals with Mark and Jackie, we went our separate ways with Mark, Adam, Luiza and I heading down to Bodinnick for the Cornwall area camping weekend. We arrived mid afternoon to find Mickey and Julie from the Thames area had arrived a little while before us. After setting up we went for a stroll down through the boat yard to the Fowey Estuary. Bit more than a stroll back up the hill, with Luiza taking the piggy back option.

Thurs and Friday saw us on various days out. We tried to leave the children at Bodmin Jail but the laws have changed and it is not possible to imprison small children anymore!

Friday afternoon Mike and Barbara arrived along with most of the Cornish area and some from other areas. As usual we were all arranged together at the campsite and given a lovely Cornish welcome. As is traditional, we headed to the Old Ferry Inn for dinner with Mike, Barbara, Mickey and Julie. Joined later by Mike and Claudia, it was an enjoyable evening with only Mike, I and Adam making the trek up the hill to get the car for Barbara, Mark and Luiza.

Saturday morning saw sunshine! We had all arranged to meet at 2pm for a boat ride around the Fowey Estuary so we took the cars over to Fowey on the Bodinnick car ferry. We were treated to some fantastic sunshine at lunchtime on the quay, but as I went and bought some sun cream for the children, it obviously started raining just as 2pm approached. Still a very pleasurable boat trip seeing parts of the Fowey Estuary that we haven't been treated to before.

We were lucky to have some dry weather for the bbq and quiz in the evening, although we were all huddled into the marquee for good reasons. Great quiz with our team (Mike, Barbara, Mark and I) coming third, Mickey and Julie second and first place went to Antony's team although they kindly shared their prize with everyone.

Sunday dawned and six triumphs took to the road from the campsite to the Jubilee Inn for lunch. After lunch it was time to say goodbye to all, but Mike, Barbara, Mickey, Julie and ourselves followed Mike and Claudia the hour home so that we could get our S revalued (thanks Mike!) and take part in some lovely ice cream tasting then back to Looe for fish and chips.

The seagulls at Looe prefer to use convertibles for their toilet as Mike and Mickey can testify.

The pack up and drive home on Monday was wetter than



NORTH STAFFS

TSSC AREA NEWS



wet. Please note that no beer or pasties were consumed during this trip (honest Mark – wouldn't want you to be jealous).

If you haven't been before, this camping weekend is definitely one to put in your diary, even if you choose the boring option and b and b it. A big thank you to Sally Ann, for organising the weekend and to everyone else for their great company and hospitality.

Cheers Vanessa

Our regular meet at the Seven stars was again well attended but with only 2 club cars in the car park due to the weather. One of them being a MK1 Vitesse saloon in pearlescent blue with a white roof, very nice car belonging to newcomers, Phil and Lyn who are from Chichester. Very nice to meet you both.

July 7th and 8th was the Ardingly Show, we had planned to camp with Mark and Vanessa from Friday night but were put off by the weather forecast, and Saturday we cried off going again by the weather, on Sunday we went. It was raining most of the way there, but did stop for 5 minutes for us to have a coffee.

The weather had been horrendous during the night and up to 3 inches of water were running across the site. Again, another show which should have been huge had been sabotaged by the weather. But we did still have a good day out with Mike and Barbara in the stag and Mike and Auntie Val in the Healey 3000.

Saturday had also been the Waterloooville car Show with Peter H in his Stag attending that one. Numbers were down on last year, again due to the weather.

August the 12th there will be a run out to **Goodwood House** and then a picnic on the lawns. To meet at the Seven Stars by 11am to leave at 11.15am.

Neil and Paul went to the Woking Hospice Vehicle show, it too had be hit by the rain and car were view in a local car park but the number of exhibitors were down.

Up and Coming events

August 5th Goodwood Breakfast Club, theme.

Thoroughbred Sunday. Start 8am till noon

August 7th Regular meet. Seven Stars Pub,

GU32 3PG from 7.30pm onwards

August 12th Newbury Classic Vehicle meet

August 12th Goodwood House Picnic Run Out,

Be at the Seven stars from 10.45am onwards to leave at 11.15am

August 12th White Dove Show. Kingsley Sports

ground, Sickles Lane, nr Bordon, GU35 9PD

August 16th Roaming Meet , The Milburys ,

Beauworth,SO24 0PD

August 17, 18, 19th TSSC International Weekend , Stafford. Mark S, Mark G and Dave Moore are going , see them for more details

August 18th Capel Classic Car Show RH5 5LB

August 19th Cranliegh

August 25-26th Surrey Royal show , Egham

August 25th-26th Rudgwick steam fair

August Wallop Vintage gathering,

Over Wallop sports Field SO20 8JL

August 27th Wisborough Green Fete. Club stand and bring a picnic. Meeting place to be arranged

Well thats about it for this month, lets hope for better weather in August.

Take care

Mark

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Where have you all gone?

The June meeting fell on what was the traditional holiday period for the potteries, but with so few china manufacturers left in North Staffordshire I don't think this could be the main reason for the low turn out. (Excluding Peter with his Stag who was holidaying in Portugal)

It was a perfect evening for open top motoring so I was disappointed with the numbers, but we did have four Triumphs and my Jag in the car park which got some of the pub visitors out looking and chatting about the cars.

One of the Triumphs was Mark the Herald with its new coat of paint owned by Henry Jones Cheshire AO who paid us on another visit but this time in his Triumph 13/60.

We also had a visit from John Heath who has recently purchased a very nice MK2 Vitesse who I spotted at a local show recently, so I invited him to come along to one of the meetings. John is a member of local multi-car club but I hope he will consider joining the TSSC.

