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The Courier 400

OCTOBER 2013

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**October 2013**





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# The Courier

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

**No.400** VOI 35. OCTOBER 2013

**Price £3.50 Free to Club Members.**

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## COUNCIL MEMBERS 2013

Bill Bate, Ben Broadbent, David Embery,  
Pip Flegel, Derek Holman, Peter Lewis,  
Simon Morgan, Jane Rowley, Frank Spencer,  
Victor Thompson, Vivien Thompson.

**For a full list of TSSC officials see page 74.**

## HONORARY MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox.  
Dave Glead. John & Pam Griffiths. John Macartney.  
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.  
Paul Swanson. Peter Williams.

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.

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THIS IS THE 400TH EDITION  
OF YOUR FAVOURITE  
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COVER BY  
BERN - COURIER EDITOR

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# T.S.S.C. Events Calendar

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

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See also further adverts in Courier

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# CoMment

## 400 and Upward!

BY DAVID EMBERY

COUNCIL OF MANAGEMENT

It is an honour to write the opening article for what is a very special edition of our club magazine. This 400th edition is a significant milestone of the TSSC's ongoing journey. As with any journey, many things have changed as our Club has made progress over the years. However, as with all journeys, there are some constants and one in particular deserves our tribute. I would like to take this opportunity to deservedly recognise Bernard 'Bernie/Bern' Robinson who has been the Principle Editor and creative flair for the majority of the 400 editions. He has not only brought his expertise and experience as a professional Graphic Designer to each edition but also his passion and desire for all things Triumph.

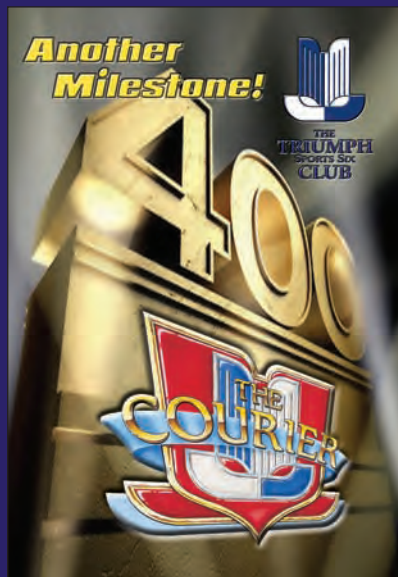
These last two qualities are infectious and have significantly contributed to the establishment of the TSSC brand and its deserved place as a true Triumph Enthusiasts Club open to all people and all Triumphs. Thank you Bern on behalf of everyone, for all the years of personal commitment that has not only helped create the TSSC but also given each individual member a special reason to enjoy their Club membership each and every month that the Courier has dropped onto their doormat!

It was great to meet so many TSSC members at Stafford and as a member of CoM I particularly appreciated the messages of support with regards to the business planning ideas that we put forward at our AGM in April. One of those ideas we look to develop this month as we make available for purchase one of the cars we have within the Museum here in Lubenham. More detail on this can be found later in this edition and I hope that all members will support the scheme for not only the



future benefit of the TSSC but also the cars, which we have and need, for their sake, **to do more with!**

**David**





# NEWS REVIEW

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

### TSSC Council of Management Volunteer Wanted

#### Role of General Secretary

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**Triumph Sports Six Club,  
Sunderland Court, Main Street,  
Lubenham, Leicestershire. LE16 9TF.**

### OOPS!



Thanks for using the article on **Compression Ratios**, in the September 2013 Courier.

I hope it helps people, but maybe adding the appendix was a mistake, especially as another typo crept in! Sad, when you rendered the other, complex equations perfectly!

The equation above the diagram on page 61 should be  $AC = \sqrt{(AB^2 + BC^2)}$

Where " $\sqrt{\quad}$ " is "square root"

An "Ö", O-umlaut, makes no sense!

**John Davies**

Lancaster

*(Sorry John, that is how my Computer Translated your text and I missed it - Bern, Ed.)*

### Shop Offer Continues

Due to the popularity of the promotion of the **Hi Torque starter motors** I have decided to extend it into October and knocked another £5 off, so they are now only **£145 plus P+P of £10.50**, but remember you can order up to 20kg for that price, so why not add some brake spares or a new clutch for the winter projects and save on postage?

**Garth Jupp**

Club Shop Manager





# HQ OPENING TIMES

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**NOVEMBER 10 2013 - JANUARY 12 2014**

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**  
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**Please ensure that any items you wish to raise on the Council of Management Agenda are received by the General Secretary at least two weeks before the date of the Meeting**

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## Colin Lindsay 400 Couriers & Stafford

**B**ernard reminded me recently that this Courier is number 400, quite a milestone! My own involvement started with reading around issue 153 and writing at around number 253, when I was with the Dark Side of the GT6 Register before jumping ship to the Force – four cylinders that is.... As I've always had more Heralds than GT6 it made sense. There's been a lot of waffle under the bridge since then, but I remember reading early Couriers and thinking how very technical they were, with the emphasis on step-by-step maintenance and upgrade articles, and while in pre-Internet days these were often the only source of hints and tips I knew there were a lot of owners out there who also wanted a bit of fun and entertainment both out of their cars and from the Courier. With the advent of the Internet things got so much more available – parts, reference pages and discussion forums – and so it was easy for me to divert every so often into fun facts and interesting features to appeal to those who simply drive and enjoy their cars. It's been a two-way process – I've learned a lot, and am still learning new things with every month that passes. I hope you've enjoyed it so far, and well



done to the team for getting us to issue 400.

Many more may we see!

I really must give Bern a new pic for the top of this Register; that one was taken around 1998 and like me is long overdue restoration.

Before Bern sidetracked me I was intending to report on the International 2013; some nice cars this year, some new to me and as usual some old friends, like this trio of 1200 convertibles I spotted





## HERALD 948 -1200 -1250 Register



of Tri-Ang Herald pedal cars, miraculous survivors if my own rusty dented and long-since scrapped toys are anything to go by.

I've never seen Herald pedal cars anywhere else; J40 models certainly, but these seem almost unique.



on entering the showground. I think I've featured each of them at one time or another and you can see why. This beautiful early 1200 in Primrose Yellow just caught the mood of the Sixties and was perfect in every way. There was a smattering of 12/50s too, with this lovely example in Gunmetal Grey



The autojumble was good in that I got some good bargains (no Cosmic bumpers though!) and even managed to sell a few unwanted spares courtesy of the Bring and Buy stall – a brilliant idea for shifting unwanted parts that are taking up space and giving a bit of cash to buy more of the same... and it was nice to see the usual traders again; Chic Doig,

showing off the Webasto sunroof, Herald lettering and revised front grille resplendent with AA badge.

