

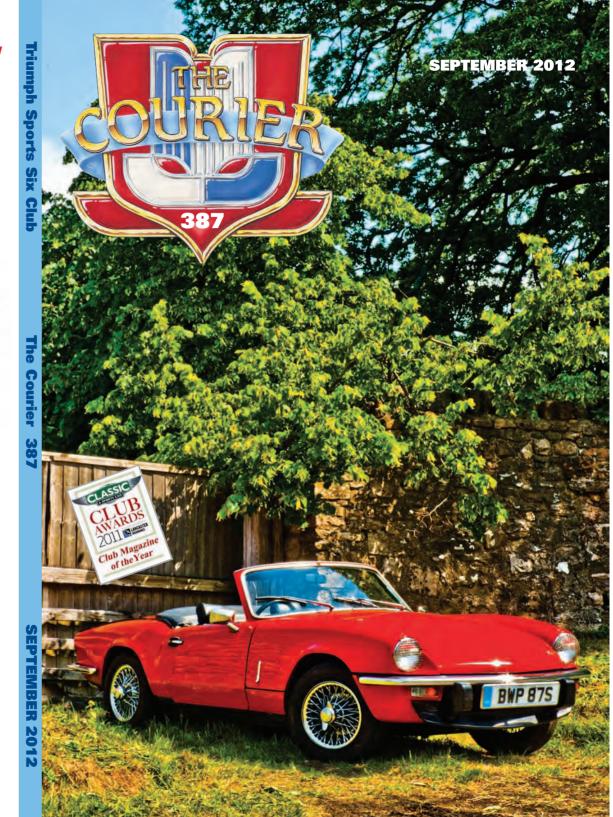
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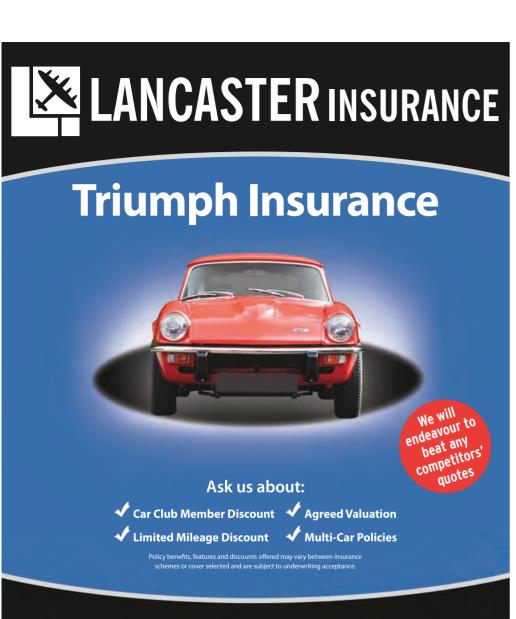


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No 387 Vol 34 SEPTEMBER 2012 Price £3.50 Free to Club Members.

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COUNCIL MEMBERS 2012

Jonathan Cronin, Pip Flegel, Claire Hill, 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 Gleed. 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. © Triumph Sports Six Club Limited 2012



INDIAN SUMMER? PERIOD STYLE PIC BY LIAM DOHERTY





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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

September 2012

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

SUN 16 SEPT 2012

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October 2012

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October 2012

SUN 21 2012
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NAC - STONELEIGH
www. restoration-show.co.uk

November 2012

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

OVERSEAS EVENTS

September 2012

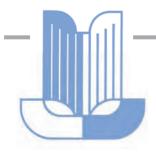
SAT-SUN 1-2 SEPTEMBER 2012

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NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

New TR4/4A Reg Sec

I would like to welcome to the Courier Team **Bernard Littlewood** as TR4/4A Register Sec. Bernard has been an owner of a TR4A for the last 8 years and finished a full engine rebuild in 2011. He also owns a Herald 13/60 and his son Jack a Toledo! I'm sure you will all join with me in thanking Bernard for volunteering his services in this Role.

I am also looking for Separate TR2/3/3A and also TR5/6 Register Secretarys. If anyone would like to support those Models in the Courier. Please contact Bernard (Editor) for Details. Tel. 01858 434424. or e-mail. courier@tssc.org.uk

Bernard Robinson Courier Editor



Partnership approach to ease MOT exemption concerns

As the pre-1960 MOT exemption ruling fast approaches specialist insurance broker Footman James announces collaboration plans in an endeavour to stem industry concerns.

Despite the number of pre-1960 vehicles representing just 0.6 per cent of cars on the road and only 0.03 per cent of accidents, industry-wide concerns on the potential impact of the Government's ruling, that comes into

force in November this year, has led to leading insurance specialist Footman James launching a consultation process with key club and commercial partners.

Andy Fairchild, managing director of Footman James explains the rationale behind the consultation process and what he hopes to achieve:

"While it is unlikely that a compulsory roadworthiness examination will be required as a prerequisite to offering insurance for vehicles registered prior to 1960, it is an option that we would like to explore in an endeavour to keep accidents and insurance premiums as low as possible.

"There are concerns that the forthcoming MOT exemption may lead to an increase in accidents and therefore insurance claims by classic vehicle owners. Pre-1960s classics are often highly cherished and maintained to a high standard by their genuine classic enthusiast owners, yet undoubtedly, there will be some exceptions to this rule"

Over the next few months, Footman James will consult with key club and classic motor trade partners to explore the validity of developing a 'roadworthiness examination' that will ensure that owners meet their legal responsibilities by making certain that their vehicle is safe and fit for purpose when taking it out on the public highway. The opportunity for developing a preapproved supplier list with clubs for carrying out such examinations will also be explored during the process.

"While not compulsory, having a roadworthiness certificate from an approved supplier will not only give the vehicle owner piece of mind that their classic is safe out on the road, but also insurers will be reassured that owners are being conscientious." explained Mr Fairchild.



Welcome to NEW MEMBERS

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

TRIUMPH SPORTS SIX CLUB

Gordon Masson Aberdeen Leonard Curthoys Avon Mike Bambridge Avon Daniel Kilty Berks Martyn Bustard Bucks Ian Ward Bucks Michael Lester Cleveland Robert & Sam Conchie Derbys Christopher Matkin Derbys Fric Trotman Devon East Sussex Sam Waller Stephen Warner Essex Craig Gunthorpe Essex James Quinton Essex **Guy Rogers** Glos Niki Amos Glos Barry Kempster Hants Paul Sumner Herts **Brett Mountney** Herts Ian Ralph Herts Roy Brett Herts

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Council of Management Meetings

9TH SEPTEMBER & 11TH NOVEMBER 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

Plerase 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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HERALD 948 -1200 -1250 Register



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Colin Lindsay



Endangered Seals?

y now Stafford should be a pleasant memory, beginning for me with the Shimla Palace Indian Restaurant towards Rugeley on the Friday evening and ending with the Stanwyx Tandoori in Carlisle on the Sunday evening.... bliss! Okay, so I love Indian food as well as Triumphs, so during the course of my eight day tour of the mainland I'll take in more than a few, which should really please my daughter Rachel, who prefers pizza and Spaghetti Carbonara. I'm not sure if it's a conscious move on her part towards all things Italian, but she's the main reason I'm trying to finish my Michelottidesigned 1200 convertible as I'm intending it to be her first car in three years time. Insurance permitting of course. Lucky for her I can't find a Standard Gazel... however the main purpose of Stafford, as well as lots of reference photographs and spotting beautiful Heralds, is finding the remainder of my much needed parts to finish the job. I'll report on what I actually did find next month, but in the meantime I've been refurbishing the bits I do have in readiness for when it all comes back together again.

I've just completed the gearbox and alloy bell housing, and a chance find of a water pump seal while searching the confines of the garage for missing clutch parts reminded me that the water pump had been causing problems before the engine was dismantled back in 2008, and was due a refurbishment before reassembly. I've

always preferred to refurbish parts when possible; it's a real challenge sometimes and often not so much for spares as for the required tools. Thankfully the internet has made things so much easier, and many hours spent trawling stalls at the NEC or other huge classic venues are now reduced to a few clicks of the mouse and an impatient wait for the postman.

To quote one on-line site: "It is generally simpler to buy a new pump assembly than to try to repair an existing pump" however this isn't as much fun. For

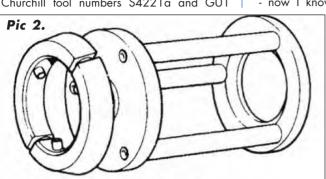


one thing - compare the early water pump (pic 1) with its' front pulley nut, brass impeller and grease nipple with the replacement, rough-cast sealed-for-life modern part with an expected running life of two years... and that appears to be a choice of either starting to leak, or rusting away. As with the early speedometer internals, there's something about a part made in brass that modern materials just can't match, and I believe that a component which has lasted forty years so far deserves a stab at the next forty. Consequently the water pump SHOULD HAVE been simple to recondition, but as

HERALD 948 -1200 -1250 Register

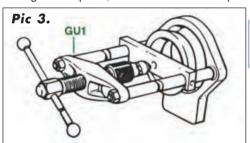
with all good intentions...

If you still have an early pump you'll find them relatively easy to refurbish provided the internals are not too badly corroded. Getting at the seal - which incidentally costs around £8 from eBay - means dismantling the assembly. There are two ways of doing this: the workshop method, which involves using Churchill tool numbers \$4221a and GU1



S.4221 A-5

combined *(pics 2 and 3)* to press the shaft through the impeller, and with the front snap



ring removed the entire shaft with both bearings and seals can be pressed out of the front of the housing. The other method is my



method which involves removing the front pulley and woodruff key (pic 4), then gently tapping the shaft out through the rear of the housing. This only becomes possible once the bearing-retaining circlip has broken and the pieces fallen out of the housing. This was what had caused me to retire the unit back in 2008 - now I know where the bits actually came

from! With this back-to-front disassembly you end up with the brass impeller still on the shaft, but this actually makes the impeller removal easier so by clever use of the end of a TSSC spring compressor and a cheap hub puller I was able to replicate Churchill's finest hour oh yes! - and press the shaft through the impeller with no damage to anything else (pic 5).



Personally I'd stick to the workshop manual method in future.

Once disassembled the entire shebang can be inspected for wear *(pic 6, over page)*. Apart from the circlip, the rubber seal was banjaxed and the small rubber spinner, visible on the shaft of this long-disassembled spares unit, was entirely absent. Shaft and bearings were in surprisingly good nick for forty years use, but with new bearings still available I'll replace anyway. Part number is 100764 at £7 each.



I was able to prise the old seal from the impeller without stabbing myself, and the brass cleaned up beautifully. All the components received a thorough clean and I would have been happy to reassemble the unit there and then except for one small problem - the replacement seal. Bought from a reputable eBay seller this turned out to be almost twice as long as the seal it was replacing (pic7), and there wasn't a snowball's chance of tightening the assembly to the recommended clearance of 0.030"; in fact before I was anywhere near this the impeller was solid with no rotation whatsoever. The idea is to rebuild the assembly with the final step being the

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impeller replacement, tapped down to the desired clearance, so this was totally impossible with such a large seal. The originals are still available, or a close equivalent - part number 148322 or 100858 seems to be the choice available - so I'll reorder asap and try again. As with replacing the flywheel ring gear, if the impeller is heated gently before reassembly it expands and can be pushed down over the spindle to almost the required clearance, only requiring final pressing into place.

I'm still on the lookout for the rubber spinner and a correctly sized circlip; I'll report on the final assembly once these or at least modern equivalents have been sourced. I'm not too upset by the delay however, there's no rush the bodywork needs slight attention, and as it's just a few feet away from the chassis you can see why I need a three year deadline to have it back on the road...

Full report on Stafford next month... did it yield the missing pump parts?? Don't miss next month's exciting episode....or as Rachel would say: "Whatever".

Pic 7.



HERALD13/60 Register



www.tssc.org.uk/herald e-mail. herald1360@tssc.org.uk

Derek Giles



Replenish my Archive!

hen You will have noticed that recently I have not written a column every month. Reasons

for this are varied but the 2 most significant ones have been lack of interesting/technical material and PC/printer problems. The latter was cured with the purchase of a new tower complete with Windows 7 which may not be the latest set up but suits me. It did though take some time and outside help for me to recover data and learn what to do (old age didn't help) but hopefully all is OK now. I still have to get a new printer though, so if you have sent in an IVR in the last couple of months or so and are waiting for a reply

please be patient as I will sort it shortly.





The lack of technical articles is due to not being able to recover them from the old (damaged) hard drive! I lost pre-written work and photos that were earmarked for the column; these will take time to re-write and photograph. E-mail information was saved so I will hopefully have some input from owners. So if any of you have something to tell about your car or technical advice you think would be of interest to fellow 13/60

Herald 13/60 Register

owners then PLEASE mail it with relevant photos to me when you get a chance!

One such item that caught the eye of a member George Walker (from Trowbridge) was an item for sale via e-bay a while ago. It was a Herald/Vitesse hardtop with an interesting twist (photos 1 & 2).

As you can see it would seem to have been modified by fitting extra windows. I am not sure if it works or not but there would have been a lot more light inside the car.

If it had been me I'd have gone for a pop-up sunroof. Don't know what it eventually sold for but a bargain I guess for someone!

That's about all for now, but please feel free to send me material/photos for future articles.

Or tell me what you would like to read on the technical side and I will make every effort to publish it!

Cheers for now.

Derek



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REQUIRES ADOBE READER

SPITFIRE MkIV/1500 Register



e-mail. spitmk4and1500@tssc.org.uk

Derek Ford



Keeping your Cool

he purpose of the thermostat is to regulate the engines operating Temperature, which it does by restricting the flow of coolant between the engine and the radiator. The thermostat is located in a cast housing where the upper radiator hose is connected to

the engine.

The thermostat is simply a valve that is held closed by spring tension and as the coolant heats up a wax – filled capsule expands and moves a push rod which in turn opens the valve. The valve opens at a preset temperature typically in the range 85-92C

And is fully open by 98-106C

The open valve allows coolant to circulate through the engine and cooling system to maintain optimum operating conditions.

The thermostat valve function is dynamic, which means the coolant flow varies

according to the ambient operating conditions.

Some thermostats have a device called a "**jiggle pin**" which is designed to ensure any air trapped below the thermostat can escape to the radiator.

Thermostat failure in the **closed** position will block the circulation of coolant between the engine and radiator.

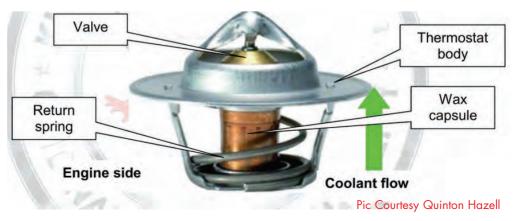
Symptoms may include

Overheating
No fan operation
Head gasket failure
Coolant loss

This failure is typically the result of damage caused by overheating, corrosion or age.

If the thermostat fails in the **open** condition, coolant will flow through the radiator continuously and the engine will not reach its optimum operating temperature.

Symptoms may include Poor cold driveability



Reduced or no heater function Increased fuels consumption Longer Choke on time.

This failure can be caused by corrosion, broken return spring or coolant borne rust or debris accumulations.

A simple test of the thermostat is to start the engine from cold and after the engine has run for a few minutes check that the top radiator hose is warming up, which indicates that the thermostat has opened and coolant is now circulating.

If the hose remains cold, monitor the temperature gauge and if the engine starts to overheat, it is indicative that the thermostat is ineffective and should be replaced.

If after replacing the thermostat the top hose remains cool suspect a blockage, damaged hoses or radiator, air in the system or a failed water pump.

Testing a thermostat in hot water is a guide to its operation only, not it's opening/closing temperature. Given the low cost of a thermostat if in any doubt replace it. Even if not defective manufacturers recommend replacement of the thermostat after a water pump replacement.

When replacing the stat ensure the stat seat and the housing faces are free of old gasket or sealant.

The new stat should be fitted with the spring side pointed towards the engine and a new gasket fitted.

Tighten housing bolts evenly and to the correct tightening torque.

SPITFIRE MkIV/1500 Register

Top up cooling system with specified antifreeze mix.

Check concentration with a hydrometer.

If the cooing system exhibits signs of internal corrosion it should be flushed prior to fitting of any new components

Derek



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Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033 . Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to plass outer weather strip	£24.50 pair £3.00 £40.00 £20.00 each .£43.50 pair
Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033 . Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to plass outer weather strip	£24.50 pair £3.00 £40.00 £20.00 each .£43.50 pair
Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033 . Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to plass outer weather strip	£24.50 pair £3.00 £40.00 £20.00 each .£43.50 pair
Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033 . Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to plass outer weather strip	£24.50 pair £3.00 £40.00 £20.00 each .£43.50 pair
Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033 Chrome bonnet catch 607663. Door hinges 607824 Boot hinges Door to glass outer weather strip Hoods virnyl inc zip out window. Accelerator pedal bracket 147655 Set of 8 front suspension bushes 119451.	£24.50 pair £3.00 £40.00 £20.00 each £43.50 pair £6.00 £140.00 £12.50 .£10.50 set
Bonnet comer mouldings 706161/2. Wheel arch/bulkhead seal 704033 Chrome bonnet catch 607663 Door hinges 607824 Boot hinges Door to glass outer weather strip Hoods vinyl inc zip out window Accelerator pedal bracket 147655 Set of 8 front suspension bushes 119451 Front suspension shim 122022	£24.50 pair £3.00 £40.00 £20.00 each £43.50 pair £6.00 £140.00 £12.50 £10.50 set
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Bonnet comer mouldings 706161/2. Wheel arch/bulkhead seal 704033. Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to glass outer weather strip. Hoods vinyl inc zip out window. Accelerator pedal bracket 147655. Set of 8 front suspension bushes 119451. Front suspension shim 122022. Caliper repair kit inc pistons type 12. Caliper repair kit inc pistons type 14.	£24.50 pair £3.00 £40.00 £20.00 each £43.50 pair £6.00 £140.00 £12.50 set £1.75 £23.00 £20.50
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Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033. Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to glass outer weather strip. Hoods vinyl inc zip out window. Accelerator pedal bracket 147655. Set of 8 front suspension bushes 119451. Front suspension shim 122022. Caliper repair kit inc pistons type 12. Caliper repair kit inc pistons type 14. Caliper repair kit inc pistons type 14. Caliper repair kit inc pistons type 187/16PB. Recon exchange caliper type 12.	£24.50 pair £3.00 £40.00 £20.00 each £43.50 pair £6.00 £140.00 £12.50 £1.75 £23.00 £28.50 £46.00
Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033. Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to glass outer weather strip. Hoods vinyl inc zip out window. Accelerator pedal bracket 147655. Set of 8 front suspension bushes 119451. Front suspension shim 122022. Caliper repair kit inc pistons type 12. Caliper repair kit inc pistons type 14. Caliper repair kit inc pistons type 16P/16PB. Recon exchange caliper type 12. Recon exchange caliper type 14.	£24.50 pair £3.00 £40.00 £20.00 each £43.50 pair £6.00 £140.00 £12.50 £1.75 £23.00 £20.50 £28.50 £46.00
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Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033. Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to glass outer weather strip. Hoods vinyl inc zip out window. Accelerator pedal bracket 147655 Set of 8 front suspension bushes 119451. Front suspension shim 122022. Caliper repair kit inc pistons type 12. Caliper repair kit inc pistons type 14. Caliper repair kit inc pistons type 16P/16PB. Recon exchange caliper type 12. Recon exchange caliper type 14. Recon exchange caliper type 14. Recon exchange caliper type 16P/PB Brake pads type 12.	£24.50 pair £3.00 £40.00 each £43.50 pair £6.00 £14.00 £12.50 set £1.75 £23.00 £24.50 £24.50 £24.50 £24.50 £24.50 £24.50 £24.50 £24.50 £25.50 £25.50 £25.50 £25.50 £25.50 £25.50
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Bonnet corner mouldings 706161/2. Wheel arch/bulkhead seal 704033. Chrome bonnet catch 607663. Door hinges 607824. Boot hinges Door to glass outer weather strip. Hoods vinyl inc zip out window. Accelerator pedal bracket 147655. Set of 8 front suspension bushes 119451. Front suspension shim 122022. Caliper repair kit inc pistons type 12. Caliper repair kit inc pistons type 14. Caliper repair kit inc pistons type 16P/16PB. Recon exchange caliper type 12. Recon exchange caliper type 14. Recon exchange caliper type 14. Brake pads type 15 Brake pads type 12 Brake pads type 15 Brake pads type 16P/16PB.	£24.50 pair £3.00 £40.00 each £43.50 pair £140.00 £12.50 set £175 £23.00 £28.5
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Herald oil filter GFE 119/150.

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TR7
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TR7 distributor cap £7.50
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Gearbox 4 speed (exchange) £285.00
Recon steering rack (exchange) £45.00
Front strut assembly recon (exchange) £67.50
Front lower ball joint GSJ154 £11.50
Front suspension strut gaiter UKC4981 £8.50
Rear shock absorbers £20.00
Upper steering joint UKC2449 £32.50
Lower steering shaft TKC1084 £36.00
Track rod ends GSJ185£16.00 pair
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Brake pads GBP233 £9.50 set
Brake discs TKC780£17.00 each
TR7 brake master cylinder recon (exchange)£85.00
Brake servo recon (exchange) £85.00
Uprated brake master cyl/servo assy (exchange)£205.00
Brake pressure valve TKC 3667 £49.50
Recon exchange brake caliper £46.00
Brake shoes 4 speed GSP794 OE Unipart £17.50 set
Brake shoes 5 speed GBS813 £18.50 set
Wheel cylinders 4-5 speed £15.00
4 speed differential TKC2619 (exchange) £250.00
Jackshaft 215207 £135.00
Recon starter motor (exchange) £77.50
Service exchange oil pump 215573 £27.00
Fan idler pulley bearing. £9.50
Recon w/wiper motor (exchange) £55.00
Clutch kit TR8 Q/H £110.00
2.2.2

STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
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Gearbox (exchange)Reconditioned	£295.00
Recon exchange J Type overdrive	£295.00
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Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	. £13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	
Rear wheel cylinder GWC1211	£14.00
Service exchange oil pump 215573	
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Seatbelts non-sensor	£100.00

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Late type rear centre bumper O.E	£125.00
Rear quarter bumperO.E	£67.50
Seat belts with sensor wire type	£95.00 pair
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New Brake servo (exchange)	£115.00
Brake disc 209327	£16.00
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Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£295.00
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Diff mounting lower 134236	£2.50
HT lead set	£12.50

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Nearside/offside front wings	£85.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£49.50
Front inner wheel arch 706548/9	£39.50
Bonnet hinge tubes 811679/811680	£40.00 each
Hinge tube pivot bracket	£15.00
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Door skins	£58.00
Battery box 806707	£25.00
Rear valance lamp panel 569900	£75.00
Boot lid 575787	£395.00
Dash top cover 714482	£35.00
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Chrome bonnet catch 607663	£40.00
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Gearbox 4 Syncro (exchange)	£285.00
Rear leaf spring 305894	£99.50

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Original head gasket GEG314	
Distributor cap	£5.50
Front valance support bracket 712567/8	£6.00
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Bonnet stay 613045/613751	
Front wings 909663/4	
Front wheel arch outer 909351/2	
Front wheel arch inner 909797/8	
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SPITFIRE I - II - III Register



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Suzie Singleton



ollowing on from last month's story now we come to the event itself. The Classic British Welcome. The following morning we were up bright and early heading off to Saint Saturnin for the main event. We arrived about 9am and popped Sybil into the main car park and caught up with others we'd



met the day before and new arrivals. The

main central car park area was designated for Triumphs and although the cars were a bit slow to appear at first, by lunchtime they were arriving steadily filling that area with mainly Spitfires and TRs, with many other makes and models arriving and filling other areas of the grounds. Throughout the day a jazz band wandered around the site adding their own ambience to the event.