It's not been the best of summers so far weather wise for classic car shows as yet another event was cancelled at the weekend.

I think the threat of rain on the morning of the Trentham show might have stopped some from attending, so the North Staffs TSSC was not represented which was disappointing as the day did turn out to be fine.

I was hoping to find out details of those who are attending to the **Shugborough Classic car and Transport show in August** at the meeting.

Having contacted the organiser there are 6 TSSC booked in for Shugborough but don't know how many are North Staffs cars; I'm hoping its all six.

I'm waiting to see what response I get to the email sent out suggesting a run out on the 29th July to the two museums in Coventry, the Jaguar Heritage Museum (due to close in August) and the Coventry Transport Museum.

Let's hope we get some interest, if you have any ideas for a drive out drop me an email.

Bill Turnbull has informed me of a **country show at Eccleshall on 1st September** which has introduced a classic vehicle section so will be sending details out to members to see if there's any interest in attending, along with the dogs, horses, ferrets and Llama.

Let's hope for some sunny weather!!! And some happy motoring days. BFN

Dave

Next meeting 29th August

Next show Shugborough Hall 5th August

Not forgetting TSSC International

Stafford show ground 18th - 19th August

IMPORTANT NOTE

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



SUFFOLK . . . SUSSEX THAMES

TSSC AREA NEWS

SUFFOLK

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Colin just seems to get it wrong for the fill-the-car-park night. When he talks to the rain gods I guess he forgets to ask them to fill it with cars and they just assume he wants puddles. Even so, seven or eight cars braved the weather. More might have been there but last minute preparations for Le Mans Classic became necessary for some. Consequently, for the umpteenth time, the **fill-the-car-park** is now to be in **August**.

Brian came along in his unusual GT6 that is based on the Lightning McQueen of the films Cars and Cars 2. This is a unique car of which there is only one. It has to be seen and brings a smile to peoples faces. It is now possesses an illuminated smile across the grill!

Colin came in a friends TR4, a really nice looking car that has an unusual fault. On turning left it develops a misfire that continues until it turns right. Any suggestions of the cause of the problem should be emailed to Colin.

Both Lyall and Rodney have fitted electronic ignition to their cars which all fits within the distributor and costs only £30. The wonders of electronic miniaturisation and of course Chinese production.

Vic, who used to come along to the club when it was at the Maggie, now owns a 1935 Wolseley. It seemingly has 1930s traits like vague steering and immense turning circle but also hydraulic brakes and an OHC engine.

Colin has ably produced these notes for the last 3 months whilst I have been otherwise occupied but I should now be able to resume being his scribe, at least for the next few months.

The next meeting is **7th August** followed by the **4th September and 2nd October**. So, see you at the **Sorrel Horse, Barham on 7th August** at 8:00pm for the **fill-the-car-park** night.

Peter

SUSSEX

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Firstly my apologies re no news last month. My excuse is that Liz's diamond bash moved our meeting too late to get the news in. However, the flipside is that many of us enjoyed a splendid evening, food as always excellent, and the turnout was brilliant. In fact it all got a little squashed around the tables. Not a bad thing though. Plus we had a returning new member, Paul, with his hot-off-the-press GT6. It appears that within 24 hours of purchase there are plans afoot for all sorts of stuff. Watch this space!

This month I arrived rather late. We are off to Le Mans tomorrow (ie a few weeks ago) and I have been running around getting important stuff sorted out, like the tickets and teabags. Anyway, we had a few visitors. Alan appeared with his period-modified rally spitfire, and Malcolm with his Bond. Stuart made a special guest appearance, but in a German thing. He chose to leave the Herald at home, despite the fresh MoT.

Bizarrely the general chatter took a few twists and turns and we ended up having a discussion about the Middle

East and how to solve a few problems. No agreement was reached on that matter, so we got onto the important matter of **Stafford**. Long and short is that we will be leaving Pease Pottage Service area at 9.15am sharp on **Friday 17th August**. The return journey may be Sunday or even Monday, but nothing was decided on that. It may be weather dependant.

There will also be a good contingent at the **Hellingly Festival of Transport** the following (**bank holiday**) **week-end**. I will be there **Sunday and Monday**, staying overnight and enjoying the evening entertainment. Others will be there too, but days will vary etc.

Other news, Martin is pondering the different CV options to replace the Rotoflex on his giffire. Jigsaw and Canley's both sell kits, but both sadly retain the original taper bearings in the hubs. I suspect he really wants a modern bearing pack in there which is much easier to set up, so we will see. Better keep an eye on mine and make sure it doesn't go walkabout or out "on loan"

That is enough, I still have packing to do! Cheers

Clive

THAMES

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Hi All. It's that time again, half way through another year already. The Overdrive on the Vitesse packed up coming home from Haslemere show last month so out came the gearbox to find the fault and to try to remedy the oil leak or at least slow it down. Draining down the gearbox oil there seemed quite a lot, just under the litre it requires so with a new gasket between the bellhousing and gearbox hopefully that's sorted out, the solenoid was working fine as was the gearbox switch? So testing the wiring I came across a relay with a big burnt hole in it. This was changed for another and a very helpful George B checked the wiring, condemned it and rewired the overdrive circuit (he's a smashing bloke). We have since been on our hols visiting Mid Summers Madness camping & Cornwall camping week-end and the bits in between in Dorset. The Vitesse went well and managed to haul us and our folding Caravan there and back with minimal fuss (although the rear carb needle valve needed clearing out as it had debris in it. Now I have fitted an in line fuel filter) and with a Overdrive system that works great. We also have been to Aldershot for the Park side show. Read on and enjoy