Inside the hall we had the usual collection of polished gems – a least two Shorrock supercharged Heralds, one very nice Courier van in the sign-written name of A. Davies of Machynlleth – nice one, Bill! - and this cracking little 1200 coupe celebrating it's 50th birthday. I wish I looked as good... when I reach fifty, that is.... I loved the pair





used to say: *"This car may not be fast, but it's paid for, and it's in front of you?"* This one just stated: *"I may not be finished, but I'm here"*. The wings were primer grey, the valences were yellow, but it looks just perfect and is someone's labour of love. To me, it was just the spirit of what the International used to be about and I just had to give it my vote as People's Choice. I'm not sure what the future will bring,

Bill Davies, Mick Dolphin amongst others and a special mention this year to Dave Gleed who has the most amazing stall of grommets, screws, clips and odds and sods that is just a real treasure trove to me. Every show I find something new, or essential, or just plain desirable in his trays. I'll cover some of this year's finds in future articles.

there is already talk of a new venue and interaction with other Clubs, but it's cars like this and their owners that make it all worthwhile. I came home with a camera full of photos and a real urge to get my Herald on the road – a real enthusiasm boost that can only be achieved by being there.

It was worth it.



Car of the Show for me personally was this lovely 1200 saloon, in a fetching shade of.... multicolour. You remember that car sticker that

Thanks to all and roll on 2014 – wherever or whatever it may be.

*Colin*



# Welcome to NEW MEMBERS

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



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## Phil Willson

# Who's Herald

I am confused. No, not about the use of the apostrophe or the lack of a question mark in the title. It's time travel that does my head in. For a start, how can it be **issue 400** already? Why does editor Bern look so young – does he time travel? (I'm hoping for a brownie point there!)

But here's the thing: When I first became 13/60 Register Secretary in 1993 (seems like yesterday), one of the first things that landed on me was 'Crazy Horse' from the newly released video of the film 'Soft Top Hard Shoulder'. This was a 13/60 convertible driven by pre-regenerated Dr Who, Peter Capaldi. We even featured it on the cover of issue 159. (As an aside, just check out the cunning modification to the car's bonnet – artistic licence or incompetence?)

The film tells the story of a young man desperate to get home to Glasgow from London in time to claim his share of the family fortune. The clapped-out Herald features heavily but other modes of transport appear as well. A road movie with a difference, with thrilling speeds in excess of 40 miles an hour, it has a brilliant cast including Elaine Collins (the real Mrs



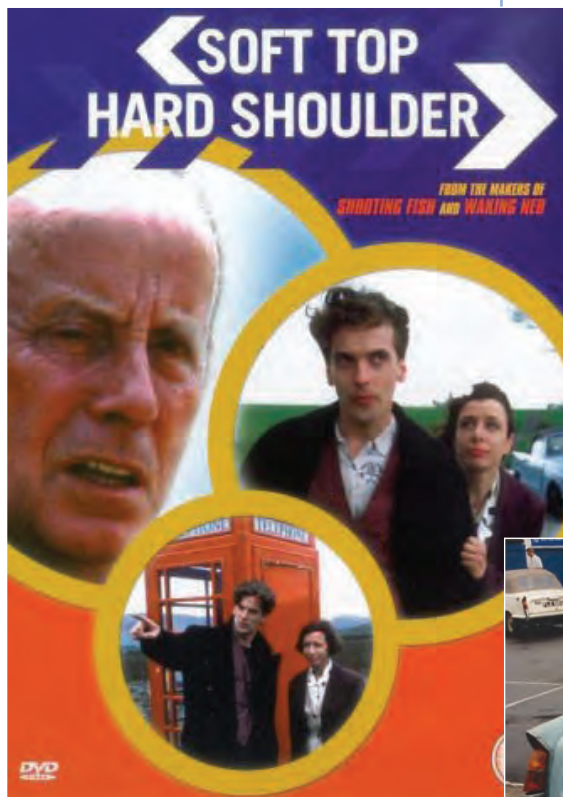
**Picture 1:** Dr Who with Herald in 1993

Who/Capaldi), Richard Wilson, Frances Barber, Simon Callow and Phyllis Logan.

Well, a while later came the DVD version and,



lo and behold, the cover showed the Doctor-to-



**Picture 2:** *Dr Who with a red Tardis?*



**Picture 3/4:** *Crazy Horse at Lubenham HQ*

be with a red telephone box.

Was he just teasing us or was he learning to drive a lower power version of the Tardis?

And what of 'Crazy Horse'? This car had been given to us by the promoters, Columbia Tristar, and was the subject of a competition.

In December 93 we announced the winner as James Morrison of London.

If I recall, Mr Morrison didn't get around to restoring the car and it eventually passed to someone else (many years later the V5 was still showing me as the registered keeper!!).

It was eventually restored and was featured a couple of years ago in the 13/60 Register.

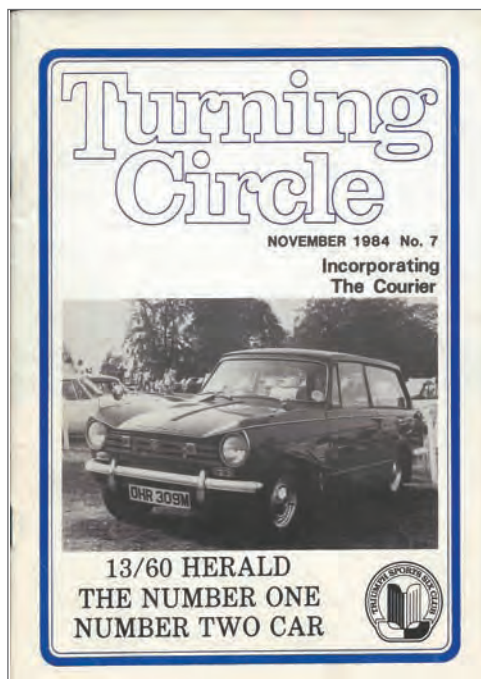


So the Time Lords have been kind to this famous little car.

The theme tune, by Chris Rea, and clips from the film can be viewed on YouTube at <http://www.youtube.com/watch?v=ND1Zmh1fedQ>

Travelling back to the 1980s now, there used to be another TSSC magazine that appeared on a fairly

ad hoc basis called 'Turning Circle'.



**Picture 5:** 13/60 Turning Circle front cover

Many editions concentrated on one particular model. **Picture 5** shows the cover of the November 1984 issue when our turn eventually came around with the 13/60.