ADU 1B was very much admired by all who saw her in the exhibition hall. On a smaller scale Sybil had her own admirers although partway through the morning we had to move her to the outskirts of the grounds with the



other cars due to go on the Grande Parade des Pilotes des 24 heures du Le Mans - the Drivers parade - later in the day so she was slightly less in the thick of things. More on that later.

The buildings used for the event are ample and include a theatre/cinema room with a full bank of seats reaching to the ceiling where DVDs are played throughout the day. As I mentioned previously Colin had arranged a programme of various films of Triumphs to be shown throughout the day. Guy and I went in to see the film of the 1964 Le Mans race where the Spitfires did particularly well.

It's one thing seeing the film on a TV or computer screen but very nice to see it on a full sized screen.

John had invited the Jigsaw team and Guy & I to join him for lunch with their Guest of Honour, Derek Bell. There was a slight hitch in

SPITFIRE I - II - III Register

plans when Derek was later arriving than

expected but John gave him a whirlwind tour of the exhibition centre then guided him and his wife Misty and 13 year old son Sebastian (who has already been following in his dad's shoes by driving at Goodwood and Le Mans with the Mini racers) into the restaurant. It was hard to believe that Derek is now over 70. He had also been Guest of Honour at the CBW in 2004 when Porsche were the theme of the event. He also has a history with the Le Mans 24 hour race, winning 5 times between 1975 and 1987 - and also taking part in the 1970 film 'Le Mans' starring Steve McQueen. This year he was to drive a Porsche in the Group C support race following day.

This lunch was of rather a different order to the previous day's one. Then it was casual and ample, this was to be a rather more elegant meal with beautifully made starters and deserts and a buffet main course. Presumably used to being landed among people they did not know well Derek, Misty and Sebastian all chatted away happily to us and Alistair did manage to ask for and receive a few tips on how to tackle



the Circuit du Sarthe, hope some of it was useful information for their outing there again for Le Mans Classic 2012.

After lunch Derek and Sebastian both tried out



ADU's driver's seat for size.

Grande Parade des Pilotes

We had been asked to be ready to leave about 4pm to go into the city for the Grande Parade. We duly reported in and having affixed our rally plaque waited for the off. We were told that 6 Spitfires and 6 TRs were to be escorted into Le Mans. We were waved out of the grounds and headed off in convoy, a bit slowly at first but it was very impressive and a little bit strange as we turned a corner to go

through the centre of the village to be feted by the many people lining the roads of Saint Saturnin, horns tooting, flags waving,



and our convoy being escorted by a large group of Harley Davidson riders.



lined up opposite our little Spitfires and there were various other cars further along the street.

As time went on with no movement we

wondered if the convoy into the city was as far as we were to go. In time it started to drizzle so several cars put their hoods up. Being contrary I decided that I wasn't prepared for Sybil's roof to go on until after the French Triumphs had done theirs

The bikers took us down the main road into Le Mans, holding back traffic at junctions and round-abouts and even with some filming the convoy. We were taken into the city and parked up near the Place de la République - the official starting point of the Parade - by 5pm. Then it was just a case

Proceded Particular Coulest Accounts to Coulest Coules

of waiting, wondering what was supposed to happen next. Miss Le Mans 24 was seated on the back of an Excalibur with several others 20

thrown in at the last minute while we were packing her at home. The next thing I knew was that we were suddenly being waved off at about 7pm - no time now to build her soft top so we slowly followed the other Triumphs round the corner and into what we recognised - barely - as Place de la République.

We were guided to a podium with ramps in the centre of the place and we could see people with microphones and hear a commentary about the Triumphs. The rain was coming

SPITFIRE I - II - III Register

down harder by now and after 2 hours of waiting we were rather chilly and so I wimped out of taking the brolly down - hence we did the whole route at walking pace, surrounded by thousands of spectators lining the barricades - covered by a tatty Akhter Computers brolly!!

As we drove up to the podium we spotted Mark, Jo and Alistair in prime position nearby and we did smile as he was taking



some photos of us - honestly - you just can't see it in the photos under the brolly and through the wet windscreen! A few days after we returned home John Curtis emailed me to say that he had seen us on local TV on a programme about the Parade so we now also have photos of Sybil and that dratted



brolly on French TV!

As we reached the end of the Parade we veered off out of the mass of vehicles looking to find an alternative way out of the city - Sat Nav no help as she kept trying to feed us back to the 'obvious' route which was completely

blocked off by barriers and the thousands of people who had turned out to watch the event. After a few minutes we managed to pull over to finally erect Sybil's roof and then managed to find a route out of the city and back to Saint Saturnin to pick up the bunting and say goodbye. It was about 9pm by

Our last evening in France

this time and there were still a few of the managing team left - just about to sit down for their supper! We only stopped long enough to collect the bunting and say a quick goodbye to Mark, Jo and Alistair who had just arrived back themselves then back to Beaumont to our Pied a terre

The Trip Home

Saturday morning, already pretty well packed up, it was just a case of squeezing everything into the car - including the couple of dozen bottles of local vin blanc et rouge (99c a bottle for perfectly drinkable stuff!) and a few boxes of similar (6 Euros for 5 litres - that'll do nicely, thanks) The only problem with the additional liquid we were exporting from France is that there was no room to get Sybil's hood frame in the boot where it should live so we did the whole trip home with it perched above us - but without the vinyl covering until after we'd hit the UK to find the storm clouds brewing again. At least this time we were able to stick with our intended route of Dieppe to Newhaven, again avoiding all motorways and the centre of Rouen and on the way we found a beautiful bridge over the Seine at Rouen the Pont de

Brotonne - shades of the Pont Normandie linking Le Havre to Honfleur but smaller and quieter and no toll.

Damages/Conclusion/Results

Having driven over 1000 miles on our trip Sybil did receive a few 'war wounds'. That pothole in the wilds of East Sussex on Friday



night had buckled one rim and dented another. The spare went on when we got to our gite and helped stabilise her a little but the rest of the week she still needed a bit of care so on our return a replacement rim or two would be needed.

We also discovered then that one of her boot hinge pins was missing – presumably also due to the rough roads we'd traversed. We knew that Mark & Jo hadn't left the UK at that time so gave them a call and Mark brought a replacement boot hinge with him. Unfortunately it as the wrong side but Guy was able to remove the pin and use that to replace the missing one on Sybil.

Also during the week her fanbelt decided to give up the ghost. Guy had, with foresight, packed a spare – unfortunately, although it was marked 'Spitfire' it wasn't the right size! We had had a call from Mark Field early in the week to ask if we by any chance had a spare water pump for someone who'd brought their Spitfire down for the CBW and the 24hr. We did have one packed so arranged to swap it for a fanbelt. However, our fanbelt gave out sooner than expected but we

managed to pick one up at the Peugeot dealer in Beaumont – at 22.5 Euros though I think it must have been a gold plated one! We were still able to meet up with Rob Preston on the Thursday at Saint Saturnin to get the water pump to him and were pleased that it did the trick and we met him and his brother Tony –

with their Spitfire – on Friday at the Classic British Welcome.

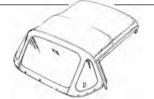
To sum up, despite the weather and various problems we encountered, a good week overall and a very good event.

As you will see from Guy's article, as I write this we're looking forward to the trip to Stafford in a couple of weeks' time – or at least, we're both looking forward to the event, but I'm anticipating the journey with some trepidation, not having driven so far myself for quite some time. Anyway, after all

Guy's hard work and long hours putting Baby Blue back together again after being in pieces for the last couple of years having her floors replaced and a full re-spray I am looking forward to being able to drive her again and seeing both the cars at Stafford amongst what I hope will be a great turnout of Spitfires – particularly early ones

Just before I finish, another bit of Spitfire Spotting via the goggle box – How many of you watched the Turn Back Time series recently, and spotted the red Spitfire4 sitting quietly next to the E-type in the garage? Does anyone know whose car this is?





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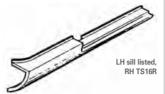
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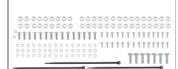
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VITESSE Register



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Dave Rumens

South of England Meet



August. So after all that rain we have had over the last four months I am hoping by the

time you read this, the prediction has come true for this year's International. By the time you read this we should know the answer.

As I am writing this at the end of July just before the Celebration of the Vitesse 50th at Stafford it makes sense to me to look back at this years South of England Meet (SEM) at Leatherhead this May. Unlike most of this year's Spring and early Summer the weather was fine without the heavy rain that has caused most organisers to cancel their events.

and Steering Wheels

I took my Vitesse this year and it was great to park up with all the other Vitesses. There was a good turn out of Vitesses, Picture 1, and out of all those present two 1600's caught my eye. The first was EAD 259A an early 1600 Saloon owned by **Nick Bareham**, Picture 2. Nick told me EAD was restored some four





VITESSE Register



down in Wilshire. The end results can be seen in Picture 4. Thanks go to Suzie & Guy Singleton and team for another excellent SEM.

Moving on to the question I was recently asked about the steering wheels fitted to the Vitesse. The basic steering column and switch gear used on the Vitesse was first introduced on the Herald in 1959 and in true tradition of most British car manufacturers found its way in various forms into the TR4, 5, 6,

years ago and he managed to retain the original carpets. The flecked pattern carpets, Picture 3, are unique to the 1600 Vitesse and as far as I know no reproductions are available. If the carpets are badly worn and you want to retain the originality then the only chance is to find some new old stock which is now very rare.

The second 1600 Vitesse is a very late Convertible model owned for many years by **Clive Bergman.** Clive has owned his Vitesse since 1986. He found it in the cars for sale section of the Courier and has now covered the best part of 100,000 miles in it. After all these miles Clive though it would





be good to bring OGC back to her former glory and she underwent a full rebuild at Auto Classique

GT6, Vitesse and Spitfire (up to 1975). In fact both Lotus, TVR and Bond also use the same basic setup. But be warned: though the basic design is the same there are a number of small differences e.g. the Vitesse has a Headlight flasher, early Heralds don't. However, one thing that is common is the steering wheel spline which meant the 1200 Herald steering wheel was fitted to the early Spitfire and the 1600 Vitesse, Picture 5. The TR4 style steering wheel was also fitted to the Mk3 Spitfire and both models of the 2 Litre Vitesse, Picture 6 (Over page). Included in the factory accessories for the Vitesse was a wooden steering wheel, Picture 7.

(The Stanpart number is 307245). This wheel should fit all models that use the



Herald based column and in fact was also included in the list of TR4 factory accessories. On the Vitesse 2 Litre models the standard steering wheel was also available in either 15 inch or 16 inch diameters. Though only the

15 inch size seems to have been used. That's it for now, must get ready for the International at Stafford . See you all next month and *Keep Running On All Six*

Dave.





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TR7/8 Register



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Paul Lewis

TR8 Le Mans Turbo

y the time you are reading this article Le Mans Classic will have finished, but I thought it would be quite appropriate to write about the last

Triumph car to be entered into the Le Mans 24 hour race, the TR7/8 Turbo.

managed to obtain the rights to the car through a deal with BL and planned to modify it for Modsports racing. The intension was to fit a turbo charged Rover V8 of (3616cc) 500 bhp fitted with twin turbo's by Rotomaster aspirating through two 2 inch SU carburettors coupled to a Muncie T10 4-speed gearbox. The idea was that the car would be a show

piece for Janspeed showing off there tuning abilities. During the build a change in the Modsports rules banned the use of turbo chargers thus ending the project.

Odor now had a halffinished redundant Modsports car. A change in focus saw Le Mans 24 hour race as the new goal. The car body was modified with flared wheel arches and



The story starts back in 1977 when British Leyland (BL) sent out a handful of TR7's to motor sport specialist companies in order to gain feedback on how the cars could be developed for British Leyland Motorsport. One of these specialist companies was tuners Janspeed. Jan Odor of Janspeed

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TR7/8 Register



spoilers, something people have said resembles a De Tomaso Pantera (make your own judgement Picture 2). In 1978 the car appeared on the Janspeed stand at the Performance Car Show in London's Alexandra Palace. The car with no input from BL gathered attention from the onlookers at the show especially endurance racer **John Sheldon** who put Odor in touch with the race car builders

paying out of their own pockets. The budget was tight.

For Le Mans the car would run in the Group 5 International Class. This meant that the engine needed modifications to reduce the capacity for the rules. Janspeed worked on the engine but this meant that ADA did not get delivery of the car until November 1979, bearing in mind that the car was entered into the

1980 Le Mans 24 Hour race which takes place in June of that year. Pre testing for most of the teams would cumulate in entry into Silverstone's Six Hour race as the final shake down. Entry for the TR8 Turbo was not to happen due to funds and development time. This meant that the car had no serious track testing prior to the 1980 Le



Anglo-Dutch-American (ADA) Engineering. ADA's Ian Harrower and Chris Crawford were seasoned campaigners at Le Mans and keen to race the TR8 Le Mans Turbo, as it now had become known. Negotiations were entered and a deal struck with Janspeed loaning the car to ADA who would finance the project, whilst Janspeed carried on the development of the engine. ADA generally were used to paying customers who wanted their cars developed and were not used to

Mans race. The car made the journey to France to take part but mechanical niggles started to appear out on circuit during the qualifying runs. The propshaft was suffering from vibrations meaning that the car had to be held in gear with one hand and the tyres were starting to lift off the rims. The qualifying, which took place on the Thursday before the race was a mixture of wet/dry conditions in a car that the drivers lan



Harrower, John Sheldon and John Brindley had little testing in.

The car failed to qualify, being bumped to the reserve list, despite being timed on one lap at 201mph on the Mulsanne Straight, and achieving a respectable best lap time of 4 minutes 37.1 seconds.



Undeterred ADA entered the TR8 Le Mans Turbo in 1981 Le Mans 24 hour race. Employing seasoned Le Mans driver **Derek Bell.** The car was entered into the Silverstone 6 hour race beforehand. The car performed well but comments from Derek Bell said in testing that the car still needed a great deal of work. Unfortunately, just minutes into the race John Brindley crashed heavily into a wall at Becketts. Due to only ever being one car built, it could not be repaired in time for the Le Mans race, so the 1981 entry was withdrawn.

A Third attempt in the 1982 race was again withdrawn due to the necessary financial backing not being found. This seems to be the Achilles heel for Janspeed, ADA and British Leyland. The dream was over and the car was sold to the British Sports Car Centre. A sad conclusion to the last Triumph entry to the Le Mans 24 hour classic.

In 2005 the Belgian racer and collector **Bert Smeets** bought the car. I believe he also restored it in 2008 and has been seen at various

events. It is always good to see enthusiasts restoring these rare cars to their former glory. Hoping the weather improves so we can get out and enjoy our passion

Paul

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SPECIALS Register



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Trevor CollettGT7 - The Story R



y piece this month is prompted by a recent EBay auction; the article, 1972 Lotus 7 Replica Locust / Triumph

GT6 Green / Silver Tax Exempt Caterham Westfield. This title alone would have been enough to intrigue me into reading the full description, but I recognised the car in the photos. It is the car known to me as GT7; it should be known to you – if you read the Courier in October and November 2002, just ten years ago.

In those editions, my Specials register was given over to **John Culpin**, who described why and how he built himself a sports car – the GT7. And what better way to celebrate the passing of the last ten years than to reprint the story – slightly abridged, to fit into one month. This is what John wrote:

I was inspired to start the project that was to become known as GT7 because I had seen a Lomax three-wheeled kit car outside a local DIY shed, driven by a fairly old man with a very large smile. That would be fun, I thought.

I mentioned this to a friend of mine, Nick Hall, who runs his own car repair business. He said, "Yes, but not as much fun as this" showing me the book by Ron Champion entitled, "How to built a sports car for £250". The sports car referred to is a Lotus 7 style car, originally designed by Colin Chapman, that has come to be known as the Locost. He was just beginning to build a Locost at that time and said that it would be as easy to build two chassis as one.

I was a little bit dubious at this stage, thinking that building your own chassis would be the most difficult part of the exercise and when the opportunity to buy a rolling chassis came up I decided that for £100 a lot of the hard work had been done for me (how wrong I was). The chassis was from a Herald with drum brakes all round, an 1147cc engine but no commission number or registration documents; therefore it would be registered on a Q plate when finished.

Further discussions led me to the realisation that to turn this bare chassis into a useable roadworthy car, albeit without the need for an SVA test, I would need:

- 1. Disk brakes at the front
- 2. A larger engine, preferably of the six cylinder variety
- 3. A wiring loom
- 4. Various other bits of donor car
- 5. An identity/registration

So a scrap Spitfire or GT6 was required, preferably registered before 1st January 1973. Two months later I was the proud owner of a Mk3 rotoflex GT6, reg. SMK602Y. Yes I know that Y reg makes it an '83 car and that the GT6 finished production in November '73 but the car ended up on Y plate due to being exported and re-imported. Most importantly, it had been manufactured in August 1972. The down side to SMK was that it was missing its gearbox, flywheel and brake calipers. The latter I didn't notice until the body had been stripped off the chassis.

A decision was made to use the GT6 chassis, so the original Herald chassis was advertised

SPECIALS Register



for resale.

The search was on for a budget gearbox and flywheel to connect the engine to the rear wheels, and the local free ads paper came up trumps in the form of a rather sorry excuse for a Mk2 2000 with a running engine and overdrive gearbox, for the princely sum of £75. The GT6 engine was set to one side awaiting the time and money for a proper rebuild.



Once the engine and gearbox were out of the 2000 and hung over the GT6 chassis it was

obvious that without some dramatic adjustment, we were never going to achieve the Lotus 7 shape. Nick tried to persuade me that we should build a taller car, but I didn't want a taller car. There was only one thing for it – get the angle grinder out.

At the end of the day we had the front and back of the GT6 chassis and a large gap in between, there now we've got plenty of room for the engine and

gearbox. With the addition of some three by three inch box section, a MIG welder and the engineering skills of Nick the two ends were reunited again. This makes it all sound very easy but it took Nick a whole day to set up and weld the new chassis rails in, along with plates to spread the load over a greater distance of both new and old rails. With the chassis suitably adjusted all that was required was a set of new engine mounts and a new prop shaft. The engine now sits approx. 11 inches behind its normal position and six inches lower than it used to be, this meant that the prop shaft had to be suitably shortened. The last bit of work on the chassis was to cut off the front of the chassis from the roll bar forwards. This would allow for the nose cone to be fitted.

Once the chassis work had been completed



we built the body using the external dimensions from Ron Champion's book combined with the physical dimensions that the GT6 chassis now gave us.

electric metal shear as opposed to the tin snips that Ron Champion's book recommends.

Admittedly, with hindsight, we could have used a thinner aquae of aluminium

The bonnet and nose cone are fixed usina de Zeus fasteners rather than the more bulky spring clips that you more commonly see on Lotus 7 type cars.

At this stage the car was beginning to look like a car, although we had a long way to The front wings and nose cone were bought off the shelf but

we thought that it might be fun to make the rear wings ourselves. So I set about making a former with a large quantity of MDF. We took a mould in fibrealass from the former: this

> mould was then set into a frame for support. The two wings were then cast from the mould. It all seems guite easy now but it took a hell of a lot longer than we thought and probably cost more than a pair of off the shelf wings, but then again, what price experience?

> Ron Champion describes how a section of aluminium channel can be easily bent around a timber former the same shape as the windscreen to make the windscreen



The body was clad in 1.5mm half hard aluminium, using a series of cardboard templates to cut the correct shapes from the flat sheets of aluminium. The rear panel, having to be bent around compound curves, was heated up to soften it sufficiently. The bonnet was again made using a cardboard template with the curved edges being formed using a large welding bottle. This process took five days over three weekends, and this was using an



SPECIALS Register

test centre, where it passed its first MOT in its new form.



So, ten years on – John and the GT7 have parted company and the car is looking for a new owner. The auction description said the car had been off the road for a couple of years, and it was being sold without an MOT. According to the auction closing page the car attracted one bid, and was sold for £2,499 – that's not a bad price for a MOT-less, home built car, testament to the happy combination

swearing and burnt hands to make mine. Maybe my channel was too heavy a Once made, the gauge. surround was dispatched to the local glazing company to cut a piece of laminated glass to fit. It only took them five goes to get it right, I'm just glad I got them to give me a quote first. The sheet of very expensive (for the glazier) laminated glass was then bonded in using silicone mastic. Wipers are a pair of Mk2 2000 arms, blades drastically cut down

and powered by a Mini wiper motor.

After a round about ten month build, the GT7 was driven, rather gingerly, to the local MOT



of the timeless appeal of Colin Chapman's 7 shape and Standard Triumph's hugely respected engineering.

Young Member's Co-ordinator



http://en-gb.facebook.com/people/Daniel-Chudleigh/577054122 e-mail. triumph-dan@hotmail.co.uk

Dan Chudleigh

fter a slight accident I had from pushing a broken down Triumph 2000, I found myself out of action with 2 broken wrists. So as a result of this. I really have very little to write about. This gave me the perfect opportunity to me to hand over to my sister, so this months article comes with thanks from my sister.

Jasmine Carter Writes



Many of you may remember an article my brother wrote about my Mk1 Vitesse 2 litre saloon. This car was my first experience of running a classic as my everyday car. In the past I have had all sorts of cars from

my first car a nice little Vauxhall Nova, to my last modern (ish) a Toyota MR2. I always like to have something a little different, a Peugeot 206 with a pink steering wheel cover and furry dice hanging from the rear view mirror

A New Arrival

really doesn't interest me. So when Dan told me it was probably time to get rid of my MR2, it gave me the perfect opportunity for him to talk me into the idea of a classic. I am particular on what I like. Heralds are sweet but just a tad too dull, Spitfires are fun to borrow and take for a spin but impractical to live with. This went on and on till I set my mind on a Vitesse, now just by chance a few weeks later we saw an ad in the window of our local motor factors advertising a Vitesse Mk1 tin top. So we bought it, she soon got the name of Florence (the machine). It took Dan a lot of recommissioning work till I had a reliable car. Give or take, she was just that "reliable" for 2 vears - Florence made an amazina everyday car, some days she would have a paddy and moan a bit but with a little bit of TLC she would

happily get me where I needed to go. Some days I would be in a bad mood myself and after a drive, I would soon be put in a happier mood, stopping at traffic lights with people to the side of me smiling at the car, this can only put you in a good mood.