SOCIAL EVENINGS AT THE FOX & CASTLE

7th June Julie & I have the pleasure of taking my little sis & partner(Karry & Michael) to Fox & Castle to meet up with George B, Martin F, Bob, John S, Mike H, Mick C. Just our Vitesse in the Triumph parking tonight. Although there are plenty working on our Triumph's :- Bob's been painting the Spitfire's engine bay & components. John S Herald is back from it rebuild, Mick's Spitfire has new hand brake system. Martin had a rattle from the front wheel & tracked it down to a loose dust cap in the wheel trim. Julie's Raffle winners were :- Mike H won a bottle of wine. Bob won a box of wine gums. Mike C won the torch. Michael won 3in1 oil can & Karry won a set of screwdrivers

21st June The Fox & Castle is buzzing this evening, to keep Julie & myself amused we had the great company of George B, Mark M, Graeme C, John C, John S, Tony H,

Martin F, Bob, Mike H & a big warm welcome goes out to Billy & John P on their first meeting here at the Fox & Castle. Billy owns a Spitfire 1500 (1300?) & is very keen to get it road worthy & hone his mechanical skills on the oily bits. Triumphs in the car park this evening were :- Mark's Mk2 Vitesse saloon, John S Herald convertible, Tony's TR8 coupe & our Mk2 Vitesse convertible. Workshop news on our Triumph's is as ever busy with :- George fitting a new seal to the header rail on his convertible Vitesse. Mark got his Vitesse saloon back after a rear suspension overhaul & chassis welding & thanks John P for a wonderful job. Graeme TR6 is poorly after destroying its gearbox & is being replaced with a new one. John S has been cleaning his Herald engine so it matches its lovely looking restored white bodywork & smart new red soft top roof. Tony's TR8 has a fresh MoT. Martin's won a good condition Spitfire bonnet on eBay & it's the correct colour too. Bob's Spitfire body is on a roll over jig to add with welding repairs. Oh & George has sorted out my overdrive wiring (what a smashing fella) Julie's Raffle winners were :- George won the bottle of wine. Mark won the winter car care kit. Graeme won box of chocolates. Martin won the torch & car tidy. Bob won the wine bottle stoppers. John S won set of spark plugs

SHOWS & EVENTS

17th June Parkside show Aldershot.

I jump into my Vitesse & head off to Aldershot's parkside show. Once there I see George & Chris they have kindly save me a space & I park up into it. Julie is collecting her some of her family so they can enjoy the day with us. I set up our table & chairs next to George's & break out the Tea's & Coffee's while the line of classic cars slowly grows. We have some fifty cars on show, Triumphs there were George's Mk1 Vitesse convertible, My Mk2 Vitesse convertible, Peter R's GT6 Mk3, a TR3 , a Herald 1200 saloon (possible 1500 or 1600 Vitesse powered) a Mk2 2000 saloon, a 1300 FWD saloon, & a Herald 13/60 (sorry forgot to ask your names)who's owners were interested in join up to the TSSC (hope you did). There were a couple of jumbler's there selling plants & garden ironmongery. In the centre of the show ground was a display arena with singers, dancers & the like, including an Elvis impersonator. Around that were the usual stalls selling raffle, tombola prizes, food & drinks, jewellery, Kids games & rides. The weather was pleasant 'n' sunny & we had a great day out.

Brooklands Double Twelve

Also on this day Chris C went to Brooklands for the Double Twelve event in his Mk3 Spitfire & by all accounts had an even better day, check out the Brooklands museum website at <http://www.brooklandsmuseum.com/> If we get enough interest we will try for a stand next year.

22nd June Mid Summers Madness

It's Friday morning, Julie & I just finish loading up our caravan onto the Vitesse as George turns up in his Vitesse. We are soon off heading for the Bruce Arms in deepest darkest Wiltshire (well Easton Royal) We have a good run there & the rain is falling as we pull into the pub car park. We are welcomed by the landlord & unhitch our trailers in the camping area before hunting out supplies for the weekend & letting the rain pass us by. Later we erect our weekend homes, greet Guy & Suzie & others turning up in their Bonds & Triumphs, then relax with a beer at the end of the afternoon. Julie & I head off in the evening for a meal down the road & return later to join the other campers in the bar

for drinks & nattering until sleep & last orders are called. The next morning after breakfast we line up for photos & to admire each other cars. The Landlord has a vintage Bentley & there was a Alfa Romeo amongst the six Bonds & six Triumphs. We shortly started leaving on a guided drive (until we went wrong) to Atwell Wilson Motor Museum, spotting the chalk horses carved in to the hillsides on route. Once we all got there (yes we were one of the first to leave & the last to arrive) we ventured into the museum & explore the grounds finding more cars, bikes & memorabilia in all sort of garages & sheds. They had two Triumph cars on show a Dolomite Sprint & a TR7 as well as some motor bikes. The door man had also just brought a Vitesse. After a good look around & a refreshing cuppa, we headed off for the return scenic tour of Wiltshire stopping off at Crofton Pumping Station for a bite to eat & drink. We then had a personal tour of the pumping station which was fascinating. Back on the road we finish the route & stop off at a supermarket for BBQ

Sacrifice & some green stuff which was later burnt, eaten & so nice. We also had some fun & much head scratching with the quiz's going around & Julie managed to win a couple of mystery raffle prizes, George got one as well.

We had a great time until it got to dark to see & the chill started to set in, so we headed into the pub to warm up & drink up before heading off to the land of nod. Morning came to fast as usual & after breakfast we packed up our mobile homes.