Many congratulations to the Courier team on reaching the **400th issue**. That's an amazing record. I don't want to confess to what I was driving way back in July 1980 when the first edition came out but I was certainly Triumphless at the time. I had lost my gorgeous 13/60 convertible back in 1973 and it would be 10 years before I returned to the straight and narrow. I bought a MkIV Spitfire from a work colleague (CPP744K, which is still apparently on the road – where is it now?).

I joined the TSSC in 1984 and have owned at least one Triumph ever since.

So here's to the next few 100 editions.

Cheers!

*Phil*

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# IN THE NOVEMBER ISSUE OF PRACTICAL CLASSICS

ON  
SALE  
OCT  
2ND

## Family Feud

Herald v  
A40, Viva  
and Anglia



## Also inside..

World's best **Stag** restoration, and we finish our **Triumph six-cylinder engine** rebuild. Plus Retro Warwick in a **Vitesse**, **TR6** camshaft woes explored, **Saab 900** restoration, how to look after your **chrome**, fit **gaiters** and sort graunchy **gearchanges**. We also pay a 60th anniversary tribute to the great British film **Genevieve**, go under the skin of the **Jowett Javelin**, and look back at traffic heading for the 1986 FA cup final at Wembley. Oh, and if you fancy a cheap Jag as a reliable daily runabout...



**HAPPY 400TH ISSUE TO THE COURIER  
FROM THE PRACTICAL CLASSICS TEAM**



# CONCOURS



**Tel. 07827 891471**

**e-mail. [tonys@slsdesignconsultants.com](mailto:tonys@slsdesignconsultants.com)**



***Tony Simpson  
and Steve Taylor***

## 2013 Concours Results

**A**fter months of planning and a few frantic days before the event the 2013 Concours is now over and we are already planning for next year. Whilst the actual number of entrants was slightly down on the record numbers achieved in 2012 I did think that the standard and quality of the cars entered are getting better year on year. In the past I have given tips on concours preparation and you will all have no doubt noticed my emphasis

on cleanliness and it certainly showed this year, where there was some very clean cars on display, even in the hard to get at places, so well done to all those who took the time to get it right – see we did notice and it did reflect in your points total.

My congratulations go to the premier award winners who were **Colin Payne** and his stunning red TR4 who won best TR and Car of the Show and to **Paul Griffes** and his magnificent green TR6 who won the Masterclass (for the second time I believe ). If you were not



***Car of Show TR4 273 JWP - Colin Payne***

at the show believe me these cars were something special and the level of detail had to be seen to be believed.

Steve and I have had some very long chats recently about the concours event and what we can do to make it better, and one of the area's that does raise some concern is the lack of competition in some of the categories. In recent years entries for the Bond, Specials, Small Saloons and 2000/2500 Classes have been on the decline and in some years we have seen no entries at all or sometimes just a single entrant. Starting next year we are proposing to delete the Bond, Specials, Small Saloons and 2000/2500 Classes and to introduce a new category to be called Mixed Triumph Class. Whilst I am sure that this will not please everyone it will introduce some much needed competition and if numbers for any one marque increase in future years then perhaps the class could be reinstated.

Now onto a subject which has caused much controversy in the past and that is trailering. I received a number of complaints and gripes this year regarding a few competitors who bought their car to the show on a trailer and whilst I personally do not have any objections to concours cars being trailered to the event I must concede to the fact that it does provide an unfair advantage particularly with regards to the amount of cleaning needed at the show especially if it rains on the way to the event.



**Tony Simpson (right) presents Colin Payne with the Car of Show Trophy**  
Sponsored by Triumph World & Autoglym

entrants who do not declare using a trailer but try use one covertly the penalty will double to 30 points. We have tried to structure the penalty points in a way we believe fair to all and is based on what elements of the car could be spoiled if it rained on the way the event. Obviously things such as interior, boot & spare wheel and tools etc would not be affected and so do not form part of any penalty points whereas paintwork, underside and wheels etc would suffer and it is these areas which attract the penalty points. Again this will likely not please everyone but on the



So starting next year we are proposing to introduce a handicap system in the form of penalty points for those that wish to trailer.

We are proposing that those entrants who declare their intention to use a trailer will be awarded 15 penalty points and for those

whole will be a fairer system.

Winter is almost upon us now and should be an ideal time for spending the odd few evenings and weekends in the garage carrying out mini projects to spruce up those last few area's to gain a few extra marks.

## TSSC International Concours Results 2013

### Best Herald

Sponsored by Jigsaw Triumph



**1st** Chris Gunby  
**1678 VC** Courier Van  
**2nd** Dave Axon  
UUN 211

### Best Spitfire

Sponsored by James Paddock



**1st** Steve Openshaw  
RAO 338R Spitfire 1500  
**2nd** Maria Chaborel RPO 811E  
**3rd** Alex Cain KOW 224E

### Best Vitesse

Sponsored by Chic Doig



**1st** Laurence Cain  
JHF 488 J Vitesse Mk2

**2nd** Nick Bareham 9598 PK  
**3rd** Andy Smith OVV 756J

### Best Stag

Sponsored by E J Ward



**1st** Steve Taylor  
MDP 582K Stag  
**2nd** Neil Spencer WYO 575M  
**3rd** Sue Franklin FRU 149L

### Best TR

Sponsored by Moss Europe



**1st** Colin Payne 273 JWP TR4  
**2nd** Dennis Patrick VHN 65F

### Best Small Saloon

Sponsored by Arnage Motor Care



**1st** Mike Mayfield  
CYT 689V Dolomite



## Best Restoration

Sponsored by Peter James Insurance



**1st** Gail Bancroft  
**RUE 859 TR5**

**2nd** Martin Loyd **OCO 336J**

**3rd** Robin Stead **MHT 328L**

## Best 2000/2.5

Sponsored by Superflex (Chris Witor)



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

## Best Cruised & Used

Sponsored by  
Heritage Classic Car Insurance



**1st** Peter Harding  
**SRE 811W Spitfire 1500**  
**2nd** Chris Edmonds **RUT 513G**  
**3rd** Carol Coventry **COD 540T**