Just over A year ago, I had some very exciting news, I was pregnant. This started a new hunt for a more suitable car, although it would break my heart to sell the Vitesse, It made more sense to get a 4 door car. I was pointed in the direction of the big saloons - I had driven Dan's

2500 Pl and just find it all a bit to big and heavy. One car that has grown on me was the Dolomite but out of all of them I really would have to have the Sprint. To me the Sprint gives off the same sort of aggressive attitude as the Vitesse. The only problem was the Vitesse was mechanically sound and the interior was really lovely, but body work wise she was rough. The Dolly would have to be the price I could get for the Vitesse. The hunt was on for a Dolly Sprint for under £1000. It was a tall

Young Members Co-ordinator

new born son on the 12th February this year. As much as I miss my Vitesse, I feel it was the right thing to do. Driving the Dolomite is a totally different experience with very little similarities to the Vitesse, both require a higher level of concentration and patience than



driving a modern but I like this. The Dolomite has much more of a sporty feel to it, it feels much less planted on the road than the Vitesse and I really do miss the ability of turning the car in the road on just one lock. It is a very nice change to have a car that looks so nice and fresh, the Vitesse had a bit of rough charm about it. Just how nice the Dolly is was proven a few weeks ago when it won 'peoples choice' at a local

order but by chance one soon came up in Falmouth. Dan managed to get it for £600. For this price we got a Sprint that had been off the road for well over 2 years and 3 pages of MOT failure. Again Dan had a big job of recommissioning /restoring the car. It needed lots of work, from welding, broken springs, axle rebuild and engine rebuild then a full respray, it was a mammoth task, but we did it and all just in time for the arrival of Gabriel my



show, this was such a nice surprise.

Since having the 2 new arrivals in my life, I have been just a busy as ever, attending all

hiccup on the way home when at Exeter it put its fan through the radiator. If only it hung on for another 15 miles. It was a brilliant weekend and even the break down didn't ruin it in any way. A few weeks later we were back on the M5 heading up to the National Marque Day at Prescott hill, this trip went faultlessly. The only down side is that it was so cold compared to the last time at Prescott where I actually got sun burn. I really enjoy the racing feel you get at this show. I'm am doing my up most to give Gabriel the Triumph bua.

We will be heading up to Stafford for the first time, I have been talked into entering into concours, I'm sure the Dolly is not of the right standard but if Dan's Herald can win then there must be hope for us all. Being In the TSSC has been a great and much needed

reason to get out and do stuff as a family, Gabriel is so content to be in the car and is more than happy to have a good look around

at what ever is on show. When I was pregnant with him I did fear that I would have to do less stuff like this but in truth it is quite the opposite. Running a Dolomite as an every day car and having a baby is quite easily done and I can recommend a Dolomite as a good family car, but unfortunately not every classic

Triumph comes with a Dan to fix it when it goes wrong or tell me how to do it myself.



sorts of local and national Triumph events. We gave the Dolly its first long run when I drove

from Devon to the Isle of Wight for their camping weekend. In the car was me, Baby Gabriel, my husband and all the stuff we needed for a camping weekend. The car went like a dream made it all the way over and around the island without any problems. Only had a slight



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subject to a single transaction fee. Ticket price includes the official showguide to the value of £7.50. All information correct at time of publishing









TR 4/4A Register



e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



May I Introduce?

i everyone, I have been asked to take up the role of TR4/4A Register Secretary for our Club and although I am the first to admit that I am no expert on these cars, I have owned a 4A for about 8 years and have

had to carry out numerous repairs and

help, then I can field the issue to our members in the hope that someone out there can provide a solution, not ideal I grant you, but hopefully better than nothing.

First of all let me introduce myself and give you a bit of background information. My name is Bernard (I prefer to be called Bern) Littlewood and I am 53 years old, now in my third year of retirement after working

as an Engineering Operations Manager for the world's third largest tobacco company, I took the option of early retirement over relocating to either Geneva or Northern Ireland 1.) because my health is not great and 2.)

I have two teenage children who I did not want to unsettle. I now fill my time helping out with the South Wales TSSC area and repairing cars etc etc. I am also a time served

Toolmaker, so I have the necessary engineering skills to tackle most jobs, I do have an unfortunate trait of thinking " if they can do it, so can I" which caused me to learn some extremely hard lessons in the past for example paint spraying when I sprayed my Spitfire in 1978. A combination of my char-



upgrades to keep it on the road so I may be of some use and at least provide a focal point for the TR4/4A owners within our club, or for those contemplating buying one until a more able person volunteers to take over from me. At least if someone has a problem they can contact me and if I can't

TR 2/3/3A/4/4A/5/6 Register

acter and being a Toolmaker makes me a "jack of all trades and master of none".

Apart from the TR4A I have a 13/60 Herald Convertible (owned for the last 10

my hat off to those people who can create and keep cars in concours condition, it's always nice to see how they looked when

new. I also sometimes pick up the odd Triumph when I have no work to do on our three, just to keep busy.

My 4A at a glance looks to be in first class condition, but it is actually three different shades of Fern Green and when I bought it the top of the door gaps were over an inch wide where the chassis had crumbled near the back and had just been patched up, but I repaired the chassis and one day I hope to buy a good one and do the job properly, but I love the car



years) in first class condition and my son Jack who is 16, has had a Toledo for the last 2 years. All three cars are kept on the road all year round and we try to use them equally as much. I probably only give each car a quick wash every 12 months as I like to use my cars, but I still appreciate the fact that we are all different and I take





and cannot bear the thought of having it off the road for more than a few weeks. I ran the car with a badly worn engine for over seven years and even bought a spare engine to recondition and just swop them over, but the car just kept going, then last October I thought "well you have the time now, so do the job properly and recondition the original engine" which I did and the trials and tribulations of



the rebuild will be here in the Courier for all to see. I have reconditioned many Spitfire, Herald and Dolomite engines in the past, but the TR being a wet liner engine caused me a few headaches, the biggest being the quality of the available parts.

Over the years I have made the following modifications (I won't use the term upgrades as

some people will regard the changes as sacrilege as the character of the car can change, but I want the car to be fully usable and to suit my taste, after all we are all different and need to be tolerant of each other within the classic car movement, united we stand etc.). Electronic (Luminition optronic) ignition, rear shock absorbers fitted to replace the lever arms (I know, it alters the



ride and that's not to every ones taste), fitted an alternator, high torque starter motor, stainless steel exhaust, fitted an electric fan and used a narrow fan belt conversion (removing the inch wide fan belt and fan extension), spin on oil filter conversion and many more that I will scour my memory to write about here.

Bern

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BOND EQUIPE Register



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Guy Singleton

Handbrake Inefficiency Sorted

ne of the main problems
I have had
with all our
Triumphs
and Bonds
over the last
few years has been to get the
handbrake good enough for the
MOT. One of the main reasons for
an inefficient handbrake (other
than badly adjusted brakes or oil

or arease on the shoes) is wear on

the operating arms.

MOT pass so well worth the work.





Photo 1 shows the arms from Suzie's Mk III Spitfire and wear can clearly be seen where the arm abuts the brake shoe. Photo 2 shows the arms following a bead of weld being added to fill in the worn section and then filed down to rebuild them to their original shape. When refitted I had to significantly adjust the handbrake cable which showed the effect of the wear. An hour after doing this we had an

As I write this we are getting ready for Stafford and are aiming to take two Spitfires (that way I hope to get two Equipes there next year! [Suzie Note: Let's see how I get on with the journey this year before we make any definite plans for next year – surely a car transporter would be more efficient – we could take all 3 that way??]

I have been asked by Bob Buckby of the Bond Owners Club to extend an invitation to all Equipe Owners to join him at the Milton Keynes Museum Transport Day on Sunday September 16th. The car entry fee of £3 includes Museum entry for all occupants, complimentary tea and coffee for two and a plaque. You can turn up on the day without pre-booking but if you do book it will help the organisers plan ahead.

BOND EQUIPE Register

The web address with info and entry forms is mkmuseum-transportday.weebly.com and for

other enquiries please contact Nigel and Mandy Stratton on 01908 271312 or at niman@talktalk.net.

This show will replace Turweston which we have done for the last few years as that show has unfortunately been cancelled this year. Photo 3 is of Equipes at Turweston 2011.

Suzie and I hope to get there so please come along and join us, let's try to get a good line-up of Equipes there - consider it practice for next year when we want to get as many Equipes to as many shows



was for sale on Ebay. Checking the register I





as possible to celebrate their 50th Anniversary year.

Finally Photo 4 is a MK 1 2 litre Equipe which

did have it recorded from about 8 years ago. It looks to be a nice car so hopefully we will hear from the new owner in due course.



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STAG Register



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

Ben Broadbent

Press Photo 'Doctoring'?

ello, I can't believe it's
September already and
the season is shortly
drawing to a close. I
was planning a look at
the original press photographs for this month as I've had a number
of emails asking what was available in the

of emails asking what was available in the archive. However, I had a letter from Jonathan Del Mar about the registration numbers shown in the brochures I covered some month ago. I therefore, think its best to let Jonathan take the lead on the photos from the publicity brochures and the press photos. Here's what Jonathan had to say:

I have long been the TSSC's resident expert in registration numbers, although I haven't contributed anything for ages, so you probably won't know my name, but Dick Plumridge and I knew each other well. (Dick was the Club Archivist until recently)

Anyway I've just seen your article in the Courier about Stag brochures, and I though you might like to know something about the number plates shown in these brochures.

Basically, a large proportion of them are 'cooked'. That is, they take a newish car, say CWK602K and they doctor the photograph so that the car looks even newer than it is. They would airbrush the K out, and substitute an L. (Picture 1)

This is not always the case. But I have very extensive records of the actual numbers issued between 1963 and 1974 (and after), and spent days in the Coventry Taxation Office taking precise notes. So I can tell you that



RRW 97H is genuine, (picture 2). OKV 176N is not genuine, is was an M, and as I say, CWK 602L was actually a K. LRW 619P is genuine.



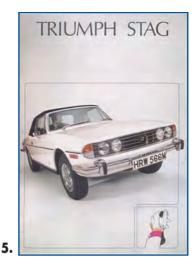
Well, thanks Jonathan, a very interesting insight that had me looking at the brochures and press photos in the archive too see for myself. And sure enough I found that Jonathan was on the case of the airbrush registration numbers. I found the original press photo (negative 203608) of RRW 97H, as above in picture 2 and then again in the 1970 TRIUMPH



STAG BROCHURE (437/770/ENG) (picture 3) showing a H registration plate as noted by Jonathan. Then in the 1971 TRIUMPH STAG BROCHURE (437/771/ENG), RRW 97H appears as an airbrushed RRW 97K (picture 4).



With renewed interest I looked at the remaining brochures and press photos. Not only was CWK 602K, seen above in picture 1 as CWK 602L in the 1973 TRIUMPH STAG BROCHURE (T911/173/ENG), but by the publication of the later 1973 TRIUMPH STAG BROCHURE (T911/1073/ENG), CWK 602L had been airbrushed to become HRW566M. (picture 5) This was repeated again in the 1974 TRIUMPH STAG BROCHURE (T911/4.74). HRW566M





again features a Press Photo (negative 242259) 7 But, hang on a minute the Stag in this picture does not have alloy wheels, whereas the brochure pictures of CWK 602L and HRW566M do have alloy wheels. So does the plot thicken?

There is no 1975 brochure available in the archive (has anyone get a spare, hanging around?), so I looked at the range brochures and sure enough the air brushing was in evidences for the 1974 and 1975 Range Brochures pictures, with poor old RRW 97H appearing with RRW 97L and then RRW 97N registration plates in respective years. (pictures were too unclear to publish)

Turning to the 1976 brochures, featuring LRW 619P in the first brochure 1976 TRIUMPH

STAG BROCHURE (26/17 (90189)) (picture 7) we see stated as bv Ionathan. the aenuine reaistration plate, however, in later 1976 TRIUMPH STAG **BROCHURE** (26/17)(92421)9/76) (picture 8) the Stag appears





with the airbrushed registration plate LRW619R.

This leaves four more Press Photos from the archives that are available with identifiable registration numbers.

Press Photo of OKV 176N (picture 9) that



Jonathan identified as an airbrushed photo, and three others, GWK 350R (picture 10), TBW 728R (picture 11) and EAV383L (picture 12). I've not had a chance to contact Jonathan about these last registration numbers, but EAV383L looks very similar to HRW556M in picture 6. I'm very grateful to Jonathan for his letter and his





insight into the registration numbers used in the press photos and brochures. I intend to speak to Jonathan again to clarify the details of the remaining press photos.



There are I am sure many other press photos available out there that would be very interesting to identify the original cars and registration numbers.

Looking at the photos in the range brochure, the same airbrushing appears to have occurred for the other models, but that as they say 'that is another story'!

Once again, a big thanks to Jonathan for his research into this fascinating area of Triumph history. I would love to here from anyone with a further insight into this subject!

Keep those V8's purring



A 'GRAND TURISIMO

To FRANCE

by John Bonnett

s a Special builder and metal shaper, I bought a scrap GT6 MK3 to use as a pattern to build an aluminium replica body to go on a MK1V Spitfire chassis. This would be a unique Spitfire MK1VGT

However, it wasn't until I got the car home that I realised how original and good it was; well worth saving and putting back on the road. So, for the time being, the replica project was shelved in favour of a restoration.

I decided to let a firm of Triumph specialists refurbish the bodywork while I got to grips with the chassis. Work commenced and proceeded at an impressive rate such that in a few months it was transformed into a very tidy car.





It has long been my ambition to take the ferry from Plymouth to Roscoff, drive the length of France and into Spain and take the ferry back to Plymouth from Santander. It was towards the end of last year that the idea of actually making this trip in the GT6 crossed my mind and having come up with the idea it became an obsession

to get it finished and ready for a really epic journey.

Inevitably, finishing was the longest part of the rebuild and in the end it was a rush to have it completed in time for our holiday. Our departure date was 20th April. The car was finally on the road at the end of March so barely a month to sort out all the little gremlins waiting to jump out and spoil the holiday. It was soon apparent that all the wheel bearings needed replacing along with the drive shaft universal joints. The windscreen wipers survived the MOT but failed

Grand Turisimo to France



on the way home from the garage. A new motor sorted that little problem and it was good that it happened when it did. Likewise with one of the Stromberg diaphragms that split. The day before departure saw the thread strip on the passenger wiper wheel box but fortunately I found a useable



secondhand one which was easily fitted. It would have been a different matter had it been the one on the driver's side!

The week before we were due to depart, we undertook a 650 mile round trip in two days as a reliability check on the car and to see how comfortable it would be covering more than 300 miles in a day. My wife and I were pleasantly surprised by how comfortable it

was and how it consumed the miles so effortlessly thanks largely to the non-overdrive diff (3.27:1) coupled with the overdrive. The decision was then made that we would indeed take car. strengthened in knowledae that our insurance included European breakdown and recovery. Although the cooling system had been upgraded my main worry was whether the two puny nine inch fans would hold the temperature down in the expected hot weather in the South, coupled with heavy or stationary traffic.

It was with a mixture of excitement and trepidation that we embarked on the overnight sailing from Plymouth to Roscoff. Expecting a choppy crossing, I made sure that once loaded on the car deck the handbrake was almost pulled out by its roots and that we were in first gear. In the event, the crossing wasn't as bad as

expected and the car hadn't moved which was a relief. Packed in amongst the modern tinware on the ferry, the GT6 looked like a toy car. Starting the engine has never been a problem but even so I hoped against hope that it wouldn't embarrass me by refusing to start and holding up a whole line of traffic behind us on the ferry. I needn't have worried, all was well. It started instantly and we were off the ferry without any fuss.

The picture shows how laden the car was with luggage for a three week holiday and on one or two occasions the exhaust grounded on country roads. I've subsequently discovered

that I was supplied with the incorrect rear spring for the car. However, this was not a problem on smooth roads or on any road surface once we had unloaded the luggage. I'll have the correct spring fitted before our next holiday to the Isle of Skye in the Autumn.

One of the highlights of our first week was meeting up with Peter Johnson. Peter lives in France, owns a very nice 1966 TR4 and is a

member of the Triumph Club de France.



Despite the appalling weather we took a very pleasant drive through the countryside and enjoyed French cuisine at its best. What more courses and a carafe of wine included. In general, the French take their main

general, the French take their main meal at midday so even in the towns you can always find restaurants offering a "Menu du jour" at amazingly good prices. It's not all about price of course, it is the great quality of the dishes and the sheer ambiance of these places. They all add to the pleasure of being on holiday. Not all our holiday was spent in the car. We were staying inside the national park in Finistère which has some wonderful countryside, not unlike our home in Dartmoor. We went prepared to do some serious walking and it was very nice to find

that there were many way-marked routes. These were provided by Tourist Information and were graded in degrees of difficulty. We

> covered a lot of ground in the week and were so impressed with Finistère that we hope to go back again before too long..

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could you want? Peter very kindly provided us with a list of Triumph specialist garagistes on or near our route going south to Aquitaine as an added insurance should we run into mechanical problems. Fortunately, in the event, they were not needed

To anybody who has not tried motoring in France I would thoroughly recommend it. There are wonderful driving roads uncluttered with traffic and at lunchtime you

will happen on roadside restaurants offering "Menu Ouvrier" for the truckers. These are incredible value at 10 to 12 Euros for three



of any importance was damaged. Here is the car parked in Richelieu where we made a stop which gives an idea of the rain. It was still

Grand Turisimo to France

raining when we arrived at our overnight stop; a real chateau and how impressive it was. Our

Sainte Croix near Duras so hopefully plenty of time to have a new switch sent over.

Great service by James Paddock saw a new switch arrive within a few days and it was nice to fit it and to be legal

once again.

Quite by chance, while watching the world go by at a pavement bar in Duras we found ourselves sitting next to a British couple who lived in the village who had not one but four Triumphs; two 2500S Estates, a Stag and a TR6 and a wonderful workshop as well. Had the switch not arrived in



hosts provided dinner as well as B & B so it was a relief that having arrived, there was no need to go out again.

The great thing about French B & Bs is that you are treated like family and sit down with the owners to dinner but not before the "Aperitifs". Not only is it excellent value but you also have a 2 hour French immersion course thrown in for free. We do try to make sure before we make the reservation that the hosts don't speak any English. These overnights are wonderful value and without exception we

have found the French very warm and welcoming and very proud to share with us their wonderful cuisine.

The next day, although it was still raining, promised to be a better day and as we motored south the weather improved and the sun even came out. We only had about 200 miles to cover which was easy motoring down the N10.

As an aid to helping what is a very small car stand out, I have been driving on dipped headlights and this really has made a big difference to our visibility. However, the frequent use of the lighting switch took its toll and the thing fell to pieces internally so that half way to our destination, we had no lights. Fortunately it wasn't raining because it is a legal requirement to use dipped headlights in France in the wet. We were to stay ten days in

time Ted would have sorted out the problem very easily from his impressive stock of spares.

The area is noted for its fine Côtes-de-Duras wines so it would have been rude not to have sampled them while staying in the region. Despite the weather changing for the better we continued with our walking which certainly helped work up a good thirst.

As in Brittany, our time to move on came very quickly and in no time at all it seemed we were on our way on a 320 mile journey down through the Pyrenees, into the Basque country, Spain and Santander for our ferry back to Plymouth. Although when we set out the temperature was only about 15 degrees, it very soon rose to the 30s which was a real test of the car's cooling system. I have to say that I was quite tense travelling down the Spanish motorway. I feel quite at home in France and



way. It was with tremendous relief that pulled into Santander and the ferry port. Very soon after our arrival a large number of TRs from the Devon TR Register turned up having been to Pau for the Pau Grand Prix. Had I known that they were behind us. I wouldn't have been co concerned about breaking down.

speaking the language reasonably well gives a lot of security if there happened to be a problem. In Spain, all that changed. I speak no Spanish, it was as hot as hell and there appeared to be very few emergency telephones along the

To round off what had been a perfect holiday was the cruise back to the UK on Brittany

Ferries flagship the Pont Aven. It is a very large and comfortable ship and boasts a superb à La Carte restaurant. It was very fitting that on their extensive wine list they had a Saint-Émilion which is produced very near to where we had been staying. Needless to say we ordered a bottle to compliment a wonderful dinner.

The GT6 proved to be very comfortable, long legged and to us, worthy of the name,

"Grand Turisimo"

member of the Triumph Club de France.



Despite the appalling weather we took a very pleasant drive through the countryside and enjoyed French cuisine at its best. What more courses and a carafe of wine included. In general, the French take their main meal at midday so even in the towns you can always find restaurants offering a "Menu du jour" at amazingly good prices. It's not all about price of course, it is the great quality of the dishes and the sheer ambiance of these places. They all add to the pleasure of being on holiday. Not all our holiday was spent in the car. We were staying inside the national park in Finistère which has some wonderful countryside, not unlike our home in Dartmoor. We went prepared to do some serious

walking and it was very nice to find that there were many way-marked routes. These were provided by Tourist Information and were graded in degrees of difficulty. We

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British six-cylinder GT test: Scimitar, Capri, MGC and GT6



In the October 2012 issue of **Practical Classics**, the magazine's favourite British six-cylinder GTs against each other. How will the GT6 do? All will be revealed. The Coventry theme continues in a dream drive with Jaguar legend, Norman Dewis, in the very last E-type, and there's a packed technical section as usual. **PLUS:** The full report on the TSSC/**PC** 'Spitesse 50th' road run from Essex to the big show at Stafford.



Paul Richardson

Food Rationing to the Sands of the Sahara

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henever I interviewed Standard Triumph stylist **Vic Hammond**, he'd prepared himself, as always, and

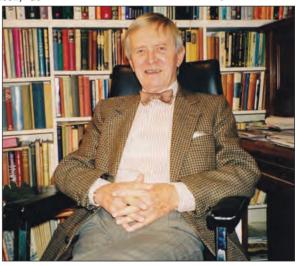
he often set his mind on providing overviews of the company and working pals who became lifelong friends of his, and some of the most interesting interviews with Vic were those in which he'd researched particular subjects himself that he thought would be of interest to me. He said.

"You know I'm enjoying these fact finding get togethers of ours because having worked at Standard, Volvo, Ford and BLMC and witnessed our motor industry finally slide down the drain, and it wasn't my fault, I've realised that, thinking through it all, I'd forgotten, or put right to the back of my mind, some of the influences that steered me through the slough of despond sometimes and one of those is old Arthur Ballard, and Arthur

became one of my closest and most respected palls." (N.B. **Arthur Ballard** was the ever respected expert on body construction who joined the company in the early thirties and became Chief Body Engineer at Standard Triumph in 1955).

Vic was particularly fond of Arthur like most people and after explaining how he first met him during the building of the first prototype Triumph Roadster immediately after the war, on which I wrote an article for Courier several years ago, he began philosophising on the company and the world in general.

"Prompting thoughts about 1945, the Standard factories were being cleared out



Vic Hammond Standard Triumph stylist

and retooled after all the war production with aircraft and when I was designing the production assembly jigs for the 18TR (Vic always referred to the Triumph Roadster by it's codename) I made new friends who became life long pals like Arthur." Now Vic always added a bit of colour to his interviews by putting a 'twinkle' to some of his descriptions sometimes, which was always a joy to me, and his recollections of the austerity period through and after the war was a typical example.