We said our farewells & headed south to continue our holiday in Dorset & then on to Cornwall camping weekend 29th June Cornwall camping weekend

We had arrived a couple of days earlier as part of our holidays as did Mark, Vanessa & tribe in their Mk2 2.5s saloon. We visited the Bodmin jail that Friday and by the time we returned to the camp site at Bodinnick near Fowey more campers had arrived with two more couples in B&B. A group of us walked down the hill to the ferryman inn for a meal and of course a few drinks. The walk back up the hill later was torture (not enough beers in me the numb the pain) but we all made it back in one group. Saturday morning after breakfast we had a couple more local visitors in time for a line up and photo shoot of the Triumph's which were Tony's Herald 13/60 Estate, Brian & Wendy's Stag, Mike & Claudia's Stag, Mike & Barbara's Stag, Carol's Spitfire 1500, a 1300 FWD, a TR7 coupe (raised for trailing) our Mk2 Vitesse & Mark & Vanessa's Mk2 2.5 saloon. Most of us made our way to Fowey across the river to look around the narrow streets and shops, eating pasty's and slurping ice-cream. We met up at the town quay at two in the afternoon to take a boat trip of the river mouth and up steam as far as the tide would let us dodging the rain showers the best we could. We stopped off at the butcher's to get some Sacrifice offering for that evenings BBQ and slowly headed back to the campsite stopping off at the ferryman inn just to shelter from the rain (it would have been rude not to sample the beer while we took cover). As the sun disappeared below the horizon we started cooking up our feast and washed back some cold beers, while wrapping up warm and sheltering under a small marquee. Later Julie got out the marshmallows & we were soon all bunch up around the BBQ again. As the light faded the Quiz start-



TSSC AREA NEWS

Thames Continues

ed up we believe this is a local ploy to stop outsiders winning their quizzes. We did manage second place though & it was a great evening with good company.

We had a lazy Sunday morning, as some packed up we had another evening to go so took things easy. A round noon we all headed off to the Jubilee Inn for some more photo's & a farewell meal. Mike & Claudia then headed a small convoy of Mark & Vanessa, Mike & Barbara, Julie & I to their home village Callestick so we could sample some ice creams at the factory/farm there. Later that evening we headed into Looe for a chippy supper.

The next morning it was raining & foggy as we packed up & headed for home. But that didn't spoil our holiday we had a great trip.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **August on the 2nd, 16th & 30th & in September on the 13th & 27th**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

August

- 4th/5th Lingfield Steam & Country Show**
Blindley Heath
- 10th/12th Wings, Wheels & Steam White Waltham**
12th White Doves Collectors
Transport Show Kingsley
- 17th TSSC International Family Weekend Stafford**
18th Capel Village car & bike show Dorking
19th Cranleigh Classic Car Show Cranleigh
25th Rudgwick Steam & Country Show Horsham
26th Wings & Wheels Dunsfold
25th/26th Egham Surrey Royal Show Egham
27th Woking Summer Festival Woking leisure centre

September

- 2nd RSPCA fete & car show (TBC) Chobham**
9th Windsor Classic Car show (TBC)
Windsor Great Park
- 16th Autumn National Triumph & MG show**
Donington Park
- 16th Surrey Classic Vehicle**
Gathering Tilford
- 21st/23rd Mile Of Triumphs Great Yarmouth**

Mickey & Julie

NORTH WALES Tel. 01492 516479

Our four Area's get together turned into my Midsummer Nights Dream - with 27 classic cars parked up in the courtyard of the Historic Ruthin Castle Hotel. Every one of them was British manufactured, mostly products of Coventry, when that city's motor industry ruled the world. It was BOB (Best of British) night!

It had taken a lot of work, cajoling, begging, calling in favours, uttering threats. The result was 25 gleaming Triumphs (OK my GT6 apart). When was the last time North Wales saw 25 Triumphs together in one place? Mick Cohen thinks it was probably a record. Wirral's Andy Todd

thought "It was almost as good as Stafford".

Old friendships were renewed and new ones forged. It was good to see Dave Evenett, back with us after his stroke, driven in his lovely TR5 by his pal Peter Broadbent. And Ray Field, recovering from a botched operation, driven by his son in Ray's red Spitfire. It was a real Who's Who of Triumph Enthusiasts from around the North West.

Henry Jones came along with Hark from Cheshire. Alex came over from Liverpool and my friends Graham and Jane Edwards from Colwyn Bay brought TR Register cars, ranging from TR2 through to their own TR6. We had seven GT6s, including my own, Warren and young Richard from down the coast and Nick Hastings' gorgeous MK1, looking really butch minus its bumpers. Derrick had his Silver Bullet restored to health, Andy and Helen brought both Spitfire and Herald Coupe. Mark and John with TR7s (both converted to V8), Micks' Stag was looking good and Rogers' new Vitesse now sports Minilites.

It was a night for the connoisseur and to enhance the scene I had invited two of the nicest MGs I know - Sam and Joan Jerrett's Midget and Peter and Alison Chadwick with their MGC roadster - two cars that simply ooze quality, but are always ignored by judges. Still, there's no accounting for taste, or lack of it....

Everyone enjoyed the ambience of the impressive Ruthin Castle and we will probably use it again. They were perhaps giving some hints on display to our Concours and Masterclass entrants....

Joking aside, it was all very rewarding for Derrick and myself. It's hard to believe that we only started it three years ago. When we took a night out to visit Dave and the Andys over at the Cottage loaf. It has snowballed into a major event and now passes on to our friend Henry and the Cheshire yeomen. I'm sure they will come up with something special. Good luck Henry!

Things were all rather different the following weekend at Aldford, the little village on the Duke of Westminster's Cheshire estate. Heavy rainfall had threatened the event, but it survived with typical rural stoicism.