## Best

## Modified/Modernised

Sponsored by Classics Monthly



**1st** Ray Nugent  
**NBU 42L Spitfire MKIV**  
**2nd** Ian Viles **XLR 336V**  
**3rd** Ross Brown **ECD 261C**

## Best Unrestored

Sponsored by Yorkshire Triumph



**1st** Paul Harvey **477 YUT Italia**  
**2nd** Chris Winlow **PRU 402R**  
**3rd** John Edwards **JMP 740V**

## Best Special

Sponsored by TSSC



**1st** Claude Buntinx **NBU 42L Hurricane**

## Best Bond

Sponsored by Practical Classics



1st Ian Blair SYR 206F GT4s  
2nd Josie Winstanley YUY 193G

## Peoples Choice

Sponsored by Lavenham Press



Brian Pringle NLP 12L GT6 Conv

## Car of Show

Sponsored by  
Triumph World & Autoglym



Colin Payne  
273 JWP TR4

## Masterclass

Sponsored by Lancaster Insurance



1st Paul Griffes VPE 353M TR6  
2nd Chris Tickner RLM 504E  
3rd Derrick Binning RNE 352J

## TSSC International Concours Sponsors 2013

Best In Show

Master Class

Best 2000/2.5

Best Bond

Best GT6

Best Vitesse

Best Restoration

Best Unrestored

Best Stag

Best Herald

Best TR

Cruised & Used

Modified/Modern

Best Spifire

Best Small Saloon

Best Special

People's Choice

Triumph World & Autoglym

Lancaster Insurance

Chris Witor

Practical Classics

Rimmer Bros

Chic Doig

Peter James Insurance

Yorkshire Triumph

E J Ward

Jigsaw Triumph

Moss Europe

Heritage Classic Car Insurance

Classics Monthly

James Paddock

Arnage Motor Care

TSSC

Lavenham Press

All Photographs courtesy of Andy Sollis

# Feedback from the TSSC Council of Management Meeting

## Sunday 1st September 2013



### Welcome to two new CoM Members

Ben Broadbent had put himself forward in response to the advert for a Director to lead on Finance and by the meeting he had already made progress on reviewing the financial governance within the club. Simon Morgan had agreed to lead on IT and again by the meeting he had already met with staff to look at how IT systems could be streamlined and updated. He has also worked up a specification for the club website so we can obtain quotes. It was agreed we need an operational lead for IT at HQ and Garth has agreed to add this to his current role.

### Financial position:

The current financial position forecasts possibly a small loss at the end of the year (we are hopeful it will be no more than £10,000), but it might be able to get nearer to a break even position if current income streams (Insurance, Advertising, Shop and Events) prove successful.

The shop activity continues to increase and Bernard Robinson in his extended role of Commercial Manager has already presented further ideas to increase income.

### Events:

Bernard joined us to talk about next year's events. There will be a number of HQ organised events/stands: Stoneliagh, Spa, Standard Triumph Marque Day, CLM, International, NEC. He outlined plans for the

International and if the plans come to fruition it promises to be a very exciting event. It is all hush hush till the main booking is secure, but once this is done Bernard plans a big launch. Can't wait.

### CoM Roles & Responsibilities:

It was agreed we need a CoM member with responsibility for Health and Safety and Premises. As Victor's job involves Patient Safety and Risk he offered to take a lead on this. It was also agreed we need to have an operational lead for this at HQ and Garth has agreed to take on this responsibility.

No one had come forward to take on the role of General Secretary so the advert is to appear in this month's Courier again.

Two people had put themselves forward to be Co-opted onto CoM. It had previously been agreed that Co-option should be the exception rather than the rule and it was felt that neither of the two people had given sufficient justification to be co-opted, so although CoM was very grateful for their offer, we had to decline the offer at this time. Both are very welcome, as is any member, to put themselves forward for election to CoM at the next AGM.

### Next CoM meetings:

The next COM meeting will be held on **10th November, then 12th Jan 2014.**

**Vivien Thompson**  
General Secretary



# VITESSE Register



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



# Dave Rumens

# Issue 400 - What's Changed?

**H**ello folks. As this is issue 400 of the Courier it makes sense to look back at what has changed with the Vitesse over the years both in terms of ownership and the way it is viewed today.

First we need to look back at the 1960's when the Vitesse was a current model.

Generally due to its six cylinder engine and



### The 2-seater beater.

## New Triumph Vitesse Mk2.

to match this boosted performance there's new 180-hp Indycraft fuel-injection suspension to make sure you're as safe as the century as you drive.

There have been recently improvements in the magnesium-style wheel trim, the re-molded grille, the new waistline-oriented fenders.

Some things haven't changed. The light, good tire steering. The fantastic 25 ft. turning circle. The 72-position driving view. The all-independent suspension. The combined-to-you seats that keep you secure when taking the hairpin turns and the straights.

Next another two-liter, six-cylinder, four-cylinder that isn't aspirated and isn't manual.

Triumph Vitesse MK2 saloon £972 6s. 5d.  
Convertible £1,020 12s. 6d. Both prices include  
main dealer fees.

Standard Triumphs, Inc. Ltd.  TRIUMPH

### Triumph put in what the others leave out

**Photo 2.**



**Photo 1.**

being a Triumph it was a car for the enthusiast. It was marketed as a small compact upmarket fast four seater car, [Picture 1 & 2](#). What else would you tow your Lotus to the track with other than a Vitesse 6?

When I was driving my 1600 back in the late 1960's even then I viewed it as a classic, [Picture 3](#).

In the 1970's, production finished in 1971, the Vitesse entered both the banger stage and the well maintained, mainly in the ownership of the enthusiast. By the



**Photo 3.**

late 1980's the well maintained cars were now being modified which included lots of shiny bling, in many cases under the bonnet, and non-standard colour styles. We still had a number of bangers around giving good service and a lot of fun to their owners.

The non-standard theme



**Photo 4.**



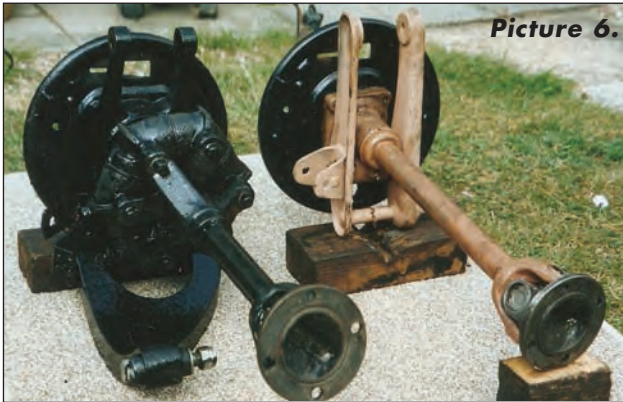
**Photo 5.**

continued into the early 2000's. Over the period from the early 2000's to the present day we have seen a change in the way their owners want their Vitesse to be. Those that have owned their Vitesse for many years are now much older. New owners are generally people who are around retirement age and want an upmarket classic car which has style. The overall effect has been people now want to own cars not only in good condition but they must be as near standard as possible, [Pictures 4 & 5](#). I say as near possible, as positive improvements on the original, e.g.

to gas dampers, stainless steel exhaust, are still considered acceptable. The Vitesse has now gone full circle and is viewed as a small compact upmarket car from the 1960's with a superb straight six cylinder engine, in other words a true classic whose design is far removed from today's jelly mould shaped cars.