Vic Hammond - Anecdotes

"I was facing up a jig to satisfy the demands of rear quarter assembly behind the B posts with Arthur when Frank Callaby walked up and suggested a mug of tea would be in order

mean, if you could get hold of one, oranges cost about a thousand quid each."

Realising I was thus amused, Vic then



Photo 1. A superb sketch Vic Hammond drew for me of a Phase One Vanguard Vic was an accomplished artist.

so we enjoyed a cuppa in the canteen and discussed the vagaries of car production which focused at the time on whether the 18TR would sell in any appreciable numbers, because it was only anticipated for a production run of about five thousand anyway. You've got to bear in mind that at the time Standard car production was geared solely to the new Phase one Vanguard that Walter Bellgrove was scheming over at Banner Lane in his new styling studio. So whilst a few of us were chatting about the whys and wherefores and ifs and buts of the 18TR and how only those with plenty of money in the bank could afford to by one we became a bit reminiscent of how bloody lucky we all were to have survived the war. You see after V.E day there were street parties all over Coventry and the rest of the country and at the time food rationing was still on with a vengeance. I embarked on food rationing. "You see people these days don't realise what we had to put up with throughout the war and several years after, because milk became

scarce and powdered and condensed milk in tins became substitutes.

The food families got hold of was by courtesy of the ration book when a loaf of bread, a couple of ounces of butter or cheese, a pigs trotter or two and a couple of sausages had to last most families a week with an egg or two and a pound of flower thrown in, and through all this austerity whale meat didn't become the dish of the day in households either."

After describing how 'tripe and onions' was not one of his particular favourites Vic related. "You see families then were lucky in one way if men and women worked in our aircraft factories because works canteens usually served, and by government order, the requisite square meal for lunch for workers to keep their strength up with a slice of meat included and there were plenty of snacks to be had in tea breaks which took the pressure off the ration book.."

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Just to put Vic's statement in perspective, the company's canteens at the Canley, Banner Lane and Ansty aircraft factories must have been a considerable size bearing in mind that during the war some twelve to fifteen thousand workers or more were employed by the company and night shifts were in operation. According to my records the "Aero 2" factory at Banner Lane, where the Bristol Hercules aero engine was produced, employed over 6000 machinists and employees and housed over 1000 specialised machine tools!

Vic continued. "Turning my mind back to 1945 like this reminds me that when I joined Walter Belgrove's new styling department after we'd finished the 18TR prototype and we got stuck into styling the phase one Vanguard this austerity lark began to be put to the back of our minds because we'd all got decent jobs again and things were on the up and up at Standard. The Vanguard you see was vital to the company's success and the prototypes were developed endlessly on road tests and proving tests at MIRA."

After stressing the importance of the

Vanguard suspension, steering, chassis and body integrity, Vic took the opportunity to add a bit of humour (again) to proceedings after he'd confirmed that the car proved extremely reliable in overseas markets like India, Australia and Africa where general road conditions were extremely poor.

He said. "We had problems with road dust getting inside the Vanguard, particularly in Africa, and we had to modify the flanges on the door apertures and fit new sealing rubbers which Arthur Ballard dealt with in the main. Anyway talking about dust problems reminds me of a time when Walter (Belgrove P.R.) got his knickers in a twist when he was called to a meeting when dust and overheating problems with the Vanguards in some areas of Africa was being discussed. We'd received reports from our service engineers and importers over there you see that Vanquard engines were overheating on occasion due to flies, bugs and road dust blocking up radiators. It was a simple problem to cure of course by blowing out all the debris stuck in the radiators with an air gun, but as this happened a bit too often sometimes in



company's rig test section (like several other staff I interviewed) where new test rigs were designed for testing A Triumph Roadster for which Vic Hammond designed the original body assembly jigs. The Roadster has become a much sought after classic car.

Vic Hammond - Anecdotes

Africa it had to be addressed officially by the company. So Walter was called to this meeting because heads of departments were informed about service problems sometimes so that everyone at management level kept astride of things, and anything problematic reported from our overseas service engineers had to be discussed at the factory so official service bulletins could be typed up and sent to our importers and distributors to act on. This problem with blocked radiators was dealt with the only way it could be of course by sending a service bulletin to importers instructing them to blow out any debris build up in radiators as a regular matter of course every time cars turned up at workshops for routine services or repairs etc. Anyway, when Walter got back from this meeting he muttered to me that he couldn't understand why the hell he'd been involved. After he'd cooled down a bit, and had a cup of tea and a faa, he was still a bit

steamy because this meeting had interrupted proceedings when we were busy discussing and organising a few face lift mods on the Vanguard including the addition of rear wheel covers or spats as we called them. Water was still muttering a bit when he suddenly started chuckling and told me that Ivor Penrice Thead of the relations public publicity departments P.R.), had suggested in fun before the meeting got underway that the best way to cure this overheating problem was to instruct our importers to put a

suitable length of mosquito netting in the boots of new cars as a free extra so owners could stick it over the radiator grill before they took extended trips through bush country!

Vic continued.

"Joking aside though, Vanguards endured the most car crippling road conditions imaginable

in Africa and our distributors over there organised drives all over the place with their demonstration cars for publicity purposes you see. We received dozens of accounts of Vanguards being driven over thousands of miles throughout the length and breadth of the country with no serious problems causing any delays, and Vanguards had been rallied in Europe as well long before you're dad joined the company to develop the TR2.."

I interrupted Vic here to ask if Vanguards took part in organised rallies in Africa.

"Well no I don't think so, not official rallies as such, or if they did I didn't get to know about it. The drives I'm on about were just long drives, from one distant place to another through rough country without any official competitive rallying involved..

You see, Africa as a continent, presented some unique opportunities for publicity purposes in



Africa Presented unique publicity opportunities as the Trans African Herald Proving Test was to show

those days and the Vanguard proved exceptionally reliable apart from the occasional snapped spring etc. which was par for the course."

After recalling his memories of the aftermath of the Herald proving test Across Africa and the Sahara desert



CLUB SHOP NEWS

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

by Garth Jupp

Brake Flaring Tool

How often do you need just one or two new brake pipes, if for example you were replacing the front callipers or refitting a rebuilt rear driveshaft and when you go to undo the pipe the union spins the pipe as well.



Fear not, the Club Shop can now able to offer a handy brake flaring tool, so that you can produce your own brake pipes for your car. Unlike some of the other professional quality tools on the market, this one is both reasonably priced and also can be used in situ on the car, rather than requiring a vice or workbench to hold the flaring tool.

This tool comes in a neat storage container and comes complete with a double ended form tool that will allow you to make both male and female flares on 3/16" brake or clutch pipe. The tool comes complete with illustrated instructions and is priced at a competitive £52 inc VAT P+P 0.5kg



Obviously the tool is no good without the pipe and fittings, so we will also be supplying

Male pipe nuts in brass at £0.90 each or £7 for 10 and female pipe nuts at £1.00 each or £8 for 10.

The reels of pipe are 25' long and are £10 per roll. P+P is 0.15Kg for 10 fittings, 0.3Kg for a reel of pipe.

Silicone Hoses

We have extended the list of models we can now cover with the addition of hose sets for the following models:-

Spitfire MKIII £93.00 inc VAT

Dolomite Sprint

(with Webbers) £115 inc VAT

Herald 13/60 sets with

Delaney Gallay heater £100 inc VAT All the above prices are for the Matt classic finish and P+P for any of the sets is 0.75kg

GT6 Drop Glasses update

We have now reached the level of interest required to go ahead with both tinted and clear, so the Club Shop should be able to keep everyone happy!

As I am typing this I am also trying to pack for Stafford, after Stafford it always takes a few days to get things back on an even keel, and then I am on holiday until September 17th. So I will start the process of getting an up to date

price and an idea of the lead times when I get

I will then email everyone that has placed an interest via email to let them know the price and take a firm order. So if you are not sure if you have sent an email but are interested in these remanufactured items then PLEASE send me an email to the **clubshop@tssc.org.uk** email address

back in mid September.

It does not matter if you have already sent an email, I would rather have duplicates than trying to trawl through the message threads to see who has expressed an interest.

I have also been contacted by another glass company that specialises in glass for old classic cars, so there might be some other pieces of glass available in the not to distant future including heated front as well as rear screens as there has been quite a bit of interest in this. Once the side glasses are underway I will get the rear screen sample quoted for the GT6 from both companies that I have had contact with.

Garth





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GT6 Mk III Standard Back Box



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GT6 MkIII stainless Steel
Standard Back Box

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Tel: 028 38 849063 e-mail: herald@tssc.org.uk

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

Area Area Organiser/s Meet at

INSURANCE COVER!

SCOTTISH AREAS

CENTRAL & WEST Gregor Graham: 0141 952 4624 **NORTH EAST** Danny Stroud: 01224 742315

LOTHIAN & FIFE Russell Macfarlane: 01383 822340 Lochinch Sports Club - GLASGOW See reports 1st Wed. 7.30pm Various see report in Area news Last Thurs, Eves. or www.brmmbrmm.com/grampiantr.bb

Elgin Hotel, Charlestown DUNFERMLINE KY11 3EE 2nd Wed. 7.30pm

NORTHERN AREAS

CHESHIRE CUMBRIA HALLAMSHIRE

MANCHESTER

NORTH EAST

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Henry Jones: 01625 425845 Roy Ross: 01229 474077 Julie & Adrian Hadfield 07837 110325 Frank Spencer: 01524 791607 Pip Flegel: 01524 791607

Mark Astley: 07917 738091 Andrew Dunning: 0191 5485188

Alex Cain: 0151 222 2366 Kevin Makin: 01282 698167 Alan Heaton: 01274 781814

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The White Swan - DEIGHTON The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ 1st & 3rd Tues. 8pm The Black Bull - KIRKGATE, BIRSTALL

Last Sun.12 midday 3rd Mon. 7.30pm 1st Tues. 8pm. 1st Sun. 8.30pm.

1st Thurs, 8, 45pm

On the

IF AREA DIRECTORY ENTRY IS IN GREY THEN
PLEASE REGISTER
OFFICIALLY!!! YOU ARE MEETING

WITHOUT TSSC

3rd Tues. 8pm. Last Tues. 8pm. 1st Tues. Eves. 2nd Mon. 7.45pm. 2nd Tues, 8pm.

1st Tues, 7,30pm.

1st Tues. 7.30pm.

1st Tues 8.30.pm

3rd Sun. 10am.

2nd Mon. 8pm.

2nd Weds. 8.30pm.

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David Woodward: 07939 603061 Roger Haywood: 07969 024999

Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973 The Bull & Butcher - CORLEY MOOR Smalley Common Ex- Servicemans Club - ILKESTON

The Red Lion - HUNCOTE - LE9 3AU Swan Holme - Doddington Rd LINCOLN LN6 3RX 1st Wed. 8.00pm. Langrick Station Cafe - LANGRICK. PE22 7AH

The Brick & Tile - Palmerstone St - UNDERWOOD Last MON. 7pm. The Elwes Arms - GREAT BILLING NN3 DT Bertie Arms Uffington - STAMFORD PE9 4SZ

The Red Lion - WELLINGTON, TELFORD TF1 2TU 3rd Thurs Eves.

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Last Wed 8pm. 1st Tues, 7,30pm. 3rd Tues 7.30pm 1st Mon. 8pm

WELSH AREAS

NORTH WALES Derrick Binning: 07930 210071 Bob Whiting: 01492 516479

SOUTH WALES Bernard Littlewood: 02920 315260

Plough Inn, Gresford 1st Tues. 8pm. Plough Inn, Ewloe. 1st FRI 8.30pm Plough Inn at St Asalph 3rd Wed 8pm. The Park Golf Club, COEDKERNEW - NEWPORT Last WEDS.7.30pm

EASTERN AREAS

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Kevin Rochfort: 07764 324345 Allan Jannaway: 01375 672072 Mark Talbot: 07825 994927 Colin Wake: 01206 250360

The Plough - Fen Ditton, CAMBRIDGE CB5 8SX 1st Mon. 8pm. The Halfway House - (A127) BRENTWOOD CM13 3LL 3rd Sun. 12 Noon The Bird in Hand WRENNINGHAM 1st Mon. 7.30pm. Sorrel Horse - Barham IPSWICH, IP6 OPG 1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND Mark Raine: 028 2587 9189

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ALO REPORT ANDOVER

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607 e-mail: pip1272frank@homecall.co.uk



My report from the Area Organisers meeting at Stafford will be too late to make the September edition of the Courier therefore a full report will appear in the October edition.

I would like to announce that **Vicky Dredge** is the New Public Relation Officer (volunteer) this was voted in at the A/O Seminar

and AGM in April. Vicky's contact details will appear in the September Courier any events you would like promoted, she is the woman in the know!!

Don't forget any articles for the Area Showtime please get them to Bernie or me before the 8th of the month.

Congratulations to Northants Area £50 club shop vouchers, Peterborough £25 club shop vouchers and Cambridge £10 club shop vouchers please get in touch with Angie Hill at Club H/Q.

Congratulations to Colin Lindsay (Early Herald Reg Sec) who was presented with Member of the Year at our Stafford International. Well Done!!

A massive thank you goes to Claire and Nigel Hill for organising our family International Weekend and to all the volunteers that have helped to make this a pivotal show in our event filled year.

Don't forget we will be holding our very own first event (Manclins weekend) in September we hope to see you there.

We would like to extend a warm welcome back to **Alan Heaton** West Yorkshire Area Organiser returning from a period of ill health, (Well Done Alan!!)

Pip n Frank

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

Oops, a bit of confusion for our July meet, unfortunately not everyone read their Courier or remembered what we'd planned back in May.

On a cold, wet and windy evening Guy, Suzie and Molly set off for The Plough Inn at Grateley to investigate it's suitability for a regular meeting place. We decided to take the Bond 2+2 due to its useful addition of a roof but with its very low ground clearance it was an interesting journey going through puddles and floods on our way.

It was nice and quiet at the pub for quite a while - we were wondering if anyone else was going to join us on such an awful "summer" night however Graham bravely made the journey but, not surprisingly, not in the Spitfire. We had eaten at home but Graham decided to give their sausage and mash a whirl and pronounced it satisfactory. Shortly

afterwards John joined us, having had no problems navigating the flooded roads with his monster truck and Memory Map

There were a few other people in the pub but not too many to make it difficult for us to hear ourselves talk and food prices seemed very reasonable so it could well do fine as a meeting pub. However, it would have been nice if a few more people could have joined us to give their opinion. . . . More on this later . . .

The following week we had the Bruce Arms meet which was well attended with Burbage Bob, Graham from Hungerford and John, the Route Liaison Officer for Wiltshire for the MSA, who both authorised our Midsummer Madness routes and came along with his wife, Jennie on the run that weekend. Jennie came along to the Bruce Arms with him for the meeting along with two of their friends, Dave and Janice, from the Lancia Fulvia fraternity. Our host, Pete, even managed a few quiet minutes to join us so overall a very good turnout for that meeting - 9 people plus Molly dog.

... Following on from above ...

Bob told us that last month he and Ed had made the trip to Wherwell as usual. Neither of them having managed to read the Courier by that time, Bob having been away on holiday and getting back just before the meeting, so they both just thought at the time that no-one else had been able to make the meeting. It wasn't until afterwards that both of them read the Area News and realised what had happened! Whoops!

As we're running late writing this Area News we can report that we had a good turnout at **The White Horse in Thruxton** for the August meeting, with two Spitfires and two TR6s in the rather busy car park. A lovely hot day and a warm, dry evening so we were even able to sit outdoors for the first time at a meeting this year. Various routes were taken by those who attended but good to see that so many found the pub tucked away under the A303. We arrived to find that Robin and his other half were enjoying a meal in the restaurant - although having checked their menu online we had decided that the prices were a little high so had plumped for spag bol at home before we headed out. They both agreed that the food was good and not over-expensive for an occasional treat but perhaps a bit steep for a regular eating spot.

Robin has had an eventful few months, his Spitfire having been hit by another car on his way home from the SHVPS show at QE park near Petersfield at the end of May so being in for repairs since then. He has also replaced the rear spring and is very pleased with the improvement in the ride that gives him.

We discussed the effects of adding an overdrive to a previously non-OD car as both Robin's Spitfire and our Sybil need some adaptations to get correct readings from the speedos and odometers. It seems that Robin's speedo is reasonably well-behaved but he could do with changing the drive cog to get the odometer to read true, as opposed to Sybil's speedo (see Suzie's Spitfire article last month) which is both very badly behaved and over reading on the odometer by about 30%. definitely some work needing to be done there.

Both Ed and Southampton Bob are planning to go to the TR Register event at Malvern this weekend to pick up parts for their TR6 and we're hoping they also get to Stafford next week. Robin is also planning to go to Stafford with

AVON...CANTERBURY

Area News Review

the brand new tent he was given as a present!

We decided to give The Plough Inn at Grateley (SP11 8JR) another try next month so will be there on Thursday 13th September so that more people can give the place the once over before we make a decision on where to have our regular meets for a while. The pub is in the middle of Grateley village, about a mile from the B3084 junction and Grateley railway station, which itself is About 3 miles south of the A303.

Congratulations to John and Sue for becoming grand-parents again recently.

Guy & Suzie

AVON

Tel. 01454 327059

Thank you Tyler for taking the helm last month and producing a report which is more than I achieved the month before! To catch up on the events so far:-

- 1. Castle Combe action day just us, Steve, James and Andy from the club but weather was better than forecast. The Vitesse was loaded up including roofbox ready to go to France that night.
- 2. Classic Le Mans after chilling out for a week before the racing(with Colin) we managed to see most of the 24 hours. Having struggled to find the parking area for TSSC, we found out it was the camping area so parked our car up, explored and enjoyed the event and had chance to catch up with friends old and new.

Unfortunately our trip home proved more eventful - had to have recovery out due to rear wheel bearing. Then booked recovery back in UK as we were about to dock at Portsmouth and got taken to Paul for repair. A mention here for Peter James and their european & UK cover - everything went very smoothly and also big thanks to Paul for interrupting his holiday to meet us and take us to the train station to get home. Thankfully the car is now fully fit (thanks Paul) and ready for Goodwood revival.

3. Avon area bowling (lawn not ten pin) - myself, Chris, Angie, Mark and Mary joined Tyler who organised the evening along with a BBQ. Had to assemble the BBQ on site and Mark put the wheels on!

However, he lost brownie points by forgetting the gammon steaks and had to go to the shop for them. After a closely fought competition (I for one had never played before) I was in the final with Mary and Chris. Sadly I was eliminated and Chris just beat Mary but it was a close run thing. A great evening - thank you Tyler - and one I hope we will repeat in the future.

4. Last but not least August club meeting - it was great to see Mick and his mum with Sam and Arkell - hope we see you again soon.

We also had some new visitors to the meeting - sorry I didn't get your names but your Herald photographs look good and look forward to seeing the finished article. (target to beat is less than ten years isn't it Chris!).

Apologies that we had to leave early for Les to get to work but we start thinking about where to go for the Christmas meal soon, so any ideas or leaflets please bring them to the next meeting.

It turns out that some of us visited the Gloucestershire steam event in August - it is a huge show at South Cerney and need to think about a club stand next year.

Just leaves me time to remind you the next meeting is 3

TSSC AREA NEWS

September. Hope those of you able to go enjoy Stafford - we can't make it this year.

Tune

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

August already! Where is the "summer" going? On arriving at "The Duke of Cumberland" for our monthly meet we were surprised to see no club cars in the car park. Closer examination revealed that a 5 bar gate at the end of the car park was open and a double row of classic cars was parked up in a 4 acre field. What was this? All became clear when I was introduced to Neil, owner of said field and classic car enthusiast, who has kindly allowed us to use his premises for future Summer meets. Many thanks indeed. His car is worthy of note: a genuine Cobra in startling red and equipped with a 42 cubic inch motor which sounded, quite frankly, awesome. Ian, who has nearly completed his Cobra replica was stunned, particularly after Neil took him out for a quick spin to show him what the genuine article

We were also pleased to welcome Richard and Keith who brought along their Tiger super 6 and triumph TR5 respectively. Hope to see you again gentlemen.

We also had to say hello to Diane's new toy: a Mk IV Spitfire which now lives alongside their Gentry. Whatever you're doing Diane, it must be right so keep it up.

In addition we had the usual display of Stags, 2 Gt6's, a Vitesse convertible, a Tr7, a couple of 2000's (one with a 2.5 Pi fitted) and a couple of euro boxes which I won't mention. So a good turn out and a convivial atmosphere all round on a lovely summer evening. What could be better? Some customers from the pub came over and inspected the cars, so it was like our own little car show with no entrance fee and some chips thrown in for nothing!

By the time you read this in "The Courier" our three events for August will have been and gone, but they're worth a mention in case you read this online and fancy joining us.

On the 12th. we have the "Help for Heroes" show in Faversham, which is now under new management and promises to be interesting. This is followed on the 19th. by our postponed club run to Bentley wildfowl park and motor museum. Of course this is the same weekend as Stafford and some members will be attending this. As I reported last month, Del has offered to stand in for me at the AO meet at that event. Finally for August we have the Herne Bay classic on Saturday the 25th. for which I have 12 pre booked places. Many thanks to Mike T for doing all the leg work on that one.

In September we have no club events organised, so if you have an idea for a club event or run for that month please let me know. That's all for now.

IMPORTANT NOTE

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



CHESHIRE . . . CORNWALL

TSSC AREA NEWS

CHESHIRE Tel. 01625 425845 www.tssc.org.uk/cheshire e-mail: cheshire@tssc.org.uk

The first event of July was the Wilmslow Show. On Saturday (perversely with blue sky and sunshine) the show has been cancelled due to the weather. If our back garden is anything to go by, the show ground will be waterlogged and under water in places.

So it was a relief to get reasonable weather for the Oulton Show, where once again the Organiser hitched a lift in a Carmine Red GT6. The show seemed bigger than Tatton, with more space, and many cars to interest the attendees, one of whom seems to have obtained managerial permission to extend the Triumph fleet (the other is wondering what he is doing with two Triumphs). We also met Jackie on the Jaguar stand, and understand that a certain 12 cylinder car is getting closer to completion and the Spitfires may take a little longer. There were also tales of bridge demolition, thankfully only the car (and bridge) being damaged in the process.

Capesthorne was a bit showery this time round, as opposed to wonderfully hot and sunny in May. Consequently attendance was somewhat less than previously, and the autojumble quite a bit smaller.

Heap the Vitesse felt almost lonely on this occasion, but was relieved to hear of two Vitesse convertibles being reassembled in the locality (using the term 'locality' in a rather liberal fashion)

I'd been watching the weather elf schedule for our run out and the final schedule indicated light showers for the duration. We managed to get to the C&P in the dry, and it felt good enough to put the hood down. There would have been eight of us but John's Spitfire wasn't getting on with its new dizzy cap and leads and was misfiring, so was dispatched home to avoid problems in the middle of nowhere. So we set off and after a few minutes the skies darkened and we identified the water falling from the sky as scheduled rain, and stopped to put the hoods up (again) - some hoods went up faster than others. The rain gathered in strength for a while but had abated by the time we got to the Flower Pot. Actually, I think it's all Adrian's fault, as he was leathering off the GT6 when I spoke to him earlier in the evening, and this must have got the elves reaching for the 'downpour' selection. Further washing was needed after the run.