Most of our members from that area were away on a (wine sampling?) tour of Spain and it was left to Sam and me to carry the flag. But two out of eight classics was not so bad. We were 25 percent of the entrants after all! We were luckier than those who went up the road to Kelsall only to find the Steam Fair cancelled.

Our June Offal produced a scenic route through the Ceiriog Valley to a classy pub at Whittington, where we were joined by locals with an MG TD and a YA Saloon.

Kingsley Carnival was the usual friendly occasion, despite the showers. We were rejoined by the Spanish tourists who regaled us with hilarious exploits of which we will, no doubt, hear more of in the future.

We also had the company of Wirral's Andy Postlethwaite, who survived a serious blushing episode of fuel vaporisation in his GT6, which held up the classic parade around the village. We've all done it Andy!

Derrick missed our July meeting as he was leading a dozen people in seven cars to the Le Mans Classic, but we were joined by two new TR4s - and were reunited with David Layton, who has been away working in Sweden for four years.

He's now got his GT6 MK2 on the road and is going through the shakedown (literally!) and improvement stage.

Things have been so busy on the calendar that to list all

SOUTH WALES

the events would be tedious. But I must tell the story of young Sam being breathalysed.

Sam said it was worth it just for the look on the copper's face when he was asked when he'd last had a drink. "A year last January" Sam replied....

Lists in the Courier tell me that we have three new members in North Wales. Why not ring and introduce yourselves.... what are you driving?

Bob

SOUTH WALES Tel. 01656 861709

www.triumphwales.moonfruit.com
e-mail: gwynndjevans@dolomite1300.plus.com

A total of 12 members turned up for the end of June including John and Michael Partridge and Mike from Nr. Caerleon who brought details of a show in March 2013 and the Glamorgan Classic Car Club Show, cheers Mike. As the weather was so nice we decided to have an alfresco meeting and we all retreated to the beer gardens.

Pembrokeshire Classic Car Club Show – CLASSICS@SCOLTON – JUNE 3rd 2012

I arrived at the rendezvous point early and met up with Mark Davies in his newly mot'd Frogeye, running extremely well after we had tuned it the previous day. I was in Jacks Toledo with my daughter Emma and her friend Aoife. We waited for other members to arrive and left 5 minutes after the allotted time in case there were any late comers, unfortunately there wasn't any. We then drove to Scolton Manor and were marshalled into a good spot where we erected the Gazebo and TSSC banner along with one flag pole banner. We had a good day looking at the other cars and tasting the very reasonably priced food and drinks that were on sale (although in no way as good as our Robs!). A new member from West Wales approached us



for a chat, one, Clive Richards enquired about our activities and I asked if he would like to be added to my mailing list so that he was aware of our runs and events and would be able to join us should he wish. Clive was more than happy to take me up on the offer. The weather started to get a bit damp and we were glad that we had the Gazebo. At the end of the show we went to pick up our entrants award from the control tent and once again the Pembrokeshire Classic Car Club had thought of a novel reward. It was a penknife, compass and pen in a nice presentation box, more useful than yet another plaque!

We then packed away the Gazebo and then had to hunt down Emma & Aoife who had spent three hours looking around the mansion, if two teenage girls find that interesting it may be worth some of the older girls in our Area adding this event to their diaries

AREA MONTHLY RUN - PRESELI BLUESTONE RUN - CARS AND COFFEE @ THE HALFWAY INN 10th June

My daughter Emma and I arrived at the Penblewin truck stop to meet those who had opted for the longer run and

TSSC AREA NEWS



left on our own at the designated time in the Toledo. We then drove to Milford Haven and had a bit of a run around trying to find Gelliswick Bay, but when we finally found it the local dignitaries and town crier were very welcoming. After starting off on the run with the PA system blasting out Welsh Hymns we followed the run until the main stop at the "Shire Horse" farm. We then left the run to drive the 40 miles to the Half Way Inn to meet those who had opted for the shorter run. Unfortunately 5 miles into the journey about a mile west of Boncath on a B road the Toledo broke down! I managed to pull into an entrance to a field and took a look at the problem.

I found that there was no fuel getting through to the petrol pump, I removed the petrol filler cap in case there was a vacuum, but no luck. I then attempted to blow through the filler pipe to see if I could force fuel through, but again no luck so I called the AA. They said that they would be about an hour and they were.

While waiting I phoned those members who I thought may have attended the run to the Cars and Coffee to let them know that I would either be very late arriving or not get there at all, but they had not gone on the run, however, I was very grateful for the support they offered, Gwyn and Tim even offering to drive to west Wales to help! The AA man fixed a strong suction pump to the fuel line and after a while fuel started to flow, but there was no sign that there had been an obstruction. He then fitted the pipe back on to the pump and the car started. Although this did not give a satisfactory reason why fuel had stopped flowing in the first place it was all he could do, but as it was now late and I could not risk a repeat breakdown in the lanes, I decided to take the A roads and M4 home, the AA van followed me for 20 miles just to see if the fault re-occurred, it didn't and I covered the 90 mile trip home in less than 1 ½ hours with my fingers crossed.

I have since removed all fuel lines and the fuel tank, the lines were all fine, but the flow of fuel from the tank was only a drizzle (even after blowing compressed air down it and poking it with wire), the tank had been repaired about 18 months ago with Rustbuster tank sealer, so all I can think of is that it reduced the bore of the tank exit pipe and that the fuel pump had been struggling to pull the fuel through until it weakened enough to fail. I have now fitted a second hand tank that I bought about 12 months ago and all seems OK at the moment. I will, however, be buying a new pump and after purging the tank I will cut it up to have a look inside.