Values are rising on both the convertible and the saloon on good condition cars. The saloon is





**Picture 6.**

*have disappeared off into scenery. But if driven correctly, Triumph style, it will give a very good account of itself and is not dangerous to drive".* Picture 6 shows both the rotoreflex and the swing axle rear set-up. Picture 7 shows the camber compensator fitted to a swing axle set-up.

The article covered modifications to the swing axle set-up and how they compared with the later rotoreflex set-up. I guess it was directed at the "Press-On" type of

not being ignored in preference to the convertible anymore and is now being recognised for its own particular advantages. Hmm - Not counting this year, it must be all those wet cold summers we have had in recent memory!

*It is true to say that the Vitesse has now come of age.*

Well that was some background to where we are now.

So what was I writing about around ten years ago? In October 2003 (issue 280) I had just taken over from the previous Vitesse Register Secretary, Mac Reynolds, and was giving my experience of Triumphs. In November 2003 I covered modifications to the rear suspension in an article called - **"SWING SPRING V CAMBER COMPENSATOR V ROTOFLEX"** I quote from that article -

*"We all know the limitations of the 1600 and Mk1 Vitesse rear suspension of jacking up and tucking under if not driven appropriately. Little was made of it in the 1960's but these days there are a number of car enthusiasts who are very willing to tell you your car has a major design flaw and is highly dangerous to drive! Being around in the 1960's and fortunately having the opportunity to drive a number of the other makes of cars, in my opinion in many cases both the Herald and Vitesse had the superior road holding to some of the other models then available. It is true the Swing Axle like all suspensions does have its limitation and for sure a limited number of people in the past*

driver. In the present day we are getting people in classic magazine articles making



**Picture 7.**

disparaging remarks about the swing axle set-up. Back in the 1960's a driver who couldn't get their swing axle car to corner was treated with some suspicion before some instruction was given. In retrospect treating with suspicion was probably unfair as if you had only learnt and driven cars with the basic cart spring type rear suspension then you wouldn't understand how to handle the swing axle set-up.

As time goes by when people have only driven modern cars with their active, forgiving and flattering suspension the disparaging remarks are likely to increase. The swing axle cars take skill and care to drive. But surely that is some of the fun of driving a classic car?

I went on during my first year to cover members' rebuilds and members' experiences in their Vitesse.

Well that's it for now, see you all next month,  
*Keep Running On All Six,*

*Dave.*





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# SPITFIRE MkIV/1500 Register



e-mail.

**[ford.derek@sky.com](mailto:ford.derek@sky.com)**

**Derek Ford**



## Three Years On

**H**i everyone and welcome to the 400th edition of the Courier, it was January 2010 when I first took on the role of Reg Sec along with my esteemed colleague Hugh Glossop. Hugh as you will no doubt be aware has deserted me and left me with the unenviable task of writing something interesting and informative every month. I will be the first to admit that this is not always possible, so once again I ask you for suggestions as to what you want to hear about and **PLEASE** send me your restorations to feature here.

Looking back I was pleasantly surprised with just how many articles have been written, so this month is a summary of all my and indeed Hugh's articles.

**Jan 2010** Introduction Fuel pumps and Vented disc conversion  
**Feb 2010** Vented disc conversion part 2  
**Apr 2010** Engine conversion 2.0l pinto  
**Mar 2010** Engine conversion part 2  
MX5 seat installation  
**Jun 2010** Mike Staffords Sprint engine conversion  
**Jul 2010** Front upright trunnion overhaul  
**Aug 2010** 4 branch exhaust manifold fitting  
**Sep 2010** Door lock issues  
**Oct 2010** Overdrive gearbox conversion



**My Spitfire from our Intro Register Jan 2010**

**Dec 2010** Gearbox ratios explained  
**Jan 2011** Rear disc conversion  
**Feb 2011** Halfshaft UJ issues  
**Mar 2011** Waking from hibernation and servicing  
**Apr 2011** Fitting Sprint alloys  
**Jun 2011** Servicing your Spitfire  
**Jul 2011** Halfshaft failure  
**Aug 2011** Valve clearances  
**Sep 2011** Type 9 gearbox conversion  
**Oct 2011** Type 9 gearbox conversion part 2  
**Nov 2011** Type 9 part 3  
**Dec 2011** Front wheel bearing change  
**Jan 2012** Roger Smith's Spitfire  
**Feb 2012** Clutch faults  
**Mar 2012** Preparing for MoT  
**Apr 2012** Rear brake servicing  
**May 2012** Front vented disc conversion  
**Jun 2012** Distributor identification and gearbox scroll seal  
**Aug 2012** Robin Kenyons Spitfire

Sep 2012 Thermostats explained  
 Nov 2012 1500 engine rebuild part 1  
 Dec 2012 Phil Sidall spitfire  
 Feb 2013 Valve grinding  
 Mar 2013 DIY head porting  
 Apr 2013 Fifth gear report  
 May 2013 Crossword  
 Jun 2013 Top end tuning  
 Jul 2013 Rear shock absorber change.

Now we have the Conclusion to **Aaron and Ian Hissey's** Stafford Display mission, did they make it? Over to you Aaron.

### Mission Bingley (PART 2)

Having a Father is a bit like starting a classic car engine, it either does not do anything at all or races away on you.

Well there I am sitting listening to Dad prattle on at our area club when the idea of getting my chassis ready for the Stafford Show is brought up, Knowing full well what a task this will be I give Dad a knowing look, clearly meaning *"you would be mad to say yes"*. Well after many months of not having the time to do anything on the car he has now gone and committed us to an enormous job, talk about

letting your mouth race away!

What follows is a couple of weeks alternating from being the garages odd job boy and wielding a rotary wire brush on an angle grinder against my chassis, School Holidays eh? At times I look like a Banana, covered head to toe in yellow paint flakes. I do my best but Uncle Ewan and Dad just tut *"you need to*



*get it cleaner if the paint is going to look right"* seems to be all they say, Hard work and a little help later and the chassis is ready to be moved in doors for painting, I sigh with relief at being able to say goodbye to the angle grinder.