It was nice to see Derek (and more family this time) once again – we look forward to seeing this black Vitesse!

Our next meeting is on Thursday 6th September at the Cock and Pheasant. The calendar currently has no other events for the month, so there's no excuse! Something like 8:30 for 9 at the C&P, with a relaxed evening of Triumph talk to look forward to.

Henry

IMPORTANT NOTE

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

CORNWALL Tel. 01872 573763

www.//autos.groups.yahoo.com/group/cornwalltriumphs/e-mail: cornwall@tssc.org.uk

After the success and great weather of our Camping Weekend the weather turned on us. July was so wet that several shows and events had to be cancelled. The first to fall was the Padstow Steam Fair.

This is usually quite a big event and includes a good showing of classic cars, but despite being on the top of a hill, the ground was like a marsh and the event was cancelled shortly after it opened on the Saturday.

The same weekend Powderham Castle was cancelled, but that was done before the event started.

Being next to the River Exe and low lying, it didn't really stand a chance. Kernow Old Vehicle Club Show at Penhallow was another casualty, again at the top of a hill the field looked like it had been ploughed by the time the exhibitors had all gone in on the Friday. ... but August is looking better!

I might get my grass cut this month!!!

With all the show cancellations it has meant that we have had a quiet month, no one has reported going to any other shows so I'm not sure how successful other shows were. The weather seems to be keeping members indoors on meeting nights as well, so, all in all, it's been a very quiet month, much quieter than normal.

The run out for this year is the Swanage Folk Festival. There's quite a crowd going, camping, entering the Classic Car Show and travelling around on the Steam Trains (plus the odd beer festival) – sounds an idyllic weekend to me. We're going up on Thursday and coming back on Monday. If you want to join in, please let me know.

Route 38 at Trerulefoot is another good lunchtime meet for all Triumph enthusiasts.

If you're not sure where it is, drop me a line, but essentially it's at Trerulefoot roundabout (next to the Shell station) on the A38 between Liskeard and Saltash.

Those of you who have sent emails to me at the cornwall@tssc.org.uk email address will not have received any replies. It was only recently that I realised that it wasn't working, but it is now.

Dates for your diary;

SEPTEMBER

Fri 7th - Sun 9th Swanage Folk Festival, Dorset - Graham & Karen Whiting

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

Sunday 23rd Route 38, Trerulefoot OCTOBER

Fri 5th – Sun 7th Round Britain Reliability Run – Sally-Ann Quick

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

Still time to get your Triumphs out on the road before the winter layup, so we hope to see some of you about over the next couple of months.

I spotted a white GT6 MkIII parked outside the houses at the bottom of Truck Hill, Probus recently, it would be nice to see you at meetings, if you're reading this.

Keep 'em purring.



COVENTRY

Area News

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

Hi Everyone July brought a very mixed month with the weather, but it didn't stop the "Smiffy Spitty" all the time.

The first outing was to the Jaguar Heritage Museum on Tuesday the 4th, we managed to drive there with the hood down, met up with the rest of the gang, 14 in total and spent over an hour viewing the magnificent exhibits in the museum before progressing to the Brown's Lane Social Club for a noggin and a natter, while we were in there the heavens opened so it was a wet drive home, still a good night out.

Saturday the 8th saw us at the Bulkington Carnival with a display of 6 cars, 2 Spitfires, 2 Herald Convertibles, 1



Jaguar E Type and an Armstong Siddley. Once again the day started nice and fine, the sun came out and we were getting sun burnt, the crowds were pouring in and there was a lot of interest in the cars, then at about 3.00pm we had a sudden gust of wind which lifted Sharon and Steve's Gazebo up and deposited it on our cars, wrecking out the gazebo, as we were trying to pick up the pieces the heavens opened again and it was a mad dash to get the hoods up before we got soaked, that brought an enjoyable day to an abrupt end. Sorry about the Gazebo Steve and Sharon.



Tuesday 10th was the first Heart of England meet of the month at the Griff, what a horrible night, we rang Paul & Joan to say we weren't keen on going and to our surprise they were already on the way in their VW Camper, we thought what a good idea and we jumped into our Talbot Express Camper to join them, there was only half a dozen cars turned out, but we still had a great night out camping, see photo. (WE WILL ENJOY OURSELVES).

The Birdingbury Country Show on the 14th and 15th was cancelled due to the weather and has now been rescheduled for the 29th and 30th of September. So if you hadn't entered and would now like to, you have a second chance.



Sunday 22nd was our DAPOS Day run. Drive And Picnic

TSSC AREA NEWS

On Sunday. Planned by Maurice and Ann, we met at the Harvester on the A5 at Hinckley, 7 cars in total, to embark upon a great run through the lanes and villages of Leicestershire and Warwickshire to conclude at Church End Brewery, Ridge lane, Nuneaton, a great venue to have a picnic, a bit windy but the sun was glorious and the beer even better. "The sun always shines on our DALOS Day" Tuesday 24th the second Heart of England meet at the Griff and what a difference from the last one, the weather was beautiful, over 90 vehicles turned out, 15 of them were Triumphs, plus a couple of specials based on Triumphs, a very enjoyable evening.

Sunday 5th August was the Mary Ann Evans Hospice Run, over 90 vehicles took part, starting at the hospice which is next to George Elliot Hospital, we were all treated to a bacon butty, tea or coffee before we set out on a 40 mile run ending up at Bosworth Water Park, it drizzled throughout the run, but not enough to put the hoods up, on arrival



at the park the sun began to shine again so out with the picnic basket and another enjoyable afternoon was had by all. The car of the show was won by a TR4. A Triumph wins again. Then guess what! over came the thunderstorm and it was a mad dash home for everyone.

Tuesday 7th August our monthly meeting at the Bull & Butcher, well the weather was a little better at last although it did start to drizzle when we first arrived, but after a nice meal and half hour in the snug it stopped and we were able to return to the paddocks for the rest of the night which saw a good turnout of 11 classic cars, which included 4 Spitfires, 2 Herald convertibles, 3 TR6's, a TR4 and a Moggy Minor. plus 3 more classic car owners who weren't in their cars for various reasons, making a very good turnout, in total 25 people. A special welcome to David Martin and son James in an immaculate TR4 IRS, also to Chris and Kathy Graham in an equally immaculate Spitfire Mk IV 1300 nice to meet you all.

Three new events for your diary: - Saturday 18th August Church End Brewery Classic Car Show, Ridge Lane Nuneaton, starting at 12.30pm. Open to all just turn up, we will get there about 2.00 pm.

Next, Sunday 19th August, we have been invited to put on a display of cars at a Fete at Cow Lees Care Home, Astley Lane, Bedworth CV12 0NF, from 2.00pm to 5.00pm, John the owner is a big classic car enthusiast and will have a number of splendid cars of his own on display, there will also be a BBQ and beer tent, just turn up, see you there. Saturday September the 8th Polesworth Carnival, 10.00am to 5.00pm Entry is £3.00 a car, but if we go as a club it is only £10 per Club so let me know if you want to



COVENTRY . . . CUMBRIA DERWENT VALLEY

TSSC AREA NEWS

Coventry Continues

go and we will split the entry fee between us all.

That's all for now, enjoy your classic motoring and have a Triumphant month.

Phil & Lun

Forthcoming Events :-

Sunday 26th August Coventry Run starting this year from Stonleigh NAC Centre. see website www.festival-of-motor ing.co.uk

Tuesday 28th August. The Heart of England meet at the Griff. 7.00pm

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 www.info@shackerstonefestival.co.uk

Saturday 8th September Polesworth Carnival 10.00am - 5.00pm let us know your details.

Sunday 9th September HoE meet at the Griff 11.00am Sunday 23rd September Kettering Vintage Rally at Cranford, a big event, lots of steam engines etc See: www.ketteringvintagerally.co.uk

Saturday 29th & Sunday 30th Birdingbury Country Show in conjunction with Heart of England or Tel 0130 727110 e-mail petermichaeltaylor@talktalk.net

CUMBRIA Tel. 01229 474077 e-mail: roy.anne@tiscali.co.uk www.tssccumbria.co.uk

Le Mans Classic, July 2012. Seven cars from the area made it there and back in one piece with only one minor breakdown, a broken clutch pipe on Trevor and Barbara's TR8. We all thought that we would leave the rain behind and experience some of the fantastic weather that we had in 2010 but it was not to be. The rain seemed to follow us wherever we went, but it did not dampen our spirits. 5 cars travelled form Portsmouth to Caen on the over night ferry with Alick and I taking the Fast Cat ferry from Portsmouth to Cherbourg with us all meeting up at the camp site at Matragny.

As soon as Alick and Jim arrived in France with their Spit6 towing the trailer with two bikes on the top, everyone wanted to take photo's of it. The trailer is the front end of a GT6. The locals would stop us in the streets as we were passing through, just so that they could get a photo. Their was plenty of time for site seeing this trip and everyone took advantage of it, with trips to the Monastery at le Mont-St-Michel and the D Day beaches. It is a lot of years since I first visited these sites and a lot has changed; they are not just a beach and some flags any more. The recently finished museum at Utah beach shows a complete history of the landings and life in the area in 1944 and is well worth a visit.

The TSSC camp site at Le Mans requires some setting up and dismantling and the Cumbria team stepped up to the mark and volunteered to install and dismantle the electrics, bar and Satellite TV. I have received a letter of

thanks from HQ thanking the Cumbria area for all their hard work, which has been rewarded. I would like to take this opportunity to thank the Cumbria Team, Dave Alick, Jim, Ray, Des, Mike, Trevor, and the ladies for their help behind the bar, Barbara, Sally, Carol, Anne, Esther and Gill. You all have certainly put the Cumbria Area on the map and it has been a privilege to be your AO. For our two week trip to France, Anne and I in our Spitfire covered 1400 miles round trip at a cost of just below £1000. This included petrol, Ferry costs, camping costs, food and entry into Le Mans and various other entry fees.

The next Le Mans Classic will be July 2014 which will celebrate 50 years of the Spitfire winning its class. Who is Going?

As this years Le Mans was such a success the Cumbria team are going to **Spa in Belgium**, **end of May next year**. It may seem a long way off but if anyone is interested in going then please get in touch with me. You don't have to go in a Triumph if it is not up to it. You can go in a Eurobox. The same applies to Le Mans 2014.

Ripon Show 29th. After the Le Mans trip few members were not willing to camp for the weekend. The majority of the Cumbria area booked into accommodation with Anne and I staying at Hotel Alick. For the second time we joined forces with the Lancashire group for a joint club stand and had 14 cars on display which made a big impact. A lot of interest was shown during the day from the public which resulted in me handing out a few Club membership forms. Another very good show with plenty to see and do with a very good car boot next door.

Forthcoming events: 27th August, bank holiday Monday, we have been again invited to display our cars at Bootle Show. This is a small village show with dog and ferret racing. Sunday 9th Sept, Barrow Classic Bike and Car show at Vickers sports club, Hawcoat Lane. Our cars need to be in place by 10.30am. There is no entry fee for these events but please let me know if you are coming so that I can arrange enough space for the club stand.

Selkirk Show 15/16th Sept, I have booked the Cumbria area for this event. Camping is again available for the weekend.

Welcome to the Area to new members, Anne Dodge, Jonathan Harrison and Peter Eagen. Hope to see you at one of our meetings. Safe Motoring,

DERWENT VALLEY Tel. 01623 487323 www.derwentvalley-tssc.org.uk

e-mail: roger@derwentvalley-tssc.org.uk

Hi everyone. Well I think summer might be here at last but not too sure about all the rain we might have had. Our July meet started off at Smalley Common with John Eade's famous treasure hunt which took us out and about in Derbyshire and finishing off at a pub near Belper. Here we toted up our scores which revealed that Angie and Colin won overall but it was a close second with Kim and Paul and Anna and Richard 3rd. You guessed it Julie and me came last after missing a lot of clues and winning the wooden spoon.

A mid-week outing was Long Lane. A typical old English village fete with a brass band, hog roast, bric-a-brac stalls and lovely homemade cakes and trifles. Roger and Paul

DEVON



over indulged with 3 giant roast pork cobs each plus trifles and cakes. As with every event this year it chucked it down with rain. Good job the event had been moved to a farmer's barn. Paul was spitting feathers, as he had bought several tickets, when Roger won the 18 year old whisky after buying just one ticket.

Our main event for July was the classic weekend at Silverstone which was fantastic, with good company, plenty to do and see. The evening entertainment was good and even the sun came out...what more could you ask for?

We were hoping for better weather for our August Fish and Chip run and we got it. So with tops down 2 Heralds, a TR6, a Stag, a Spitfire, a Vitesse and a few moderns head off on Gary's mini run which lead us on a tour of Derbyshire before arriving at Ripley for some Fish and Chips where the restaurant kindly stayed open a little longer to feed us all. Despite several tractors wanting to join in and the Stag giving cause for concern everyone had a great time...Thanks Gary.

Dates for your diary:

4th September Monthly Meeting at Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY] All Welcome.

8th September Clay Shooting. Lowe Lane Shooting Ground, Swarkestone. DE73 1JA. Tuition, guns and cartridges provided. It all starts at 2pm and is only £35 per person.

14th to 16th September TSSC Manchester Camping Weekend – Derwent Valley are attending.

21st to 23rd September Mile of Triumphs - Norfolk 2nd October Monthly Meeting at Smalley Common Ex-Serviceman's Club from 7:30pm. [DE7 6FY] All Welcome. 7th October Triumph Day At Duxford.

14th October The Derwent Valley Bowl at Smalley Common Ex-Serviceman's Club from 2:30pm. [DE7 6FY] All Welcome.

Regards



DEVON Tel. 01548 821348 www.northcotts.clara.net/tssc/devon e-mail devon2005@tssc.org.uk

July continued as wet as June and we lost Powderham Show to the weather. However the following week several of us met up at Exeter Racecourse for the Historic Transport Club's Coastal Run. We took the Herald and met up with Allan & Jackie (Vitesse), Maurice & Mary (Spitfire), Brian & Anita (GT6) and Glen & Vyta (Stag). Another couple of Triumphs joined us for the run, Ann and Andrew, TSSC members from the Avon area in a lovely Vitesse, and Mike & Pam from Dorset in a late TR7. The weather had necessitated a changed route but we managed to stop at Teignmouth for the all important breakfast stop, before driving the coast road to Torquay and a stop at Goodrington. Sitting in the sun it was almost like summer! Then on to the revised finish back at the Racecourse instead of the usual stops at Buckfastleigh and Boyev Tracey where the ground was waterlogged.

North Devon's proposed meeting at the Jubilee Inn was, like most of the summer, a complete washout, heavy rain causing everyone to stay at home, but they are hoping for

TSSC AREA NEWS

better weather in the winter!

For once it stayed dry for July Club Night the following week, which brought out a good number of cars. There were four Vitesses on show, Gerald's, Steve's, Bob's and new members' Graham & Wendy. This latter car turned out to be one we have known previously in Devon Area having spent some time in Somerset. Also out was Jas with her Dolomite, and the Spitfires of Mark & Jane and Mike. Second new car on the block was Hugh's smart Carmine Stag which he has recently acquired and like us, was taking time to become accustomed to the vagaries of the hood system.

The summer continued for a short time, to allow five cars to attend the Marines' Families Day at Lympstone, our 13/60, 2 Vitesses, Allan's and Ian's, Brian's GT6 and Maurice's 1500 TC. The following day, Derek and Martin drove down from Somerset to join us at the Paignton Green Show, where we displayed Steve's Stag, Julie's TR7, Steve's Spitfire, and three 13/60 convertibles, ours' Derek's and Martin's. Julie's car was promoted to the front row a change she much enjoyed after being 'relegated' at last year's Powderham! As Derek said, it was unusual to have three good 13/60's out, but we were not in with a chance for the Best Stand – must remember the flowers next time! We think that the award for Best in Show went to a Stag. not sure whose, but of course cars on Club stands are at a disadvantage as they don't get judged individually. The same weekend, a number of Devon cars joined Colin at Boconnoc which was a show they enjoyed, so we will try to put it on our calendar for next year.

We were hoping that the beginning of August might 'herald' summer - no chance, as the morning of Mt Edgcumbe Show dawned the same as so many - torrential rain and Met Office warnings. Despite this, a hardy band still met at Pear Tree Cross, Jas & Dan in the Dolomite, Allan & Jackie in the Vitesse, Mark & Jane with the TR7 and Hugh with son James in the Stag. Ian & Karen took their lovely Mini and we are ashamed to say that we took the modern. At Trerulefoot we met up with Graham & Wendy in their Vitesse convertible, along with the St Austell crew of Colin & Karen (TR7), friends Richard & Shirley driving Colin's 2000, Carol with her Spitfire along with Colin's friends in the Vauxhall. After the lengthy drive down to Mt Edgcumbe, we met Julie & Paul (TR7) there. Ann & Richard (Herald) followed on, together with new members Stephen, Lisy and their son Harvey with a really nice example of a late Vitesse convertible in saffron. The heavy showers continued all day but it was a better day than we had expected. We met up with Malc & Jan (modern today), Mathew & Lisa with their Stag and also Stephen who has just about completed his GT6 restoration, and Paul & Penny, still wanting another Triumph but having to get Penny's horsebox back on the road first. We had a fleeting visit from Shaun, auditioning for a James Bond part (?) – rising out of the sea in his wetsuit after swimming ashore, then roaring off in Shaun-style from the beach. Hugh had a transmission fluid leak on his Stag but made it home after buying ATF at the garage, using a fair bit to get home without incident.

A very warm (but not as running too hot!) welcome to the many new members who have joined the Club in the past month or so. We look forward to meeting you and your

Area News Review

DEVON...ESSEX

TSSC AREA NEWS

Devon Continues

Triumphs shortly. As I write, our newest member is **Alistair**, a very near neighbour of ours, who has just acquired a lovely MkIV Spitfire, having driven it back from London successfully, following the car having only done one, yes one, mile between previous MOTs. We know the car is intended for son Tom who is also now a member, but having only just turned 16, will have to wait a bit to drive his car, so Dad can enjoy it himself for a year!

September Events

Sunday 2nd is the annual informal show at Thornfalcon, near Taunton. We will meet at Exeter Services at 9 am to drive there, and hopefully will have a drive back via Exmoor. This is always a good show, and an opportunity to catch up with members from East Devon and Somerset. North Devon sub group will meet on Thursday 13th, as usual, please check with Steve Wilkinson 07968 702611 where they are meeting.

Wednesday 19th will be Club night at the Star Inn at Liverton where all members are welcome.

On Sunday 23rd September is the next South West Triumph meet at Route 38 cafe, at Trerulefoot, on the A38. Our group will as usual meet up at 10am at Pear Tree Cross, Ashburton before making our way to Cornwall – passports at the ready. If you have not come along before, the aim is to get there around 11am, have an informal get together and maybe a good lunch, before having a pleasant drive home to Devon. Everyone is welcome, from all Triumph Clubs, and even those who have not joined us yet! We usually end up driving past Mick Lewis' door – will he join us this time?

DEVON DIARY

Sunday 2 September Thornfalcon show Thursday 13 North Devon sub group meet Wednesday 19 Club Night at the Star Inn Liverton Sunday 23 South West Triumph Meet at Route 38 (Trerulefoot)

Sue & John

ESSEX Tel. 01375 672072 www.freewebs.com/essextssc

Once again this month you shouldn't need more than the one cup of coffee. The reports are getting shorter due once again to circumstances. First the weather is still not very ideal for car shows and runs out. We spent this Sunday in a thunderstorm under the fishing umbrella more about that later! The mains issue this month has been Joe and his Mini saga. Since he passed his test we have been working hard to get the Mini back on the road, we have spent 2 weekends and 2 weeks in the evenings getting it ready for MOT but sad to say it still failed MOT with some (what we thought were) minor issues, but those have turned out to be big ones.

We have managed 2 shows recently, there has still been so many shows called off due to boggy fields. Janet has been a bit better and has been supplying the cups of coffee and plasters when needed. My office - Joe's mini has been an ongoing project but I also managed to change one of the U joints on the Spitfire in a couple of hours with Joe's help. It has been needing doing for at least a couple of years and the old U joint was in a bit of a state when I got it out. Had the Spitfire out the following day and it is a whole lot better.

Out and about - Only managed to get out a couple of times this month.

Club Day July - In the car park were: myself in the Spitfire, Janet & Joe TR7, Ian Spitfire, Chervl Pl. Brian and Jean in Lightning McQueen. So although it was only 5 cars we managed to fill one corner of the car park. Unlike the usual spot we have at the Halfway House, where it was coned off for a christening. So we decamped to the other end of the bar area on the raised up platform and spread out. After the usual food and chit chat, the boys went out to look at Lightning, with some new modifications on the paintwork and a smile. A lot of admirers today as there were a lot of children arriving for the christening. Later on we were ioined by Wesley and his missus, (sorry still can't remember your name!) and very good luck with the baby to be and also Ray and Wendy (bet I got that wrong too!) Must get Janet to make a note of the names! So there was a lot of chit chat. Joe was telling us all about his Mini and how hopefully in a couple of weeks it should be on the road, he has done the head gasket, new water pump, and loads of other stuff, it did start up first time but there was a problem with he gasket he had used, so has ordered a new one, he will get used to these little setbacks having a classic car! He is desperate to get it going; having had a few setbacks along the way, the end is in sight. The pub was very busy today and even later on we were joined by Bronwen. Stuart and Jack. Jack enjoyed being the centre of attention! Once again, too soon, the afternoon began to come to an end. At one time 3 of the 5 cars had their bonnets up and there was much discussion going on and it wasn't in the rain! We chatted about the forthcoming road run in September, which is coming together quite nicely. So about 4ish we all set off home getting the cars away before some rain later on in the afternoon.

Eight Ash green - At last the stars must be aligned, the weather is good and Janet can breathe, so it is off to a show at Eight Ash Green, this is a small music festival that the Mini Club have attended for a few years and we had an invite through Ian. No early start, even better, we meet at the Halfway House, with 4 Triumphs John, Donna, in their Herald, Ray, Lesley in their Herald, Ian, Cheryl in their Spit and Janet, Allan in our Spit. We picked up Brian, Jean in Lightning on the A12 and were soon at the gate into the field were it was. All stop for a reckie of the soft spots before going on to the field. We all negotiated the soft spot without any drama and got parked up and kettles on and settled in, we did have to push some other cars out of the mud (modern cars) There were two music stages with different artists playing all day, it was a good day listening to music, chatting with friends, and catching up, as we haven't been out that much this year. We were joined by Bryan and Jean's son and Grandchildren in their Stag, the girls were buying up the soft toy stand, Janet was spending on the book stall and Donna was modelling a new head band when lan came back with a large chocolate cake he had bought - cake all round then. The event went on to midnight but we only stayed till five. We did another inspection of the track out which by now was cut up a bit, as we went

ESSEX...HALLAMSHIRE



to leave there was a van stuck that needed a 4x4 to tow it out but all the Triumphs drove out without incident, aren't we good drivers?