Fish & Chip

Four cars turned up at the allotted time, one member decided to adhere strictly to the "leaving at 7am" error in one part of my minutes, I propose a monthly club visit to his padded cell. So two honorary Triumphs and Jack's Toledo left the services at 7pm in the pouring rain.

We had decided not to take the proposed route in case the smaller roads were flooded so Howard led us along the A roads, as we drove over the Tumble it seemed like somebody had flicked a switch to change the weather, the rain stopped and the sun came out, after we had passed through St Nicholas Howard pulled in to put the hood down on his Mazda to take advantage of the good weather, we then continued in the sun to Porthcawl.



SOUTH WALES WESSEX . . . WEST MIDLANDS

TSSC AREA NEWS

South Wales Continues

As Carol had just had a knee operation we decided to have a sit in meal and Howard managed to find a fish and chip cafe with a sun lounge. We had a top class meal and the conversation flowed with tales of Gwyn, Tim & Bab's Gordon Bennett run, Howard's adventures as part of the Olympic organisational team and my Preseli Bluestone run. We hadn't noticed that the cafe had shut and that the waitress's were very politely waiting for us to leave.

As the sun had warmed up Carol's knee, she felt that she could manage a slow stroll along the promenade so as we did so we watched Tim chasing the chocolate bunny rabbits while Gwyn took advantage of the newly installed free beer fountains and Jack picked up a few twenty pound notes that had fallen from the money trees.

Alright, that's not really a totally accurate account, but the seven of us had a great evening out and as I have said before "what we lacked in numbers was more than made up for by the quality of the company" and it was good to see Howard after he has been (and still is) working away from home most of the time.

Cheers

Bern

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

Our Monthly Meetings seem to be going from strength to strength with a good turnout into double figures – albeit not always in club cars – partly down to the "Wonderful Weather". Whilst the Three Legged Cross is an improvement it is more geared up for people who want an evening out with a meal. Also it only has a small car park so we are unable to park all together which was the intention. (Yes we are ever hopeful of dry weather enabling us to mingle in and around the cars). Hence our quest for a permanent meeting place continues – i.e. a genuine pub!

Martin, Alan, Roger, Chris and myself ventured out to our neighbouring area, Dorset South's meeting at Winfrith on the last Monday of June. Between us we amassed a good showing of Triumph's (10 in all). We were made welcome and we had a good evening talking Triumph's. Unfortunately the weather got in the way of their reciprocal visit to our monthly meeting. Nevertheless we hope to meet up again and do some shows and events together in the coming months.

As I sit writing this, Martin and I are gazing out of the window at the miserable rain. Hoping there is better weather in store for us in France when we venture out to the Le Mans Classic in a couple of days. The TR7 is well loaded, hopefully for all weathers, not quite the sardines in a can scenario but not far off. Alan has done an excellent job in organising things for us – we can only hope the weather does not "Put a Dampener on the trip!"

We (TR7) are booked on the 7am Ferry from Poole on Friday along with Jerry (Acclaim) and the Woodward Boys, Richard and Neil (TR8) and Duncan and Peter (TR6). In addition we are sure we will meet other Classics from adja-

cent areas all of which seem to be booked on the same ferry! More on how we get on next month.

Once we return, there is the **Breamore Show on Sunday 15th July** at which we have a club stand.

Looking further forward into August's events:

10th - 12th Purbeck Rally

17th - 19th TSSC National Weekend at Stafford

26th - Beaulieu Simply Classics (Club Stand)

Also on **Sunday Evenings** throughout the Summer (yes I did say Summer) there is the chance to meet up with other **classics on the Prom at Bournemouth** between 4pm and 6pm (as usual weather permitting).

That's about it for now – fingers crossed for some dry weather.

Trevor

WEST MIDLANDS Tel. 07969 024999

"I'm singing in the rain, just singing in the rain, what a glorious feeling, I'm happy again." That's how the song goes, what a load of rubbish, it's amazing how you can suddenly go off Bing Crosby, famous for this song. Haven't we had some rain during June and now the beginning of July. An amazing thing happened during our first meeting in July, on Tuesday 3rd July to be precise. We met at the Drakes Drum as usual, and about eight dedicated Triumph lovers came in their cars, but from arriving and leaving no one went out into the car park to talk and examine the cars, why? because it never stopped raining for one minute.

We have had some bad luck this year as regards our cars. First the Historic Vehicle Show due to take place on Sunday 13th May 2012 in Dartmouth Park, West Bromwich was postponed because the ground was waterlogged. Rearranged for Sunday 24th June, again due to inches of water lying on the show ground, this time the show was cancelled for 2012.

As everyone at the club knows this is the one local show of the year that everyone looks forward to attending. Not only is it a very good show for our type of vehicles, its right on the doorstep so there is very little travelling time, and everyone has a really good time. Last year we had an all day FREE barbecue, starting off with bacon and egg butties on arrival, copious amounts of tea and coffee throughout the day, and hot dogs and burgers at lunchtime finished off with Indian samosas, courtesy of Charlie and his wife Okey Dokey. What a loss.

Now for the same reason, our second show of the year, the Bromyard Gala County Show and Steam Rally, due to take place on Saturday and Sunday 7th and 8th July 2012, has been cancelled just as I was about to load up the car and set off. I must check with Charlie to make sure that he hasn't been doing another rain dance. Sorry wrong kind of Indian. And for those interested the Much Marcle Stream Rally due to take place on Saturday and Sunday 21st and 22nd July 2012 has with a waterlogged show ground already been cancelled.