**Aaron 'Bananaman'**



Only to be shoved back out side to wire brush all the suspension components.

Inside the decision is made that my freshly cleaned bonnet brackets are just too grotty and are plasma cut off, talk about wasting my time and it's my money they are spending. James Paddock's excellent service means that the new



brackets are in place and every thing is ready for paint in just a couple of days. The car is coming along well, however the discs aren't up to much, the back brakes are a joke and the tyres have cracks in them large enough to house colonies of spiders. More is then spent on brakes and some snazzy Avon tyres.



Stafford is getting ever closer but progress is being made, something on the wheels means the paint reacts so they will need doing again, but we should make it to the show. The recently



assembled and loosely bolted chassis is placed under a four poster with a four wheel drive on so that the suspension arms and rubbers are in their true running position before being fully tightened up.

Much of the work is being done by Uncle Ewan and Dad, however without me supplying

a seemingly endless supply of tea and coffee I think progress would grind to a halt.

We fit the engine and gearbox so we can show the chassis and we are ready for the show, at least that is what we thought, the Iveco that Dad has borrowed has major issues with its lighting and we are due at the county show ground, now! The brake lights and indicators are sorted and a quick pre-darkness dash is made to up to Dave our leader in Stafford, where we find out because it is after seven she will be sleeping outside for the weekend. Dad seems a little worried about this, but they can hardly drive her away without a fuel or ignition system - let alone a seat or steering wheel.

Dad had to work on the Saturday so although my car was attending it's first show that day, I did not get to go till Sunday.

The chassis has attracted a lot of attention, most of it good. Although someone did mention the bonnet brackets being a little off centre. Dad says he welded them exactly where they came from, but I pointed out if he had used Google he could have also put them on perfectly, he was racing away again it seems when he did that bit of the job.

The Sunday was a lovely day and we even forced Mum along for the ride, although I do not think it was her thing. I would like the car finished for next July which means Dad will splutter and stall before we have another sudden lurch and we start racing away next May.

**Aaron**

## Spitfires in Poland

To finish this Register in this special edition this month, I received this email from **Paul Barlow** that I thought would be good to share with you all.

*Hello Derek*

*I was in Krakow in Poland last week on holiday and came across the start of the 'Rajd Polski Historyczny'*

## SPITFIRE MkIV/1500 Register

*This is a tour of Poland. Surprisingly there were two Spitfires there, a Green MKIV and a Black 1500 (as well as Triumph Roadster, a MG\*, Wolsley 1500 and a Mini) The rally started in the main square in Krakow see photos*

*Hope the photos may be useful for your column in the Courier?*

*Kind regards*

**Paul Barlow**  
Exeter 87/20194

Many thanks Paul, smashing photos indeed, if anyone else comes across pics of the Later Spitfires or indeed has a tale to tell of their own, Please send it into me, so I can put it into future registers to share with all.

That's it for issue 400!

*Derek*



**'Rajd  
Polski Historyczny'**



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White rubber bumpers (full set)	£125.00
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Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£45.00
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Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
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Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£28.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
Brake pads type 14	£10.20 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 4 Syncro (exchange gearbox)	£315.00
Vitesse (exchange gearbox)	£285.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£170.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£20.50
Herald new alternative distributor (exchange)	£59.00
Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£12.50

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13/60 HT lead set	£8.00
Herald oil filter GFE 119/150	£5.00
Herald O/E head gasket GEG 314	£9.00
Spark plugs 1200/12.50 (set of 4)	£7.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

## TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
Body shell convertible	£4,575.00
LH rear wing Coupe, original	£305.00
Late type boot lid XKC3854	£180.00
Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£90.00
Petrol tank retaining strap TKC131	£8.00
Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£37.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£205.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£165.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

## STAG

Front suspension leg insert	£35.00
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£350.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£100.00

## TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E.	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunnion 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
Gearbox (exchange)	£350.00
Recon drive shaft assy (exchange)	£160.00
Recon rear hub assy (exchange)	£110.00
Diff mounting upper 134235	£2.50
Diff mounting lower 134236	£2.50
HT lead set	£12.50

## SPIRITFIRE MK I & II & III

Spitfire MKIII Bonnet Assembly less tubes	£1050.00
Nearside/offside front wings	£95.00 each
Front wing 'D' plate 706311/2	£14.00 each
Front outer wheel arch 903137/8	£59.50
Front inner wheel arch 706548/9	£59.50
Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£61.50
Battery box 806707	£25.00
Rear valance lamp panel 569900	£85.00
Boot lid 575787	£395.00
Dash top cover 714482	£40.00
Vinyl hood Mk III inc zip window	£160.00
Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£315.00
Rear leaf spring 305894	£99.50



Recon exchange brake caliper type 12.....	£46.00
Recon exchange brake caliper type 14.....	£41.00
Original head gasket GEG314.....	£9.00
Distributor cap.....	£5.50
Front valance support bracket 712567/8.....	£6.00

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£19.50 pair
Front wings 90963/4.....	£55.00
Front wheel arch outer 909351/2.....	£49.50
Front wheel arch inner 909797/8.....	£39.50
Headlamp support panel assembly 818871/2.....	£40.50
Front quarter valance 815391/2.....	£80.00
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Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 91107/8.....	£60.00
Rear wing non O.E.....	£130.00
Rear wing front repair panel.....	£21.50
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
Boot floor.....	£140.00
Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreens aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£39.50
H/ top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£77.50
Window regulator 911271/2.....	£65.00
Window regulator glazing channel.....	£65.00
Front outriggers 209398/9.....	£42.50
S/steel tread plate finishers.....	£32.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£5.00
Heater valve 724021.....	£18.00
Front wheel bearing kit GHK1021.....	£16.50
Front wishbone bushes 119451 (set of 8).....	£10.50
Front shock absorber GSA364.....	£20.00
Front suspension vertical link.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£85.00
Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£170.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£87.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder 7 dia GWC1110.....	£12.50
Rear brake lever 123135.....	£6.50
Brake shoe set GBS749.....	£10.00
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
Recon starter motor (exchange).....	£45.00
Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£40.00
Seat cover set (new houndstooth material).....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
Hoods original I.C.I. material inc zip window.....	£190.00
Hoods vinyl inc zip window.....	£160.00
Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

## GT6

Bonnet assembly Mk II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£1,050.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£95.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk I/II 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£85.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rotoflex GBS750.....	£17.00
Brake shoe non rotoflex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

## TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£195.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle 2300 701/711.....	£20.50
Boot carpet 728551.....	£22.50
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£45.00
Gearbox (exchange).....	£350.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Toledo Static Seat Belts O.E.....	£35.00 pair
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Head lamp assembly 1300/1500 Dolo (square).....	£75.00
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£25.00
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolomite 1300/1500 recon exch distributor.....	£47.50
Dolomite Sprint recon exch distributor early/late.....	£160.00
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£27.00
Sprint gearbox (exchange).....	£350.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50/3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£87.50
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£45.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£65.00
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Dolo 1500/18-50 brake shoes GBS746.....	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£15.00
Sprint wheel cylinder GWC1121.....	£15.00
Tank sender 1500HL/1850HL/Sprint 215652.....	£27.50

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# SPITFIRE I - II - III Register



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## Suzie Singleton

## August? It must be Stafford!

2013 being the 50th anniversary of the Bond Equipe meant that we planned to take two Bonds this year (Guy having kindly left the Bonds behind last year when we took the two Spitfires to celebrate their anniversary). We travelled up on Thursday so that I could be ready to take my post at the gate for Friday as has been my habit over the last few years. The day started rather chilly, windy and damp at times but with the Club gazebo to shelter under and the usual sentry box in place to dive into if required we were all set, and luckily the weather did improve during the day.

While I was seeing people arrive at the gate Guy was in Bingley Hall helping the Club Team set up inside.

As ever it was interesting to see members, traders and other visitors coming to the event, from the UK and further afield, in Triumphs, moderns and vans laden with autojumble. The Jigsaw convoy made me smile having known what they were bringing this year – the 3 replica Le Mans cars which they hope to take to France for the 2014 LMC, the 50th anniversary of the Spitfires racing there and



the 10th Anniversary of Mark first taking ADU 1B to the Le Mans Classic.

Guy & I spent most of Saturday in Bingley Hall with the ever increasing number of Bond Equipes which turned up.

You can read more about this in Guy's article but I'd like to add my thanks to all those who



## SPITFIRE I - II - III Register

brought their Equipes out to give a great display of all the models.

Because of this neither Guy nor I managed our



usual roam around the field, 'Early Spitfire'



of your car at the event – or anywhere else, along with a few words for a future article.



Good to see **Jane Rowley's** Spitfire4 out and about again. It was a very good idea of hers to bring her mobile garage along but unfortunately it appeared to be filled with revellers each evening thus leaving very little room for the Spitfire!

On Sunday both **Chris Tickner**

spotting but Guy did find a few around the showground on Saturday for me, sorry if we



**Chris Tickner receives his trophy from Charlotte of Lancaster Insurance**

missed yours but do feel free to send me photos

and **Maria Chaborel's** roundtail Spitfires were prizewinners in the Concours.





**Chris Tickner's MkIII**

As you know I occasionally trawl ebay for interesting or unusual listings but I missed this one until Jane Rowley told us about it. It was particularly notable for a couple of reasons, first that the car for sale was a very nice looking 1964 Spitfire4, (Ebay item No: 271262630374). Nice to see its blue interior, something Sybil ought to have but we haven't managed to track down an affordable set yet. However we did notice in the array of photos on ebay that at some time in its life a few parts have been replaced with non-original parts, but that's



**Maria Chaborel & Tony Simpson**



**Maria's MkIII**

not really surprising when restoring a 50 year old car. We'd love to see the car in the 'metal' sometime so if the new owner is reading this I'd love to hear from you.

I was also tickled pink to see that the car had been used in a Clarks Shoes TV commercial for their Spring Summer 2013 collection, partly filmed on the Isle of Wight.

**Pictures top of Next page.**

If you haven't already seen the advert you can find it on YouTube.

[www.youtube.com/watch?v=8jXc2k\\_akql](http://www.youtube.com/watch?v=8jXc2k_akql)

Talking of being 'tickled pink', it's starting to almost get embarrassing to see that Sybil of

I was hoping this month to write up a précis of the early Spitfire IVR list this month which now has over **400 cars** listed but time, as usual, got away from me but I will aim to do that before the end of the year.

## SPITFIRE I - II - III Register

Insurance and Rimmers adverts! Maybe we should start a new competition along the lines of 'Where's Wally?', only, in this case, it would, of course, be 'Where's Sybil?'



ours keep popping up. How many of you noticed her in last month's Courier No. 399, not once but twice - in both the Heritage

And finally, congratulations to both the TSSC and to Editor Bernie Robinson, as you will see that this is the **400th issue** of *The Courier*. May there be 400 more!

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# SPECIALS Register



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## Trevor Collett

## Anne's AWE

**B**ack in August I wrote about the **AWE**, the car created by Alan Wilkinson in Somerset, and asked if anyone had personal experiences of the marque – if such a small production run constitutes a marque. A while after publication this email arrived:

Hi Trevor

*I was very interested to read your Specials article about the **AWE**. I've had one since 1999 and had great fun with it. An easy way to feel 17 again! (As opposed to 71 as I am now). I bought it from Alan and he has since built himself one with a 2-litre engine. He spends a lot of his time in Spain these days, so*

*although we're still in occasional touch I don't see him very often now. He was originally producing them as specials but it was possible to buy it in kit form - I think someone did do just that but at that time Alan hadn't heard any more about it so didn't know whether it had ever been completed.*

*Mine had always been difficult to start and seemed to need its own little routine to be gone through and as I was thinking of selling it a year or so ago I got a mechanic friend to see if he could improve its starting ability. Unfortunately, since then and a new starter motor, rings etc. it seems to have got stuck and gone into limbo so at the moment it's up in his barn. I suppose that's what happens to much-*







Alan's car

*loved old cars, they seem to turn up in barns many years later!*

*Anyway, in case you're interested I'll send you some photos including one of Alan's 2-litre with its longer bonnet.*

*Regards*

#### **Anne Bacon.**

A very interesting little nugget from Anne in Taunton; of course I just had to find out more about her car. I have a template document designed to help kit car builders write up the detailed story of their car; even though Anne didn't actually build the car, and quite likely wouldn't know all its technical details, I sent her a copy.

A while later Anne responded, saying that she didn't actually build the car, and didn't know all its technical details. She did give it a go though, and this is what she wrote:

**Owner:** Anne Bacon.

**Occupation:** Retired/Part-time shepherd for lost sheep.

**Make and model:** AWE Roadster.

**Period of build:** Not known, but pre-1999.

**Cost:** £3,000 in 1999 for the complete car, and another £1,000 to have hood and frame made.

**Why choose an AWE?:** I had been wondering whether to look out for an MGB as I thought I might be able to get one in my price range, but before I started looking properly I

saw the advert for the AWE.