As we came through Basildon on the way home, I thought lan's throttle was stuck open as he sped off. I had to chase him to see if he was all right, 4 roundabouts and lots and lots of fun later (just imagine the police report "I have two old cars with even older men thinking they are boy racers") we got back to lan and Cheryl's his throttle was ok, it was working fine all the way up to 6500 revs.

Military and Flying machines, Damyns Hall aerodrome Once again we were woken to the sound of rain in the early hours, so it was a nice surprise on getting up that the sun was shining. We had hoped to take one Triumph and the Mini but circumstances meant that we took both Triumphs. We met up with Lesley and Ray, lan and Cheryl at the Orsett cock roundabout and headed off to the meeting place to meet the others. On arrival John and Donna were in the car park waiting. We were soon joined by the rest of the gang and Fiona we met at the venue, which meant we had 11 cars in total.

A brilliant turn out for the day.

We quickly settled down in a nice row, organised by the show, or so we thought, but we were soon squashed in by another row, no room for the gazebo today, which was a shame as it looked like it might be nice and hot. A few of us opted for bacon rolls (thanks Lesley) and some headed out to look at the show. A bit later on in the morning just before lunch, the clouds came over really back and before you could do anything, down came the rain, all the soft tops had to go up in quick time but everyone got wet and we all huddled in the cars under umbrellas, but it got worse and worse then came the thunder and lightning, it was a bit scary. But as soon as it came it was gone and bright sunshine followed. We all dried out in the sunshine I do know how to show a girl a good time! We had lunch and once again headed out to have a look round but it was extremely muddy so gave up. We had a birthday celebration - Lighting McQueen was 40 years old and jean and Brian also celebrated 1 year of ownership so we had choc birthday cake and drinks - Happy Birthday Lightning!

At about 4.30 we decided to pack up, some stayed for another cup of tea, we were home within the hour. Up and Coming quite a lot for **September** let's hope the

weather is going to be kind!

Saturday 1st THE BUNTINGFORD CLASSIC Buntingford, Herts Sunday 2nd KENSWORTH VINTAGE AND CLASSIC CAR RALLY Kensworth, Beds.

Thursday 6th – Sunday 9th BEAULIEU ROAD TRIP Canterbury, Romney, Hastings, Beaulieu Lyndhurst and Mercedes world staying in hotels overnight before finishing at Beaulieu Contact. Me on 0771 544 9332 if you are interested

(though you may have to book into different hotel by now for the first night but the rest are Premier Inn so could have free rooms still).

Sunday 9th COLCHESTER LIONS VEHICLE SHOW Lower Castle Park, Colchester Sunday 16th CLASSICS ON THE GREEN Croxley Green. Herts

Sunday 16th MONTHLY MEETING The Halfway
House We will be at club
Saturday 22nd / Sunday 23rd KINGSFOLD

TSSC AREA NEWS

VINTAGE RALLY Wattlehurst Farm, Kingsfold, West Sussex

Sunday 23rd A AND J FUNDRAISERS SHOW Purleigh, Essex Saturday 29th DACORUM STEAM AND COUNTRY FAIR Hemel Hempstead, Herts Sunday 30th BATTLESBRIDGE GRAND MOTORABILIA DAY

Battlesbridge Antiques Centre Club stand

I have organised a little tour at the beginning of September. I have at the moment 3 cars and 3 couples going, we are looking forward to it as this will be something very different. Hotels are booked and route books are just now finished and going to be bound. If this is successful we are hoping to do the same next year and head for the Isle of Wight for the May bank holiday weekend that they organise so watch this space. Will be checking out the camp site when I am there in the next couple of weeks. We are also heading out for Mile Of Triumphs this year and have joined in with Ian and Cheryl with a caravan, so September will be a busy month! And expensive too!

We are also planning to go to the dinner and dance at HQ, already we have 8 of us interested in going, we have requested our tickets, just hotel to book, so if anyone is thinking of going you won't be on your own. Those of us that went last year had a fantastic time.

Birthdays this month are: Ian Eustace on the 7th Lesley Goldstone on the 22nd and Lesley Wing also on the 22nd , Dave Bullman on the 28th and also our little jack who will be one on the 28th

Finally a new addition to the report, a big welcome to new members who joined in June (taken from last month's Courier) are Kirk Baker, Mark Kimmens, Michael Brown, Steve Cox, and Peter Webb.

HALLAMSHIRE Tel 07837 110325 or 07809 655388

e-mail: ade@adrianhadfield.wanadoo.co.uk

Hi all. Another month gone by more rain but hey its England, no point griping about it let's just get our cars out and enjoy things as best we can, which is exactly what we did for Silverstone.



Thursday afternoon

saw ourselves and Paula & Michael with caravans on tow arriving at a quite wet/damp Whittlebury Park, picking our choice of field we quickly tried to set up camp (see image) yes mud up to axles of the caravan but Michael/Whittlebury staff to the rescue and we managed to set up avoiding any of the wet stuff.

Friday morning saw us tentatively arrive at the circuit donning wellies/boots, rain showers and mud didn't stop a good day including our kids getting to drive Fiesta's/Focus's round the Porsche test track – all free courtesy of the AA.



HALLAMSHIRE HERTS & BEDS . . . ISLE OF WIGHT

TSSC AREA NEWS

Hallamshire Continues

Night-time saw us trudging thru the fields to watch the evening entertainment culminating with Mike & the Mechanics who were brilliant.

Saturday saw more members join us, the weather changed and we had a great day again mainly looking at stalls, the racing and enjoying more hospitality from the AA, this time off road passenger experience in Porsche Cheyenne's and the kids did more laps in the Fords. Night-time again saw live music and with good backing groups but massively let down by Adam Pants (Ant) the first bad act at Silverstone in four years even Jedwood was better two year ago.

Sunday saw us concentrating on watching the racing and a procession lap around the new circuit in the Vitesse, also saw Tetra Electra on stage, all in Glorious sunshine. Another great Silverstone classic it's a pity more mem-

bers didn't make this year as it really is a cracking weekend full of things to see and do .



Parade lap

Events coming up :-

Sept 4th South Yorkshire Meeting
Sept 4th Derwent Valley Meeting
Sept 14th to 16th Manchester camping wkd
Sept 17th Hallamshire Meeting
Sept 18th South Yorkshire Meeting
Sept 21st to 24th Mile of Triumph at Great Yarmouth
New Venue

Sept 24th Notts meeting

Julie & Adrian

HERTS & BEDS Tel. 01582 750943 e-mail: peter.h.lewis@ntlworld.com

Hi Folks, again the weather continues to play havoc with so many classic and charity events all over the country, with the demise of a waterlogged Kimbolton Classic, we decided to arrange a drive out for a joint meet up with Northants Area and convoyed one of Rob's routes through the countryside to Cannons Ashby, a National Trust stately home for the Loo's and a coffee and bun fight in the cafe, what a cracking day out Rob's route gave us a varied 45 miles of ups and downs, with 21 cars in convoy, all arrived in a line.

Our Best Area Car Award was picked by Matt the new publican and he scoured and admired the 30 cars on

show, dodged between the 45 members lurking feverishously around the pub parking and decided that Pat's Blue Bond 4S was 'cool', so well done Pat, you have won the cup and will have the Kingfisher shield engraved for you to savour for a year, there were some cracking cars parked up, it was a very hard choice, and what is a record attendance since the area started. Well done to everyone who made the effort. Hope I didn't miss anyone, it was just a bit 'busy'.

By the time you receive this we will have been to Panshanger revival, Stafford, Quainton, and you've just missed the bank hol pub meeting on the 27th.

As an area we are now on the closing stages for organising our 19th Duxford event due October 7th. I have a full compliment of volunteers.

Its all coming together to be one of the largest gathering of Triumphs before the winter sets in, traders are becoming hard to encourage to give their time, but we soldier on.

The next area meet is still the Three Moorhens, Hitchin on Monday Sept 24th

That's all folks

Peter

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk www.triumph-iw.co.uk

Since my last report, we have been to the Old Gaffers Festival, a scorching weekend with lots going on, live music, dancing, market stalls, steam engines and of course cars and bikes to admire.

Marcus and I went to Classic Le Mans this year which was great fun as usual, thanks to Claire, Nigel, Chris, Angie and the rest of the TSSC team for making our stay in a dusty field into a proper campsite with showers, bar and warm food too. It is really special seeing all the classic cars driving around France, the atmosphere is quite something. Also thanks to Jane, Vicky and Andy for booking and cooking.

Back in the UK the sun came out again and the rain stopped which brought out the classics, my Spitfire enjoyed a lovely run out last weekend. The next thing on our agenda is the International Weekend at Stafford, Carol is going too and has been making her costume for the Saturday evening party, can't wait for the unveiling!

After that a few of us are off to the Spitfire Weekend in Holland, which we are looking forward to, we are going through the channel tunnel and have a few chalets booked. It is always a friendly affair and we are certainly made to feel welcome

If you need any information about any of the events, you can come along to the meetings, check out our website **www.triumph-iw.co.uk** or give Angela a call.

September:

Sat/Sun 1/2 Wolverton Manor Garden Show Fri/Sun 14/16 Goodwood Revival Sat 15 International Charity Classic Car Show, Newport

Sun 16 International Charity Classic Car Show. Ryde Mon 17 Area Meeting, The Woodmans Arms, Wootton 8pm October:

Fri 5 23rd Club Triumph Round Britain

LEICESTER & RUTLAND MANCHESTER . . . NEWBURY



Reliability Run
PLEASE SPONSOR CAROL, TEAM 39
Mon 15 Area Meeting, The Woodmans Arms,
Wootton 8pm

Sun 21 Afternoon Tea Run with the VHVC 2pm
Newport Football Club
Sun 28 Headlights Run with VHVC 2pm Sea Stre

Sun 28 Headlights Run with VHVC 2pm Sea Street Car Park, Newport

See you all soon, regards

Tracy.

LEICS & RUTLAND Tel. 07774 276564

Beaumanor Hall Classic Car & Transport Show - Cancelled. Rockingham Castle Steam & Transport Show - Cancelled. Foxton Locks Show - Cancelled. Area Picnic run - Postponed. That was July, mid summer.

However August and spirits have been lifted. Six club cars travelled to Shugborough Hall Classic Car Show on Sunday 5th August and met up with Stafford area, etc to bring the total club cars to eleven. Ninety minutes to travel to the venue, same time queuing to get in to the show. Triumphs do not do stationery with the engine on, very well. The odd shower during the day before the storm of all storms preceded us as we travelled back towards Leicester. Managed to keep the hood down, but the roads were awash.

Weather permitting several members are hoping to attend the Ruddington Station Summer Road Transport Gala on Sunday 12th August followed by the International Family Weekend at Stafford over the 18/19th August. Most area members are either there for the whole weekend or hoping to visit for the day.

To round off August the Bank Holiday weekend and a few members will be at the Earls Barton Vintage Rally giving them just enough time to recover before we set out to Woodhall Spa and the Lincolnshire Area weekend of August 31st to 2nd September. We have agreed to support Garth having given the Shakerstone show a fair few years.

Lubenham Scarecrow weekend is 8/9th September when over 120 scarecrows invade the village. Lots of stalls, events and a chance for us to display our cars within sight of HQ.

Beaumanor has been re-scheduled for Sunday 16th September and then the following weekend its the Norfolk Mile of Triumphs at the new, bigger and better venue.

Please let's hope summer arrives for what looks like a busy few weeks.

Fingers crossed

Dave

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

I finished my last report with 7 weekend events, 6 of them in torrential rain well I have nothing to report as nothing has changed.

The Area BBQ was a mixture of Sun and downpours but that didn't spoil a thing. Jez and Debs live in a very beautiful part of the country and share their lovely home with hens, cockerels, sheep cats and horses and of course The

TSSC AREA NEWS

Manchester Area, we had a brilliant weekend with the Rose Queen fete on Saturday and a fantastic BBQ Saturday night. I would like to thank all the members that contributed from cooking curries, spag bol and chilli to the fantastic various marinated meats (Ler) and Chris with his Cypriot lamb (mouth-watering)

The fantastic sweets (tiramisu) being one of the favourites, it was all fantastic, thank you to everyone that contributed. Sunday we went on a fabulous run through some beautiful and stunning country side partaking in Huuuuge!!! Ice creams at the farm shop.

Thanks Jez and Debs we had a ball!!!!!

Next Outing was at Oulton Park this is a new event organised by Stuart Holmes (Tatton Park organiser)

It was a fantastic weekend!!!! We had a stand in a prolific space next to the race track where we observed fantastic classic car racing plenty of auto jumble and the camping facilities were top class.

We had the pleasure of spending Friday and Saturday with Louise who is looking really well (no room for complacency yet though) but she looked beautiful, incidentally stuffed me at 'zoo am l' and earned herself a couple of squid from the tooth fairy??

Sunday morning we all gathered on the track and enjoyed a cavalcade 3 times around the circuit it was bazzing!!! But the biggest congratulations go to the award winners over the weekend.

Saturday Best Spitfire Steve Openshaw in Millie Spitfire 1500 (Stunning)

Sunday Best Spitfire Ler in Pal Spitfire Mk111 (beautiful) Jez in his TR6 lovely.

A II the Triumphs on our stand are worthy of a prize as we have some of the best examples and I am so proud of all of the Manchester Area. Oh did I mention we also won highly commended stand for the second show running, well I'm not a one to brag??

Brecon Beacons will have taken place too late for August edition so a full report will be in our **September** edition of the Courier.

The Xmas Doo will be held at Village Hotel Cheadle if you require a room booking at the hotel the number is 08449 800232 (for off peak rate)
And finally

Dates to remember in September

4TH Sept Tuesday Area meeting Barton Aerodrome 8/9th September Sat/Sun Festival of transport High leigh Garden Centre

14/16th September The Big One!!!
Manclins Weekend

Bring me sunshine!!!

Pip n Frank

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

We are now meeting at a new venue: the Berkshire Arms on the A4 at Midgham, east of Thatcham, easy to find, next to the Premier Inn. After 13 years in one place it was time for a change. Our first official meeting there was well-



NEWBURY NORFOLK . . . NORTH EAST

TSSC AREA NEWS

Newbury Continues

attended and it was good to have our own dedicated area in the pub. There is ample parking and most of us were able to park in front of the window.

No shows to report on, this being a quiet time in the area and lots have been cancelled due to the weather. However there are a few events in the pipeline which we hope will be able to go ahead. The TSSC International will have come and gone by the time you read this, report next time. Shalbourne classic car show is on 23rd September which is always a good village event and Thatcham Classic Car show is on 13th October. Both these events are just turn up, no pre-booking required.

Good turnout at the Berkshire Arms at the beginning of August. Great to see Andy's Vitesse back on the road after all his hard work – just ready for the Vitesse Anniversary at Stafford. Dave has now got the Yellow Peril Spitfire, which we bought from Ian, back on the road so we came along in that along too. Shortly after we arrived Patrick parked alongside in his Java green Spitfire. There were Christmas meal details at the pub and as most regulars from the area were there we decided, after discussion, that we will have our Christmas meal there on our normal club night in December.

As always, please check your e-mails when events are coming up as I may have further information about them.

Next Meetings

12th and 26th September At the Berkshire Arms on the A4 at Midgham, east of Thatcham, starting at 7.30p.m.

Events

23rd September Shalbourne Classic Car show 7th October Mystery pub lunch. Pre-booked only. 13th October Thatcham Classic Car Show on Dunstan Green.

Keep 'em flying

Mary and Dave R.

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

Hi everyone. Well what a summer, wet weeks, hot weeks, but at least no cold weeks....yet! Hope you are all out enjoying your cars, July started well with Poppy Day at Holt. John and Brenda highly recommend this for next years calendar, lots to see and do, with the added bonus of a run on the steam trains to Weybourne and Sheringham and back, either on the trains or by classic buses.

We are aware that several people went to the Classic Le Mans (6th - 8th), but were unable to make the meet to give us an update, so we will look forward to their report later. Also on the 8th was the Charles Clark Rally, starting at the Pigs in Edgefield and finishing in Bressingham. The rally raised £650 towards Happisburgh Inshore Lifeboat. The run was good, although the cold bacon butties at the start were a disappointment, along with the inclement weather. Tibenham also suffered in like manner on the same day, as the weather stopped some of the planes from flying and

undoubtedly discouraged some people from taking their cars out. Nonetheless a number of us attended and even shared our gazebo with the local constabulary (6 Police Officers at one point) to assist cordial relations and to stop us all getting wet! We had a good turn out of Triumphs, from various clubs together with an assortment of other vehicles, including those hardy soles from the Military Vehicle Register, which put on a good show.

The weekend of the 20th - 22nd was of course the Silverstone Classic, another wet weekend, well nearly, but not any where near as wet as the Grand Prix, thank goodness. Adrian and I stayed in a hotel just up the road, so we were fine, but the camp site was very water logged, ankle deep in some places so David told us. However this did not detract from the cars or the racing, a great weekend, even got into the pits and walked round the garages! Meanwhile back at home John and Brenda attended the Hoveton and Wroxham scouts day. A good day with a varied selection of cars and good weather.

Worstead Festival was the following week end, another good show, not all cars, which was just as well as there were not so many attending this year(don't know if thats down to the weather or if this may have something to do with how receptive they are to us classic owners)

The day before our meet was the Helmingham Hall Festival of Classic and Sports Cars. Some 500 cars were in attendance, not all from the TSSC!!, so some interesting cars and of course the usual run down the strip, oh sorry, drive way! Lots of things to see, but the impression was that there were not so many stalls as usual?

This month of course is the TSSC International and we have a number of local events which some of us are attending, so please consult the web site.

I have been contacted by one of our long standing members requesting a retirement project, something cheap, but Triumph based, any ideas please contact me 07825 994927

Well that's all for now see you soon,

Mark

NORTH EAST Tel. 07917 738091

e-mail: northeast@tssc.org.uk http://tsscnortheast.blogspot.com/

Hi all. First off, Sam and David Tulip sent their thanks for the collection and card the area sent for their recent wedding. A lovely day was had by all. I've also got to mention the broken furniture on their first night at home. Doesn't rhyme with pair, cable, petty or wrench, but it does with red! Nuff said.

The recent area Le Mans trip was a successful one. Everyone got there OK, everyone got back ok. One leaky diff and one low gearbox oil on the run back up England, otherwise no major problems. Lots of excellent racing, food and company. Thanks all who went and helped organise and set everything up.

Special mention for Ian and Fiona who combined the event with a holiday, nearly 1900 miles in a Gentry with aero screens. An 'experience' is one description. Many thanks for the refreshments laid on and our welcome down at HQ on the way down, this went down really well, thank Bernie, Garth, Trudy and Angie.

Our next calendar is due for compilation soon. Please let

NORTHANTS ... NORTHERN IRELAND



me have photo submissions **BEFORE** the **November** meeting, if you wish, take a proof to the meeting and we'll have a majority verdict on what goes in again. The calendars will need to be paid for before I order them this time so I can get them printed up and handed out in **February**. All pictures really need to be in landscape and at least a 2Mb file size or they don't blow up well.

A couple of our members have been doing a youtube TV series and for their last episode they are looking for Spitfires to take part as it's the 50th anniversary. They'll be doing some filming locally, 8th September 13:00 till 15:00 at Derwent Reservoir - Pow Hill Car park (Google 54.860073,-1.983122). They may interview you if you'd like, eg What made you buy this car?

What've you done to it?

If you're planning on coming along can you please let us know so that we have an idea of numbers. Email them direct: fans@retread.tv

There's a vermillion Spitfire1500 Treg for sale in Bedlington Station, previously owned by Joe Grundy, it's since had full SS exhaust and 5 alloys fitted. Owner looking for £2995.

I've also had contact from a guy with a Herald 13/60 in bits. It was for restoration but illness prevents this. It's missing the rear tub as it was rotten but Chris Fish has a spare tub if anyone wants a project.

I'll pass on details if anyone wants it, it maybe appearing on ebay before this is printed though.

We're going up to Holy Island on Sunday September 23rd. First start will be A1N Washington services at 9:00am, probable pick up in the A696 layby between the Kingston Park roundabout and the airport, further details next meeting or you can phone/email me instead.

Ryan Payne 1500 is likely to be selling his 1500 saloon as he needs to change, he's looking for a Herald instead. It was mentioned that some other local car clubs have done photo events at Washington Aircraft museum. I'll see what we can do, got another couple of ideas as well. No details vet though.

Good turnout of cars at the last meeting as well, taking advantage of a brief break in another period of rotten weather. Hopefully we'll have a decent stretch soon.

All the best

Mark

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

During July Northants area along with some of the Beds and Herts group, and Club Triumph, disappointed that our yearly event at Kimbolton Castle was cancelled due to water logged grounds, arranged a trip over to Canons Ashby, a lovely old National Trust house and gardens.

The day started bright and sunny, meeting up with everyone, 20 plus cars, we all set off on a lovely picturesque run arranged by Rob to Canons Ashby. The only breakdown on route was Nigel and Tracey's Dolly, with a jammed brake pad, but with John and Dave helping they where soon up and running again, for us to finish the run and join the others for a pleasant day, with lunch in the tea rooms and a stroll through the 15th century house and gardens. We hope everyone who came enjoyed themselves.

TSSC AREA NEWS

Silverstone soon arrived a week later, with the weather still bad and the ground soaked, camping was madness, so it was a case of driving over each day, which for us was only 40mins away in an old classic so it wasn't so bad.

The AA, who was sponsoring this year's event, had laid on a number of experiences for people to enjoy.

Dave and Nigel nearly made a 4 second wheel change on a formula one car. And we all signed up for the 4 wheel drive in a Porsche Cayenne, driving at angles you wouldn't believe possible, followed on by the skid pad, where you where talked through on how to handle a car in skid conditions, very informative, then later we did a 2 lap hot lap in Morgan's and Lotuses.

To top it all Dave's GT6 was picked to go round the Silverstone circuit Saturday evening in one of the contours laps. It was a 2 lap circuit which we both loved, there was a lot of us going around at the time so speed was not an option, which in a way was probably lucky as early that morning the car had overheated big time right at an inconvenient and embarrassing place going into and over a bridge into Silverstone, with one of the stewards wandering over and asking if we would like him to call out the AA, ha ha very funny I know there was a lot of them there but we are RAC.

We made it to our parking area, and later on Dave managed to trace the fault to a split wire which was earthing out the electric fan so once repaired it was well and truly tested around the Silverstone circuit before our drive home.

Definitely a full on weekend which was very enjoyable, and looking forward to next years, a must !!

For all you local Triumph owners who would like to join us, our meeting is every second Wednesday in the month at; The Elwes Arms - Great Billing from 8.30pm onwards.

Dave and Angie

NORTHERN IRELAND

Tel. 028 2587 9189 e-mail: northernireland@tssc.org.uk

Hi All. Welcome to the September edition of NI area news. A huge thanks to Paul for the extremely successful motorsport evening he organised at the monthly meeting in July.