Our last chance of a local show before the Stafford International lies with the Stourport-on-Severn Vintage Steam Rally due to take place on Saturday and Sunday 14th and 15th July 2012. As I write this report on Friday 6th July, the Stourport Show is still on. Apparently the show ground is located on ground mainly consisting of chalk, which being porous enables rain to quickly soak run away. Finger crossed we might make it although the long range

WIRRAL SOUTH YORKS . . . WEST YORKS



TSSC AREA NEWS

weather forecast for that weekend is for more rain.

Nigel and Claire there is one good thing about all this rain in June and July. You must be heading for good weather for the International at Stafford. Surely all the clouds will have dried up and we should be heading to a heat wave. The West Midlands contingent are ready. We have new gazebos to try out, a new barbecue ready to provide some first class grub, but more importantly a gang of enthusiasts raring to show off their cars and have a great time. As always we are ready to help Nigel and Claire make the 2012 show as good if not even better than the 2011 event. Bring it on!

Our next meeting will be on the **3rd Tuesday at the Police Social Club** as advertised in the magazine, and the first meeting in **August will be on Tuesday 7th August 2012**, as usual at the **Drakes Drum in Aldridge Road, Perry Barr**. If you have got a Triumph or even if you would like a Triumph or like looking at classic cars then why not come along and share a pleasant evening with a band of really pleasant people. There is a couple of nutters amongst them, but we keep them well under control.

Keep the faith and remember, 'If your troubles are plenty and your rewards are few. Remember that the mighty oak started off as a Nut'....Cheers....

Roger the Dodger.
that guy with the Honda (Triumph)

WIRRAL

Tel. 0151 339 4150

Hi everyone. July's monthly meeting has come and gone, attendance was again a bit lower than normal for this time of year, however the weather is miserable most days, I was just about to get the GT6 out for the club meeting when the rain started again, so it stayed in the garage. Two Triumphs were in the carpark though when we arrived at the Cottage Loaf.

We attended a couple of events in June, the first being the Cholmondeley Pageant of Power, I was there in my GT6 on both Saturday and Sunday, and Andy P was there in his GT6 on the Saturday, and his 2.5 Saloon on the Sunday. Again, the weather was very wet on the Saturday with both of us and many other cars getting bogged down in the mud, Sunday was better, and the ground dried out surprisingly quickly as did the track, as a result the cars were doing faster and faster laps. I would recommend this event to anyone who has never attended it, we had a great weekend seeing all sorts of cars and bikes up close and seeing them in action on the track despite the weather. I think one of the highlights for me was finally getting to hear in person, a Cosworth DFV being driven in anger.

Due to the mud at Cholmondeley, there is an extra club show being arranged which will include Parade Laps of the track and a Club Display Award on October 14th. This is being held as a way of recompense to the car clubs, who struggled with the muddy conditions all weekend. I'll pass on more information as I get it.

We also had our local inter area meet, this year hosted by Derrick and Bob and the North Wales area, the weather was actually warm and dry and the Ruthin Castle venue was superb, I think there were nearly 30 cars in total from North Wales, Cheshire, Liverpool and Wirral. We managed to fill the courtyard with all types of Triumph, which really did make an impressive sight. All in all, we had a great

evening at a great venue, our thanks go to Derrick and Bob for arranging the evening.

The big event for this month is obviously **Stafford**, I know some of the Wirral members will be camping again, Steve Hill is hoping to have his Vitesse ready after a 23year restoration. Alison & I are not camping this year, but will be there on the Sunday as we are attending a friends birthday BBQ on the Saturday Night in Derbyshire.

Thats about it for this month, I'll either see you at the Cottage Loaf or down at Stafford. Take care.

Andy

SOUTH YORKS Tel. 01302 820119
www.southyorkshiresstsc.yolasite.com

By the time we had reached our Noggin & Natter night on the 19th June we had five new possible members, a father and son who are in the process of rebuilding a Spitfire, Andy who had taken delivery of his Spitfire on the day in question and a young couple who arrived in a very nice 1300 Toledo but on that I will stand to be corrected.

For once the weather took a turn for the better and our annual visit to our local stately home namely Brodsworth Hall, it was a little breezy but no rain. After we had all congregated in a lay-by close to the venue we had a nice cavalcade of Four Spitfires One PI Estate, One 2500 Estate One MGB GT and our trusty Bond, for our area this was a very good turnout. Having marshalled all the cars into line we set about erecting Dave's extra large wind brake and settled into some serious banter and partaking of food and a nice glass of wine. I would estimate that the attendance was in the region of 150 assorted vehicles ranging from a Roll Royce to military transport so there was plenty to entertain everyone.

Several members are making the pilgrimage to Le Mans for the classic so it was decided that on club night to get as many cars assembled as possible and give them a good send off. We were successful on club night and had a total of 10 Triumph's.

Four members attended a visit to Brockelsby Hall Country fair in Lincolnshire on the 24th June but on arrival the field was so water logged they were towing vehicles onto the area with tractors around ten entrants to the classic show decided to return home. This was unfortunate as the effort that was visible from the road was outstanding.

Don't forget dates of the meeting and please come along.

Tuesday 7th Aug and Tuesday 21st Aug.

Regards

Ian.

WEST YORKS Tel. 01535 634239
www.tssc.org.uk/westyorks

HI ALL this is just a summary of the Dalesrun at Dalesbridge. I would like to thank all that came this year in this very wet summer that we are all experiencing. When I did arrive on the campsite some of you had already set up. I am very sorry that the caravans were not allowed on the field on Friday as the field was too wet.