We had an excellent monthly meeting in August, Brian brought down his laptop to update us on the progress of his restoration of the Spitfire 4. It seems as if he has made some real progress on the car, however I don't envy the work still ahead of him, Brian was still very loath to commit to a finish date even when pressed!!

By the time you read this, we will have been on Douglas's Sperrins Run, hopefully the weather smiled on us and that there were no mechanical mishaps!

I'm sure Douglas will provide a more detailed report in the next issue of the Courier.

It was agreed to re-schedule the Tulip Rally for the 15th September and for that to take the place of the Antrim Hills Run. By now, you should all have been emailed instructions for the day, for those of you not on email, we are starting from my house and venturing into the wilds of Co Antrim,



NORTHERN IRELAND . . . PETERBOROUGH SCOTLAND CENTRAL WEST

TSSC AREA NEWS

Northern Irealand Continues

with maybe the odd venture across the border into Co L/Derry! Please call me on 028 2587 9189 for more info. Hopefully the route will work fine and that weather will be kind!

As we get further into 2012, here are the dates of the upcoming events for your diary:

Weds 5th September – Monthly meeting
Sat 15th Sep – Tulip Rally. Organiser: Mark Raine.
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 5th Sep. As always, we start at 8:00pm at Nortel Social Club in Monkstown.

Best Regards



ly. His wife had taken the children up North to see her parents. 'Cats away - Mice will play' comes to mind here. Gary not only has his nice GT6 but also a Suzuki bike. You know how sometimes things start to go wrong and keep going wrong!!?! Well, he moves the Mondeo out of the way, so that the garage door (an up and over door) will open and moves the GT6 to get access to the bike which is at the back of the garage. The cable breaks on one side of the door letting it drop virtually down on the GT6. So a guick movement of the GT6 out of harm's way is called for, and as soon as it was moved the wind took the door again and slammed it firmly jammed shut. It was at this point that Gary decided it was time to go back indoors. Trouble was there was no dog to kick either, as the wife had taken it up north as well. You all know when somebody is trying to tell you Freshly revised valuation sheets are currently available for your treasured Triumph Classic vehicle from Headquarters.

We look forward to seeing you at our next Club night on Monday the 10th of September at the Bertie Arms, Uffington, near Stamford, Lincs, PE9 4SZ at 8.00pm. Come and join us for same fast and furious fun – no extra charge. Oh and there's a bite to eat as well – and that's all for the price of a raffle ticket!

Please remember to take those photo's for Pauls calendar.

Doug

PETERBOROUGH

Tel. 01778 560507/01780470358 http://www.tssc-peterborough.webs.com

It was a relatively low turn-out (though still in double figures) on the Monday meeting but there were a few apologies and it is 'the' holiday month. Steve and Pat were in Suffolk for the week, Andy Pratt has sadly lost his father and the funeral was on the Tuesday, Andrew Bramwell was on a training session in Birmingham, Paul Lumsdon was holding his brothers hand as he is just going through a difficult time at work and from Andrew Turner. But there were still 5 club cars in the car park. Well done boys and girls.

It was Ryan the Vitesse's 50th Birthday on Wednesday the 15th. Tina (his Mistress) and David held a barbecue Birthday party at their house in his honour of being half a century old! There was a goodly collection of Triumphs also at the party. Thank you for inviting us all to join in the celebration. More about Ryan's and other members trip to Stafford next month folks.

August is 'our Area' Birthday and we are 28 years old this year, so we intend to have a 30th Birthday Bash in 2014. Grahame Bellamy spent a few hours recently being photographed in all positions with his lovely red Mk11 for the September issue on Spitfires of Practical Classics. So get to the newsagent to make sure of your issue.

SEPTEMBER Club Night is Ladies Night, where we don't get much chance to talk about cars but it will be our 2nd STAG Beetle Drive. Organised by Steph, this promises to be a fast, furious and very competitive event – a chance to Shake, Rattle and Roll for both genders! (The month was incorrectly reported in the last edition of the magazine. Sorry to anyone who has popped it in their diaries incorrectly.)

Gary Howson had an eventful Sunday afternoon recent-

SCOTLAND CENTRAL WEST

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The August meeting was a little muddled, but a good turnout of members, welcome to Peter with a Herald 13/60 and Graeme with a Dolomite Sprint. Good to see you both, different shapes of cars too. The car park was full of football club cars so we were squeezed up. My Spit has a gremlin again, it will be exorcised soon. We were not inside as the club was closed for some reason, I don't get notified. We looked over the new Sprint, very nice and original, unusual automatic too; we hope it will be at some events in the future. Peter also donated seats to my parts pile (I will use them for the Vitesse Next Year!!).

Also making an appearance was the second area Spitfire zetec conversion (Michael) a very well engineered engine/gearbox replacement.

We went over the arrangements for Stafford, plus accommodation issues, a big thank you to all who contributed to the new gazebo(s) we will try them out at Stafford. I am hoping they will prove multifunctional if we have different events in the future. Everything settled for now.

Report on Eglington Show. A fair day. We ended up with six cars for this charity event. The organisers were very good and we had a gazebo with 6 cars in front plus the usual banners flags and bunting. Lots of interest in the Club plus a lot of other Triumphs at the event, good to catch up with them all. The area did the Club proud again, thanks to all attendees; the organisers came over to voice their appreciation. We did fit some headlights to Jacqui's Spitfire and some wiring was replaced, another little job (read on). This caused some amusement with the onlookers but showed we were a proper car Club as one Citroen owner

SHROPSHIRE . . . SOMERSET



pointed out as he came over to borrow some tools. Which most of you know live in the depths of my boot.

There was a break in the show calendar so it was decided that Jacqui's Spitfire needed its new rear spring and hood fitted. As she had them already, over to the Area members. Mark gave up his driveway and we carried out the necessary spring swap. The hood was daunting especially when you are making holes in the new one and it is not your car. Haven't seen it lately so it could have blown off by now (kidding). The car has also been checked over and various bits adjusted (!) replaced or balanced (again at Mark's). So is now in fine form. Thanks to all who helped and offered to help (I know time is precious). Next please... My Spit had a rear brake issue so we replaced the cylinder. Thanks to Chic Doig for sending the parts so guickly. David's Vitesse had a few jobs needing sorting, the main one being a rear wheel bearing. Dave turned up and the 3 of us tackled the offending item.

Dave was packing heat, oxy welding gear, so nothing was a problem, just a methodical rebuild along with brute force. We inadvertently found the non starting problem as the rubber petrol pipe was perished and once disturbed dumped petrol over me and dissolved part of David's driveway (it'll polish out!). Other items were attended to and the car still managed to emit every kind of fluid it had in it. Everything tightened and all was well again, despite thunderstorms and lightning. A very big thank you to everyone who helped out with the cars, that is what we are all about.

Next month will be reports on Stafford and Kirkintilloch (epics probably). I am told that Glasgow has once again been selected for a car film location. Not our cars but Fast & Furious 6 is coming to the Broomielaw area of Glasgow round about now. See local press or just listen for them. Surely they must need Old Skool British classics as extras! The remaining shows have not been booked, entry dates are closing if we are to have an Area Stand, otherwise we can go as individuals and meet up. (Check weather too).

2012 Show Dates Only (not booked). 9th Sept - Scone Farming Show 16th Sept - Selkirk (Contact Cumbria Area) 23rd Sept - Museum of Flight (?)

The rest of the info from the SVVF is at www.svvf.org.uk Please check shows nearer their dates as weather can be a problem.

Next Meeting is Wednesday 5th September 2012 at Lochinch. Hope you can make the meetings or shows; it is good to see new cars and members. Hello to all the new members that have contacted me, see you soon.

P.S. Technical tip.. Stop. Hammer Time!

Gregor G

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

Despite the menacing clouds we had a good turnout for our monthly meeting on Wednesday 18th July at the Riverside Inn, South of Shrewsbury, most members used their modern cars to attend, those with open top Triumphs succumbed to the the inclement weather when it started to rain later in the evening. Hilary exhibited her Spitfire replacement, a very smart Blue TR6, congratulations on your new acquisition Hilary. We welcomed our guests from

TSSC AREA NEWS

the Manchester Group and had quite a lively meeting discussing our Europe trip plans for the next year, based upon our successful trip to Laon. The current plans are for a 5/6 day event in May from Calais to visit, Saint-Omer, Ypers, Arnhem,Dunkirk and return. Full details will be circulated before you read this in the Courier.

Preparations for the Severn Hospice/Shropshire Spitfire are progressing according to the details circulated to the group by e-mail in July - look forward to seeing as many of you as possible at Stafford.

Our next meet is at the Half Moon Jackfield in the Severn Gorge on Wednesday 15th August keep an eye on your emails nearer the time for any updates or changes, looking forward to seeing you there. They have no web site so address is 174 Salthouse Road, Jackfield, Ironbridge Gorge, TF8 7LP so you can Google map direction or www.pubsgalore.co.uk for pictures.

SOMERSET Tel. 01275 340336 e-mail: somersetareameet@tiscali.co.uk

Much of July has been badly affected by the weather with the main casualty being the cancellation of Powderham. Still a few of us made it to Brymore School open day with one member making a real effort to get there by getting there seven days early, you know who you are!!, We also attended Taunton Motor Show where are numbers were swelled by the large contingent from Devon.

I made it to Le Mans and back unscathed much to my surprise and I suspect plenty of other people as well. It was a wonderful trip fantastically organised and with wine at 1 euro for half a pint in the Club bar the weather could do whatever it wanted, it wasn't going to put a dampener on things. Possibly the best collection of classic cars gathered in one place I have ever seen and of every type imaginable with a sprinkling of Triumphs, was on the early morning Ferry from Poole to Cherbourg, the sound of the engines starting all at once before we disembarked was a real treat

By the time you read this the West Somerset Railway steam fair at Norton Fitzwarren will have been and gone hopefully with some dry weather and a good showing from the Somerset area.

Hope to see as many as possible at Thornfalcon on the 2nd of September

We are still looking for volunteers and ideas for the Restoration Show at the Bath and West show ground on the 3rd and 4th of November and help setting up the display on the 2nd. We won best stand last year so need to defend our title.

Next meeting 11th September 19:30 at the Fox and Goose, hope to see you all there.

Steve.

IMPORTANT NOTE

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



SOUTHERN

TSSC AREA NEWS

SOUTHERN Tel. 01252 722432 nttp://triumpnsoutn.zvm.com

Hi all, our roaming meet at the Flower Pots pub, Cheriton had us taking over most of the public bar and moving the tables and chairs so we could all sit round. This was Nick's first time to this venue; I think he was quite impressed with the pub. Unfortunately the landlord's floral arrangements were not up to previous years this being to the bad weather. I have had no-one report back to me saying they had been to the Clandon show, but Mike our intrepid AO had said that the Amberly Classic car picnic was very good.

You don't get many single day shows on a Saturday, but the Ripley event is one of them. Jackie and I took the Vitesse up to Mark and Vanessa's for coffee before heading off over the Hogs Back and up the A3 and giving the old girls some beans (I don't mean Jak and Vanessa). The oldies, as Vanessa called them had set off for the show quite some time before us and had booked, they were already parked on the top field, as we hadn't booked we were relegated to the "cheap seats" in the lower field where Mickey and Julie the Thames AO's were, as they had forgotten to book as well.

The show was a village fete style show with lots of side stalls and a small arena. After sampling some of the local food Jak and I sloped off to find a pub as we could not see Mark and Vanessa anywhere.

On our return Vanessa said "I suppose you two have been down the pub, cos that is where we're just going "so we tagged along, rude not too. The show was a mixed bag of classic cars, steam and tractors. We headed home mid afternoon and had a final beer in the middle of a roundabout (as you do) in Farnham.

Tuesday 24th of July was the TR Register BBQ at Hursley



House near Winchester. I went straight from work in the Vitesse on a lovely evening, arriving quite early for me, but the parking was already quite tight. Peter and Robin were milling around the cars, but I found the rest of them (Neil, Maxine Paul Carole and Mike), where else, in the bar. There was said to have been about seven million pounds worth of Ferraris there. This little gathering is getting more popular every year. I had a great drive home down the A272 as the sun went down but paid for it a few days later when I had to clean off all the dried bugs that were splattered across the front of the car.

Sunday 5th August was Thoroughbred Sunday at Goodwood race track. I had left Waterlooville quite early

hoping to get a place on the track, but to no avail, we did manage to chase the cloudburst all along the A27. Allsorts were there, the cut off year supposedly 1967. While I was



there I ran into John Davey who was drying off his Cobra and Nick who had squeezed in in his Spitfire .Richie had



made an appearance but not in his Spit as the clutch slave cylinder has gone. John has informed me that there is a new classic car club starting up in Locks Heath, it is a multi marque club. They will meet at **The Sir Joseph Paxton**, 272 Hunts Pond Lane, Locks Heath, Fareham, PO14 1PF., on the **second Thursday of the month** all welcome.

Our Regular meet for August was a very busy affair as we had the Chichester MG owners as our guests, as last year, there were more classic cars in the car park than euroboxes, it was just a shame we did not have the same weather as last year.

Mike and granny Val turned up in the Midget. Neil asked them to move it. "where to "asked Mike.

"West Sussex would be nice "replied Neil.

A good evening was had by all and if we can find out where the MG's meet we might just hijack their meeting Dave Moore is making slow progress with the GT. Some of the primer had lifted on the bulkhead, but he has now remedied the problem and the bulkhead is now in yellow.

Up and coming events
September 1st NO Breakfast Club Meeting
(Revival on the 16th)

September 1st,2nd, Shoreham Air Show, BN43 5FF September 2nd, Classic on the Quay, Christchurch Quay, 10is till 4pm September 4th Regular meet, Seven Stars Pub.

September 4th Regular meet, Seven Stars Pub, GU32 3PG, 7.30pm onwards September 9th Concorde Classic car show, Concorde

club, Stoneham Lane, Eastleigh, SO 9HQ from 10am onwards, pay and display £5 donation in aid of Naomi House

September 9th Breakfast meet, Hartley Whitley September 14th,15th,16th Goodwood Revival September 16th Surrey classic meet, Rural Life Centre, Tilford.

NORTH STAFFS...THAMES



September 20th Roaming meet, Bat and Ball, Hambledon, PO8 0UB.

That's all for this month, September regular meeting, we will decide on the Sunday lunch pubs for October and November and also be organising Christmas dinner. Also by the end of September I would like any photos you would like to donate towards the calendar.

Take care

Mark

NORTH STAFFS Tel. 07939 603061 e-mail: triumphsportssixstaffs@gmail.com http://triumph-sports-six-staffordshire.blogspot.com

Time is short, therefore so is this report, last months meeting was well attended, we also had a visitor, a friend of member lan Hissey who I'm told has been buying bargain Triumphs off Ebay.

Said cars are a 1300 and a Dolomite both in need of much TLC, looks like two more Triumphs could be saved from the crusher, we look forward to hearing more news on this. Sunday 5th Aug saw a number of cars at the classic car show at Shugborough Hall with members from the Leicester area along with Adrian & Barbara who had travelled from Preston Lancashire in their Spitfire.

The weather was mixed and ended with many driving back in a heavy down pour, which is now part of the normal routine for the (summer???) of 2012.

With no response to the proposed run on Sunday 29th July to Coventry to visit the two museums I had a lonely trip but was well worth the drive as I saw Lady Godiva!

Well a 10m high puppet being propelling along by 50 cyclists, which will be making its way to London but at £500,000 it's a little extravagant for a puppet.

I'm still waiting for a call from the organiser of the Folk Festival & Classic Cars which is being held at the Churnet Valley Railway on the 7th October to see about exhibiting at the event.

They will need numbers so will be sending out details, unfortunately I will miss this event which I'm sure will be a great day out, but I have a weekend break in Wales booked from back in January.

I will also send details regards show at **Ecclesshall on**1st September, looking forward to the international at Stafford now only just over a week away.

Next meeting 26th September, don't forget to the check area blog for latest news.

TTFN

Dave

THAMES Tel. 0777 362 3807

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

Greetings All. The weather has still playing havoc with the shows this year, Woking show had hard standing parking only, and Uxbridge was cancelled and rain saw Mytchett show finish early. But it's nice when the sun is shining. We also Hope to be running the classic car show at Windsor National Horse & Carriage Trials in Windsor Great Park on 9th of September.

SOCIAL EVENINGS AT THE FOX & CASTLE 5th July Julie and I are in the Vitesse and collect John C

TSSC AREA NEWS

on the way to the pub. There we have John S, Mike G, David H, Tony H, Bob, George B, Mark M, John P, Stuart C, Mike H, Martin & Cynthia. We have a good collection of Triumphs in the car park this fine evening, those were: John S Herald convertible, Mike G Stag, George B Vitesse convertible, Mark M Vitesse saloon, John P TR7 convertible, Stuart C Stag, Martin B Spitfire 1500 & our Vitesse. Work on our Triumphs has been: Tony's TR8 is in for body work repairs, Bob's getting on well with his Spitfire welding. George has fitted a brake servo to his Vitesse. John TR7 has a fresh MOT.

19th July Another fine evening in the Vitesse with Julie & picking up John C on the way. We are welcomed by Mike H, Tony H, Graeme C, George B, Mike C, Mark M, John P & Stuart C. Only three Triumph's in the car park tonight, Tony's TR8 coupe, Mark's Vitesse saloon & my Vitesse convertible. On going Triumph saga's are Tony's Tr8 has very smart black coach work now and he plans to swap the interior from tan to black. Graeme has got his TR6 back with a new gearbox and overdrive. Mick has got his Spitfire gearbox and overdrive back and is ready to be fitted, also he has sorted out the heater box. Julie's raffle winners were:- Mike H won a box of chocolates, Mark won polishing and drying cloths, Mike C won the bug spray remover, and John C won a flexi blade.

SHOWS & EVENTS

8th July Woking Classic Car show & Fayre This show was at a new venue this year, but it was spoilt due to the rain and all the show cars were parked up as they arrived on the hard standing throughout the show grounds. So no stand to show off and some of us were parked up in different places. The rain in the morning put off some owners, but those that stayed were blessed with sunshine and a wet field on which the show and arena went on. A wet start but a great day out Our Triumph's on show were David H Spitfire Mk4, George B Vitesse Mk1 convertible, Tony & Penny's TR8coupe, (although we did not meet them we saw their Triumphs) Neil F GT6 Mk1 & Paul T TR5 Our Vitesse Mk2 Convertible. The TR Reg had Nine cars booked in, with thirteen other Triumphs booked in with 290 Classic.

14th July Ash Classic Car Gathering I meet up with George B at the Royal Oak Pirbright in our Vitesse's we make our way to Ash and are shown where to park up on the show ground. Also there were Mike & Barbara in their Stag, David H in his Spitfire Mk4 and nine other classic's and a vintage caravan. The weather was mixed sun shine and showers with the hint of aircraft from the Farnborough air show (a Spitfire, Lancaster & Red Arrows). The beer tent had a lovely ale on and the bacon burgers were very tasty too. A nice relaxing day.

15th July Uxbridge show this was cancelled the day before which lead to a lot of phoning around to let everyone know. And some more afterwards as Clandon show was open and would welcome us all.

Clandon Park Show In our Mk2 Vitesse convertible I picked up Shane (Julie's Son) on the way and we made our way to the showground. Going through Clandon we met up with Dave L in his Mk1 2000 estate who said he's lost John & Graeme on the way. We parked up next to Mike in his Mk2 2000 estate at the show ground when the phone rang It's

Area News Review

THAMES...NORTH WALES

TSSC AREA NEWS

Thames Continues

John & Graeme lost in Addlestone, after some directions they start again and turn up a while later. Mean while Martin & Cynthia in their Spitfire 1500, Trevor in his Herald 13/60 saloon. George B Mk1 Vitesse convertible and his pal Chris arrived. Teas & Coffees were on the go when John & Graeme turn up in John's Mk1 2000 saloon. Mark M in his Mk2 Vitesse saloon, David H in his Spitfire Mk4, Mike & Barbara in their Stag. Mark & Vanessa G in their 2.5 Pi & 2.5s Mk2 saloons & later Chris & Karen in his Mk3 Spitfire. Other Triumphs there were fifteen Stags, a Tr4,5,6. Herald convertible. Dolomite 1500 and a Standard 8. The TR Reg had two TR3's four TR4's five TR6's, a TR7 and a Mayflower, Plus a field load of other Classics. The show was in aid of Macmillan cancer support and held on Clandon park with the owner the Eighth Earl of Onslow opening the event. To keep us entertained there was a dog show with a difference including audience participation and an assault course. The usual refreshments and Hogs back brewery tent. Stalls selling arts & crafts, Jewellery, triffids, toys, face painting and Indian hand painting, food stuffs. Model Train club and R/C 4x4 test track and Kids rides. A great day out at the last minute.

21st July Ripley Event It's funny now but after all the reminders of filling out forms and remembering to post them. I didn't for this show (I would of bet good money that I had, but alas I hadn't) But I still turned up and ended up parking in the dip out of sight along with the others that did not book it. On the bright side of things there was more room down here and the gazebo was a blessing in the brilliant sunshine. Up on top there were George B in his Vitesse Mk1 convertible. Dave L in his Mk1 2000 estate. Mike & Jasmine in their Mk2 2000 estate. Mike & Barbara in their Stag, David H in his Spitfire Mk4, Barry & Toni in their Herald coupe. Down in the hollow with me in my Mk2 Vitesse convertible were Trevor T in his Herald 13/60 saloon, Mark, Vanessa & tribe in their Mk2 2.5s saloon, Mark & Jackie in their Mk2 Vitesse convertible. Other Triumph's there amongst 150 classic cars, tractors & motor bikes were a 13/60 Herald saloon, a Spitfire Mk4, three Stag's two TR6's a TR3, a 2000 roadster, a Renown & a 1934 Monte Carlo. It was a lovely day on the most part which clouded over as the day drew on. There was plenty to see and do with lots of stalls selling arts & crafts, tombola, raffle prizes, food stuffs but no beer tent. Pony rides. dog show and in the arena, dancing, racing for kids and parades of best Cars, Bikes & Tractors.

29th July Mytchett show Julie and I left home in the Vitesse, roof down basking in the glorious sunshine. Fifteen minutes later we were stopping in a garage forecourt putting up the roof as the heavens opened up with cold wet rain. We meet up with George in his Vitesse and Chris whom had a similar tale. We head off to the show and we are soon parked up, next we set up the gazebo and relax drinking a lovely mug of tea/coffee as Trevor T turns up in his Herald 13/60 saloon. As well as the next bout of showers, more classic cars slowly turn up and we have about forty cars on show, one chopper and a blooming great big Scammell Explorer. The stalls were very thin on the ground

this year and the constant down pours kept a lot of the paying public away. By two o'clock most stalls and a lot of the classic cars were heading off home.