Saturday morning was just as wet but this did not stop the



WEST YORKS

TSSC AREA NEWS

West Yorks Continues

planned run by Martin and Helen, thanks to both of you, we all set off in the rain over the hills and far away. I for one enjoyed that but I did not finish it as I had to come back to camp to arrange with the camp manager for the hire of the hall for the evening, as we had the marquees with us, but it was too wet to be outside.

The evening started at 7.30 but did not finish for some till after 1.00am with plenty of drink being consumed by most, including me on my yearly binge, that will be my last Alcohol till next year.

The Sunday was arranged by Vivien and Victor, a very well planned run with a very good lunch stop at a pub my thanks to you both.

My conclusion about the above is that we have tried a new camp, but it did not work fully.

Regards

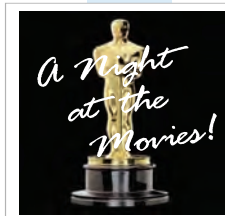
Alan

NOTE to ALL:

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



THE
TRIUMPH
SPORTS SIX
CLUB



International Family Weekend

18 & 19 August 2012

Stafford County Showground



50th Anniversary



The Two Seater Beater!

50
YEARS

Show
Sponsored by
LANCASTER
INSURANCE

*Do more with
Your Triumph!*



WEST YORKS

TSSC AREA NEWS

West Yorks Continues

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Regards

Alan

NOTE to ALL:

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

Derwent Valley TSSC

present

The Derwent Valley Bowl 2012

This great event once again is being held on a
Sunday afternoon and it's

SUNDAY 14th OCTOBER 2012.

All welcome from 'Hyper-active Kids' to 'Crazy Grannies', and from
'Olympic Athletes' to 'Couch Potatoes'.

We challenge you **ALL** to take on the mighty Derwent Valley.

Mixed Teams of any size will be formed from each area of the TSSC
and other local car clubs to compete for the coveted

Derwent Valley Bowl

An individual trophy is also up for grabs.

All the usual games such as "Cock in the bucket" and "Bag in the Hole",
and "Tin Can Alley"

Doors open at 2:30pm and the fun starts from 3:00pm.

Finger buffet available at 4:30pm for only £4.25 per head.

Event finishes at around 6:00pm or until we get kicked out !!

**For more information and to confirm
attendance please phone either:**

**Colin on 01773 531580 or
Roger on 07970 619149.**

Venue:-
Smalley Common Ex-Serviceman's Club
338 Belper Road, Stanley Common
Near Ilkeston, Derbyshire.
DE7 6FY.



Jubilee Park Woodhall Spa

31 August - 2 September

About The Event

The Lincolnshire Area of the Triumph Sports Six Club would like to invite you to our annual camping weekend taking place during the first weekend in September at Jubilee Park, Woodhall Spa, Lincolnshire.

This will be our fourth event held at Jubilee Park, and the site has recently been upgraded. On site there are showers and toilets, a cafe and an outdoor swimming pool. For anyone that does not like to camp in a tent/caravan - there are numerous B&Bs, Hotels and Log Cabins within a few minutes walk of our camping area - please get in touch for more information.

Within a short walking distance from the campsite, Woodhall Spa is a popular inland tourist resort and has a wealth of local attractions nearby. A good range of shops, pubs and restaurants is available. The site is close to the Petwood Hotel (with Dambuster connections including a prototype bouncing bomb in the car park) and the famous Kinema in the Woods. It really is a great place for a weekend break!



Itinerary

Friday 31st August

Arrival and set-up from Friday afternoon
Informal get together Friday night

Saturday 1st September

Triumph convoy through the Lincolnshire countryside
BBQ (We provide a big gas BBQ, you bring your own food)
Evening Entertainment

Sunday 2nd September

Peoples Choice Conours
Prize-giving for Phil's Fiendish Quiz
Raffle for prizes 'you never knew you wanted'
Short run to a local pub for a Farewell Lunch

More Information

Area Organisers

Garth Jupp 01529 307302
Simon Oliver 07841 450715

TSSC Lincolnshire Area www.lincstssc.co.uk

Jubilee Park www.jubileeparkwoodhallspa.co.uk

Woodhall Spa www.woodhallspa.org

Costs

Camping is priced at £12 per caravan/tent per night.

Electric hook-ups are provided free of charge on a first come, first served basis.

There is no charge for joining us for our convoy run on the Saturday.

Join us for the whole weekend or just the convoy!

Manchester Area's

Holiday Weekend

14th - 16th September 2012



Book your holiday away with the Manchester Area at our weekend retreat with our very own Yellow Coats. Join us at the "Manclins Holiday Camp" for fun, games and fabulous runs in the countryside.

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](http://www.tssc-manchester.org.uk)



Item	Rate	Please Tick
Camping / Caravan Package <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	
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	
Run Only (No Camping)	£10.00	
Total		

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



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



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

Herts & Beds Area
Present the 19th



THE
TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH DAY *at* **DUXFORD**

SUNDAY October 7th 2012

£13.00 per person

Gates open 10 am

IWM Duxford discounted admission

£12.00 per person + £1.00

for Herts & Beds Lucky Number Draw

Normally £17.00 per person

IWM Full Car (More than 3 Adults) £34.45

Then please Add £1.00 Per Person

for Herts & Beds Lucky Number Draw

FREE TRADERS PITCHES

Under 16's go Free

Discount entry kiosks Close at 2pm.

Museum Closes 6pm.



Location - Jct10. M11

Sat Navs use **CB22 4QR**

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

Traders must Pre Book Space

Any Enquiries 01582 750943

To qualify for discounted admission, arrive before 2pm and be in your classic,

Or present this advert or your valid car club membership card.

Camping Now Available at Apple Acre Park Fowlmere www.appleacrepark.co.uk

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