Our next meetings at the FOX & CASTLE are from 8 pm in September on the 13th & 27th & in October on the 11th & 25th . Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

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

21st/23rd Mile Of Triumphs Great Yarmouth
23rd Tangmere Classic Wheels Tangmere Airfield
October

7th All Triumph Day at Duxford Duxford November 16th/18th Footman James Classic Motor

th/18th Footman James Classic Motor Show Birmingham (NEC)

Mickey & Julie

NORTH WALES Tel. 01492 516479

By the time you read this we will have the answer to the big question that has been haunting some os us for a while — Will he, or won't he? Make it to Stafford, that is, with that Vitesse drophead restoration that has been keeping Derrick Binning chasing his butt for the last 12 months. Anything that could present him with a problem and cause delay has done just that. Exhaust problems, paint problems — Derrick has the lot. I've been involved to some extent with the project, I've often had midnight phone calls with the latest tale of woe and I know what getting it ready for Stafford has meant to him. If he didn't make it, then I will probably have already gone into hiding. I don't think I could calm him down....!!

We've had problems in other areas during July – and one of those still has yet to be solved. The weather (what's all this global warming cobblers?) robbed us of the Clwyd Practical Classics Caerwys annual event and James Garner's attempt to stage a new show at Bodrhyddan Hall. That was bad enough, the loss of two major North Wales events in the space of a few days – and the problem was then exacerbated when CPC 'phoned to tell me the Caerwys show was being rescheduled for September 16th, the date of James Garner's second Trefnant Tweedmill show. Our problem is that we have cars booked in to both shows... Staging the shows within a few miles of each other on the same day has all the signs of a turf war. In the days of John Wayne they'd be breaking out the Winchesters!

We have supported both shows in the past and both are becoming highlights of the annual calendar. Now both shows will be diminished and supporting one might be construed as snubbing the other. It's not out of cowardice, but Richard, Sam and I have suggested an alternative — a run to the Peak district on September 16th, along the route that was prepared by our late red leader, Stewart. Such an alternative gave some of us consolation for the loss of

SOUTH WALES

the Bodrhyddan event. Some quick phone calls on the Friday night and 14 od us in eight cars had an enjoyable day in the sunshine that blessed the Sychnant Pass in the mountains above Conway Castle. And our presence seemed to give pleasure for some of the walkers and hol-

idaymakers who stopped to chat. Thanks again to the efforts of young Sam we had another successful day at the Bodelwyddan Classic, Blessed for the second year running with blazing sunshine in this lovely setting, where we gathered sixteen cars. It was here that, last year, Roger and I talked each other into becoming XJS owners. So we did a deal – and stayed well clear of the Bentleys1 But Roger did reveal a bit of a problem that day on of his vehicles had been clocked at 57mph on the A40 near Ross-on-Wye. Checking the number revealed that it was the registration of his farm tractor... Now, I know Roger used to race sidecars, I've been up Prescott with him in his Stag - and I've flown with him in Cessnas, in which we usually cruise at about 90knots. But 57 mph on his trator. Other members of the Ceiriog farming community have had similar experiences. If a vehicle has false plates then it's odds on they will have neither tax nor insurance. That's where the police should be investigating.

The Llangollen Railways Sixties Revival weekend was another success and we provided our usual sixteen cars. The girls outfits were again sensational and we all had a great time, also meeting up with some of our Wirral pals.

There have been plenty of problems in recent weeks, with the dreaded rotor arm failure again hitting my GT6. Paddock provided me with a couple of new ones and found me a good, used original AC Delco one, so it's going strong again, although I'm keeping my fingers crossed. The problems didn't end with my rotor arms. What the heck is going on with modern paints? Derrick had trouble with surface reaction when his body shop tried to touch in some spots on the Vitesse - and our meeting at St Asaph revealed a whole chapter of horrors. Gareth's mimosa GT6, painted by Brian, who is highly experienced, has since revealed cracks, shrinkage and just about every other sign of paint reaction, even though it had been given a previously effective barrier coat. And as for young Sam's Mini, the reaction has left him with a bootlid that reminded me of Jimmy Nail's Crocodile Shoes!

All of those problems were put into perspective at the end of the month by a disaster that befell group member Tony Cummings. A simple spark while working on a fuel problem on his Sprite resulted in a disaster that put him in a serious burns unit and completely destroyed his home.

All that is left of Tony's collection is his Midget, which is being stored by friends. Everything else has gone. Our thoughts are with Tony and his wife. From this awful incident there could be a lesson for us all. Perhaps we can become complacent.

If you are working on anything connected with fuel or electrics – DISCONNECT THE BATTERY!

Rob

IMPORTANT NOTE

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

TSSC AREA NEWS



SOUTH WALES Tel. 01656 861709 www.triumphwales.moonfruit.com e-mail: gwyndievans@dolomite1300.plus.com

Hi all, a busy month for "T.S.S.C. S.Wales area" as detailed here! PONTARDULAIS CLASSIC CAR SHOW at MILLE-NIUM COASTAL PARK LLANELLI JULY 15th. Jack and I arrived at the first rendezvous point where Mike was already waiting in his immaculate GT6. Then Mike Lauridsen and his mate Chris turned up in Mike's excellent J reg MkIV Spitfire, Mike is a member of another Triumph Owner's club and has just finished college and at 19 years old faces a hard task finding employment, I take my hat off to the young man who keeps his Spitfire on the road in these harsh financial times, well done Mike!

Rob and Pete then turned up in their Vitesse and after the allotted time we left to travel to the next rendezvous, four Triumphs, four different models, my 13/60 convertible, Rob & Pete's Vitesse, Mike's GT6 and younger Mike's Spitfire, in the pre-arranged sunny weather with the convertible's hoods down.

At the second rendezvous point, Gwyn, Tim and Babs were waiting for us in their Dolomite, so we proceeded to the show with the Dolly once again playing the part of pathfinder (one day I promise to actually find out where our destination is Gwyn!).

The five of us continued the run to the show and were joined at the entrance to Festival Fields by our friend Mark Davies in his Frog eye, all cars behaved well although Rob reported that the Vitesse had got a bit hot and that he & Pete were planning to flush the radiator and re connect the heater matrix to take the cooling system back to its original capacity.

We then erected the new club Gazebo while resident Chef Rob assembled the cooker and started his cookathon, providing all who wanted with bacon rolls hotdogs, burgers and tea or coffee, for the £4 each it is amazing value, thanks again Rob.

Our area photographer Tim busied himself with taking images for the area website while the rest of us chatted and answered questions from our various visitors during the day and Gwyn complimented me on my diplomacy!!!!!!! Gwyn Tim & Babs took advantage of a bus ride and on their timely return we all pitched in to take the Gazebo down as it was not coping well with the light wind, GT6 Mike must take the thanks for organising that.

It was an excellent show, packed with cars and things to do and the day passed very quickly. We were discussing the absence of one of our stalwarts Paul "Johnny Breakfast" Price, whose mention in the Courier has sparked mass hysteria and generated a cult following within the Triumph community (I am currently receiving over 1000 e mails a day asking for images and signed memorabilia from our area super star) so I called him to make sure he is well, he is and is just inundated with work on his house but should be back with us soon, a tremendous cheer erupted when I had this announced over the show's tannoy system.

Mike had to leave in his GT6 at around 4pm, the rest of us left shortly afterwards with Mark peeling off to get to his home in West Wales and Mike then taking the turning to

Area News Review

SOUTH WALES . . . WESSEX

TSSC AREA NEWS

South Wales Continues

the Gower to visit the family caravan. Gwyn, Tim & Babs took the Neath turn off the M4 while I followed Rob & Pete until they turned off at Junction 35.

A great day out with a fantastic group of people in the sun, it can't really get better, except this time it did, Mark has acres of land at his home in West Wales and has invited our club for a camping weekend at a convenient date next year. thanks Mark. I for one will be there.

CHIP SHOP RUN JULY 19th - Well, this was a run that I was due to miss because of an operation I was having early the same day, but I was extremely pleased and grateful to Mike Lauridsen who e-mailed me and not only offered Jack a lift in his Spitfire, but volunteered his Granddad to chauffer me if I was not too sore to make the run (I couldn't drive myself due to having anaesthetic that day).

I am glad to say that because of their kindness Jack & I both made the run — thanks Mike, top man! Mike also announced that since he had met us and attended the Festival Fields show, he had joined the TSSC, so the members who were at that show did a good job of making the young man feel welcome, well done to you all, new members (especially young ones) are the future of our area.

Mike and his Granddad Eddie picked Jack & I up and we met at the rendezvous point to be joined by area celebrity



Paul "Johnny Breakfast" Price in his 1500 Spitfire and Gwyn, Tim & Babs in their Dolly. Eddie's car is a Herald 13/60 saloon in the distinctive colour of gold, so to keep my promise to Gwyn of one day leading the run Eddie took the lead followed by the other three Triumphs'.

We attempted to take the prescribed route, but somebody had moved the roads (I'm blaming the after effects of the anaesthetic), however, Eddie managed to navigate us to our destination and we took a slow stroll (as I felt like Mike Tyson had used me as a punch bag, which hadn't been helped by Paul "Johnny Breakfast" Price's accounts and photographs of his bathroom restoration having us all in fits of laughter, showing how badly we have missed this legend on the past few runs, great to have you back mate) to the fish & chip shop where the conversation flowed and we got to know Eddie and learnt a bit more about Mike.

After that we had a stroll along the promenade and returned home in convoy with PJBP and Gwyn, Tim & Babs taking the turn off for their homes and Mike & Eddie dropping Jack & I off at our house.

It was a really good evening in the sun with first class company, Eddie enjoyed himself and has assured us that he will be joining our runs in the future and hopefully attending area meetings with Mike, we will also have to encourage the 3 generations of Lauridsen's to attend as Eddies son (Mike's dad) is currently restoring 13/60 convertible. And to repeat the old adage "what we lacked in numbers we made up for with the quality of the people there, nice one!

Bern.

PEMBROKESHIRE "BULLDOG RUN" JULY 28TH - Babs, & I left Aberdare in the Spitfire early on Saturday morning to meet up with Bernard & Jack at their Caravan in "Tavernspite". After a fast run down in Sunshine we arrived at 9:30 a.m. with time for a long chat over coffee, Mark arrived shortly after in his Frog eyed Sprite so under the lead of our A.O. Bern we followed him in his Herald 13/60 convertible out to "Kilgetty" for the meet! Kilgetty is only a small village yet it manages to put on a classic car run and village "Fete", Brass bands and all! We left on the "Bulldog Run" at 1 o'clock midday in warm sunshine and headed out from Kilgetty through the back roads to "Saundersfoot" which is a popular tourist resort, the run was well received by holidaymakers as we proceeded through in convoy.

After catching glimpses of the spectacular coast line we continued on the main road to the beautiful resort of "Tenby" where we skirted the main part of the town and headed out towards Penally. The route turned inland and followed the quiet and scenic "Ridgeway" road towards Jameston, this country road was a pleasure to drive along with flora and fauna in bright display. After we circumvented the "Bulldog Run" route of approximately 20 miles we returned to the main venue for the display and Fete at the cricket ground, which was ideal for us to spend a few hours viewing the stalls and refreshment tents.

The cars went well and the day was well organised and enjoyable with good company, what more could you want? Cheers

Gwyn.

WESSEX Tel. 01425 475376 www.triumphnewforestrun.co.uk

July has proved to be a good month for us in the Wessex Area despite the weather. The month started with a group of us making the trip to the Le Mans Classic over the weekend of the 6th to 8th July. If you have not been and are contemplating the next the next event in two years time I would thoroughly recommend it. Not only do you have the classic racing with vehicles from all eras dating back to the 1920's, there are all types of classic cars with club displays etc. If you are a "Petrol Head" you cannot fail to enjoy the whole experience. Our 4 cars met up at Poole ferry terminal for the 7am sailing on the Friday morning - Richard and Neil (TR8), Duncan and Peter (TR6), Jerry and "the Brothers" (Acclaim) and Martin and myself (TR7). In addition the ferry was packed with other classics such as Alpha's, AC's, Astons, Jags, MG's etc. We were also joined by Jon and Oliver (Vitesse) from Salisbury for the trip down to Le mans. Ably guided by Richard (aka Sat Nav), we had a leisurely drive through showers and sunshine down to Le Mans with Martin and I at the tail of our small convoy. At times we got split up by other traffic merging, however we were able to keep track of the lead cars simply by looking out for the beacon - we could not fail to keep track of a Triumph Acclaim kitted out with a roof rack loaded to straining by the pile of luggage on top!

WEST MIDLANDS

Area News Review

Upon arrival at our campsite all that was required was to "make camp", fortunately the rain showers were largely light and over quickly with only one real down pour the whole weekend, and then it was off to take in the atmosphere starting with the practice laps on the Friday evening. Here is a photo of us in front of the grandstand as we venture off around the Pits and displays in and around the site.



I could carry on detailing the whole weekend but that would warrant an article all of its own - detailing the weekend's escapades ranging from:

Jerry and Richards encounter with the drainage ditch, The spectacle of Classics parading through the small town of Arnage and the antics at the roundabout.

The impressive light show in the medieval town of Le Mans itself.

How Richard and Neil managed to pitch their tent on top of a mouse nest and the strange results of things moving "in the night".

Needless to say we all had a great time and will be making the trip again in two year's time. I must thank Alan and Fran for arranging this trip for us and also for breaking off their holiday in France to meet up with us during the weekend and give us the benefit of their experience of the area including the medieval part of Le Mans itself.

If the event itself was not enough, imagine the spectacle of a ferry load of Classic Cars returning to the UK and the sight of all those cars speeding down the motorway out of Portsmouth – not a sight you see every day!

Following our return, on Sunday 15th July we teamed up with our friends in the local area of the TR Drivers Club to attend the Breamore Show. This year due to the "wonderful" weather the show was held in a different field which was not so water-logged. Luckily the rain held off for the day and we were able to enjoy a relatively relaxing day out with our cars. Below is a photo taken by Roger of a number of us descending upon Janice's Spitfire for "running repairs".



TSSC AREA NEWS

As Roger has said this is an ideal candidate for a caption competition – any contributions?

Our July meeting, which was bolstered by a visit from some of our friends in the local TR Drivers area and John and Jon from the Salisbury area, proved to be one of our best yet with an attendance of 19 conveyed by a fleet of 15 Triumphs in the Car Park. Unfortunately we were not able to park them to give the best effect due to other "lesser" patrons, however it was good to see a decent turnout of club cars. See what a bit of good weather will do!

Looking ahead during August a number of us are planning on making the journey into deepest Devon to meet up with some old friends in the Devon Area at the Cristow show on 18th. The following weekend is the **Beaulieu Simply Classics show on Sunday 26th**. This is the second year of this event and is looking to be a good one. We are planning to team up with our neighbours Dorset South Area to put on our own display. In addition the TR Register are making the event a focal point for a meeting of their southern areas. So there should be a good showing of Triumph's.

For September there is the Classics at Christchurch Quay on Sunday 2nd. The following weekend (7th to 9th) is the Beaulieu Autojumble and also the Swanage Railway Steam Gala. As in previous year's we are planning to go along to Beaulieu on the Saturday and Swanage on the Sunday which includes a separate display of Classic and Vintage Vehicles organised by the Bournemouth & Poole Preservation Club at Harman's Cross. Entry includes unlimited free travel on the Steam Railway to Swanage and back throughout the whole weekend and promises to be a good day out.

Finally, I have to end this month's report on a sad note. Following an accident at work it is with deep regret that I have to report on the untimely passing of one of our long serving Triumph members - Tony Ockwell. Tony originally came along to our local area meetings with his father, the late Ken Ockwell, and quickly became a regular and enthusiastic Triumph owner. He last helped out with marshalling the New Forest Run using his mother's Bond Equipe. Our sincere condolences go to Joan, Terri and Courtney.



WEST MIDLANDS Tel. 07969 024999

I think our Tuesday the 7th August meeting was the first meeting at the Drakes Drum for a long while where folks attending could spend nearly all of the evening out on the car park, either examining the cars or at least chatting about things connected with the vehicles. August, what a while we have waited for some decent weather. Another function cancelled this week, the Hanbury Vintage Steam Fair which was due to be held the 11th and 12th August 2012. Apparently the torrential rain we have received this year has damaged the fields and the land owner felt it necessary to cancel to preserve his land.

I think it is true to say that everyone is really looking forward to the years International Triumph Show at Stafford

Area News Review

WEST MIDLANDS...WORCESTER

TSSC AREA NEWS

West Midlands Continues

on the weekend, 17th, 18th and 19th August. All we need to do now is to pray for some decent weather. It will give us a chance not only to compare our cars with others. Pick up some spares and a few bargains that you really did not need, but more importantly meet up with old friends and share old times over a glass or two of the local brew.

The West Midlands Area will be camping for the full weekend, giving us the first chance this year to try out our new gazeboes.

Looking to the future the Stroke Prior Rally is still being held the weekend 14th, 15th and 16th September 2012, and of course do not miss the Mile of Triumphs at Great Yarmouth on the following weekend, the 21st 22nd and 23rd September 2012. I am going to make a real effort this year to attend both.

Number were a little down at our August main meeting but Its always the same in August, the kids are off school and parents take the opportunity to shoot off on holiday, now that a little decent weather has come along. If I don't see you at Tally Ho on the 21st August 2012, then I look forward to meeting up with everyone at our first Tuesday meeting in September, the 2nd. Until then, apply the polish, smarten them up and lets have a good line up at Stafford

Cheers.



WORCESTER Tel. 01527 894125 www.tssc-worcester.org.uk

OK, I'm sorry about last month's write up, but the internet connection from Le Mans was sporadic so I gave up (it's true, would I lie to you?)!

So a quick round up of events – we were invited to the Birmingham TR Register's 40th birthday party and they managed to pick the only dry and sunny evening in June. The cars on display were stunning, and sunglasses were certainly needed with all the shiny bits that were on show. The hot dogs and burgers were well received along with the real ales!

A few of us made it over to the Derwent Valley Peak Run and I know that this will have been said last month but I will just add our thanks to them for a brilliant weekend (if a little damp) and see you next year.

Then it was the Le Mans Classic, this trip does just get better and better. We did a different crossing to last time, overnight from Portsmouth to Le Havre which worked very well and the run down was thru' some very pretty French towns that we hadn't seen before. Tertre Rouge campsite was as well set up and organised as ever with the added bonus of the food wagon to draw in the crowd. There were a few rain showers throughout the weekend but unlike here they were just normal showers and not the 24hour variety that we have come to expect! The racing was as varied as ever with six grids showcasing cars from the 20's thru' to the end of the 70's.

Once back on English soil, it was off to Shelsley Walsh for their Breakfast Club meeting. There was a good variety of cars in the paddock but the variety of breakfast food on offer was even better! We all thought it would be rude not to partake so enthusiastically tucked in. We followed breakfast with a small run out to Westons Cider at Much Marcle to sample their hot chocolate and carrot cake for afternoon tea and the day was rounded off with an ice cream at Toddington railway station — a fairly normal diet for one of our run outs.

A week later it was off to the Derbyshire Dales for our joint camping weekend with the Gloucester area. Once again it was organised by Mike Carter and once again he excelled all our expectations with a couple of scenic run outs on the Saturday and Sunday. He had clearly been reading about our kind of runs and had factored in stops at various tea houses and farm shops so we could keep our energy levels up! We are already looking forward to next year Mike, so long as you can get rid of those pesky midges!

With the arrival of summer we took advantage of an evening pub run that Jane from the Gloucester area had organised to the Royal Oak at Gretton. With members from both areas turning up in force we managed to take up 14 spaces in the car park. A rip roaring evening was had by all, as tales from the various camping weekends were swapped, possibly embellished and future outings planned.

The last weekend in July saw us at the Twyning BBQ on the Saturday evening, enjoying a BBQ put on by the men from RetroMarques in aid of Fly2Help. They had a Tesla Supercar on show along with a Shelby Mustang but the main event was put on by the enthusiasts who turned up in various cars and parked them on the green.

We finished off the month at Shelsley Walsh by attending their Nostalgia Weekend on the Sunday. There was only one shower whilst we were there, which was a bonus, as we were forecast more. The cars going up were all pre-1982 and were a mix of single seater racers, tweaked production cars and flat out modified beasts. A good day was had by all and another outing is in the planning stages.

I think that's it for the moment, so until next month.

Cheers

Vicky
Sunday 9th September

Shelsley Walsh Breakfast Club Sat/Sun 15th/16th September Stoke Prior Steam Rally Sunday 16th September – Gloucester Warwickshire Steam Railway Nostalgia Day

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

WEST YORKS



WEST YORKS Tel. 01535 634239 www.tssc.org.uk/westyorks

HI All. First off I would like to thank **Martin** for all the work he as put in over years he as been with us, IE all the trips up to the Dales, planning runs for our week end camps and helping run the Dales week ends ETC.

This year he took over as AO but due to his wife Helen having been in and out of hospital and pressure of work he had to stand down at the beginning of July.

Thank you again Martin.

So you are left with me again for the rest of the year. We will be looking for a new person to take over in 2013! This post will not pay you any brass, but it's not hard to do, but it can take a bit of your time up, we have a good bunch of members to help out with a Lot of knowledge between them and all were ready to help out.

As you all know our chosen charity for this year is Prostate Cancer, having been one of the ones to have had

TSSC AREA NEWS

it and been successfully treated and I now only go for a yearly checkup, so for the rest of the year I will be bringing a sealed bucket for all of our spare copper etc to donate. I thank you all for your donations so far this year as the weather as not been kind to us and many car shows have been cancelled.

So far the buckets have not been out much.

It is the time of the year to start planning next years Dales week end so all suggestions are welcome and any more things to do, outings etc.

The Hebden Bridge classic car show was very well attended by our members, 9 in total on one of the few sunny weekends so far, with well over 200 classics on display with charity stalls and auto jumble, this is a very good show to attend next year.

Keep your Triumph wheels turning

Alan



Triumph Sports Six Club - Lincolnshire Area



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 Concours 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!

Manalina

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 "Manclin's Holiday Camp" for fun, games and fabulous runs in the countryside.

Venue:

Elm Cottage Touring Park, Chester Lane, Winsford
CW7 2QJ
Pitches available for tents, trailers and

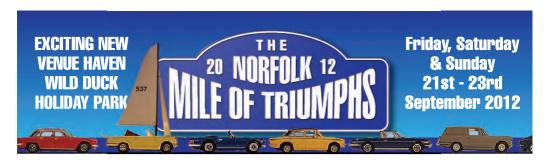
Name:		caravans. There are some limited B&B in	
Address:		the area too. For more details:	
		Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at	
Postcode:	****	Http://www.tssc-manchester.org.uk	
Phone No:	Email:		
Car Make:	Model:		

Registration Number:	TSSC Membership N	Number:

Item	Rate	Please Tick
Camping / Caravan Package 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)	£30.00	
Additional Car (for families lucky enough to have more than one Triumph)	£5.00	
Run Only (No Camping)	£10.00	
Total		

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





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

All stays are for 3 Nights

– Fri, Sat & Sun
21st-23rd September 2012

More caravans available

Accommodation:	£135.00	Number:	Total: £	
Superior 2 bed (sleeps 6)	£130.00	Number.	IUIAI. L	
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



ALL TRIUMPH DAY TRIUMPH SPORTS SIX CLUB

SUNDAY October 7th 2012

£13.00 per person

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

Gates open 10 am

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

BOOK CAMPING DIRECT via Email: tony@appleacrepark.co.uk Tel: 01763 208354

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.