I immediately thought it looked a particularly good design and then realised the phone number was quite local. When I went to see it I'm afraid it was a real impulse buy.

**Donor vehicle:**

Bond Equipe.

**Engine:**

1296cc, as Spitfire.

**Windscreen wipers:** It

came with aero screens.

Later Alan made a drop-down windscreen to enable the fitting of a made-to-

measure fawn mohair hood. I bought the wiper motor from a Land Rover spares place up in the Quantock Hills.

**Chromework:** No chromework – there is an external copper pipe to the radiator and brass piano-type hinge to the bonnet. The radiator cover appears to be metal. It is in fact fibreglass and was produced by using a metal spray machine that Alan acquired and thought that one day he'd find a use for. To convince anyone you have to take the radiator cap off and show that the inside of the cap is fibreglass. It has a dull gunmetal-look, which he recommended cleaning with Brasso wadding.

**Seats and trim:** Bucket seats designed and made by Alan on fibreglass frames. He stitched the covering and also made the tonneau cover.

**Hood and sidescreens:** No sidescreens.

As there are no doors the made-to-measure hood leaves a very small gap to squeeze through to get into the seat – made even more difficult on the driver's side due to the steering wheel. In heavy rain I've been known to pull part of the tonneau cover over my knees.

**Paperwork:** Off the road at the moment. Insurance is normally a classic car policy with Footman James. Registration DHY951C – it is described on the registration document as a "AWE ROADSTER", body type "Sports", first registered 17 08 65.



**On the road:** Very fruity exhaust, which runs externally along the body. Exciting to drive,

someone else can enjoy it as much as I have. Unfortunately I don't get to use it much these



days – at one time my daughter would come on classic car runs with me but she now has children! After that my regular car companion on runs and at shows was a dog called Lily who seemed to be known by everyone – I would hear voices in the crowd saying

steering very light so it's a bit apt to shoot off course unexpectedly.

The only trouble I had with it was over-heating, which got really bad, to the stage when I would only get a mile up the road and I would have to park up with the bonnet open to wait for it to cool down before limping back home. Everyone was discussing fitting extra fans etc., but it turned out to be the coil.

**Future plans:** I feel I ought to sell it so that

"Lily's arrived" and she would be down on the entry forms as navigator. Unfortunately, our present dogs don't have an aptitude for navigating at all!

Anne, that's a great effort; OK, so you don't tell us exact specification of the rear leaf spring, but I can live with that. Interesting thing, amongst many interesting things about this car, is that it was built from a Bond Equipe,

confirmed by the "BFC" prefix to the chassis number – hope Guy's not reading this.

her final words in the emails to me:



Anne mentions that she keeps in occasional contact with Alan Wilkinson. The last contact I had with Alan was back in 2003 when he told me about his latest AWE, the six-cylinder RHT529G that Anne mentions; some pictures of the car and a few words about it appeared in my May 2003 column. Strangely, that car too was built from a Bond Equipe donor.

You'd think Alan would probably be able to tell us about all the greasy bits, watch this space.

One final thought about Anne's car – here's

*"I definitely don't want it to just sit around - it had a beautiful exhaust sound and it would be great to just hear that again. It has a real bark and burble. Takes my mind back to the pits at Silverstone or Brands in the Fifties and the smell of bacon cooking on camping stoves early in the morning!"*

This lovely little car shouldn't be sitting forlornly in a barn, should it? Any club member / members around the Taunton area fancy helping Anne get it back on the road? If so let me know and I'll put you in touch.



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# HQ - CAR REPATRIATION SCHEME

## DO MORE WITH 'OUR' TRIUMPHS

by David Embery - TSSC Director

**I**t has been a key message of the TSSC for many years that its members should 'Do More With Their Triumphs'. This makes perfect sense as we all agree that the cars were designed and built to be used rather than exist as stationary exhibits. It is also accepted by all that the most effective care and maintenance for them is to be driven because the more they are used the better they become. That has to be the right way forward and the most effective way to ensure as many Triumphs are around as possible for future enthusiasts to enjoy.

As matters stand, the cars we have in the Lubenham museum have little or no use as they gradually gather dust and deteriorate through inactivity as the years go by. It is perhaps a strange irony that the club which encourages its membership to 'Do More With Their

Triumphs' does next to nothing with those in its possession. We are not being fair to them or future generations of TSSC members and enthusiasts by keeping all the cars without the love, care and maintenance they deserve.

A couple of the museum's cars were originally campaigned as Concours examples and thereby received all the attention needed.

CoM considers that the time has come where selected cars should now be offered for repatriation to enthusiastic members.

The Concours examples will thereby be given respect as they return to their Concours campaigning best for everyone's future benefit.

In addition, selected other cars from the collection will be made available. These are pristine low mileage models that without much effort can be easily re-commissioned back to road use as unique time warp examples of the marque.



We also need to consider ways to freshen up the display we have at our Lubenham HQ. Feedback received by COM shows little desire from large sections of the membership to visit the same HQ displays time and time again!

All too often we hear members say they've been to HQ and see no reason to go again as they have seen all the cars on display. This is even if their visit was several years ago! This is a disappointment but perhaps understandable as COM accepts that due to all available space being filled the display has changed little and indeed, whilst the Club owns these vehicles, it cannot initiate any fresh display ideas. In order to make HQ more interesting for members and thereby incentivise them to

its possession for an infinite period of time. Insurance, MOT, maintenance and public liability and storage cost constraints mean the Club is not best positioned to continually maintain in running order all the cars it owns. The agreed way forward is for selected cars to be initially made available via bids made through a sealed bid auction to current TSSC enthusiastic members.

Successful bids will exceed an agreed reserve value. That way the cars have the best chance to survive and prosper for the future and all funds raised will be reinvested by COM to enhance members future benefits and services as well as HQ itself.



visit, COM with Bernie and all the Club staff want to create some space so that regular changes can be made to the displays and members then have a real reason to visit HQ again. It is also desirable to give members the opportunity to temporarily display their pride and joy.

Be that whether for examples of originality or modern renovation. This is something COM can develop further when some space is created at HQ.

It has been agreed that it is not a sensible use of available funding going forward for the club to allow all of the cars held at HQ to remain in

### **Spitfire 1500** **1979 XDL 636T**

The first car to be made available for purchase by an enthusiastic member is the Triumph Spitfire 1500 XDL 636T which was first registered on 01/01/1979. This exceptionally low mileage (**10,546 miles**) Vermillion Spitfire with Original Hounds tooth Tan interior was purchased from the estate of its one lady owner on the Isle of Wight.

We have her original bill of sale. Apparently, she only used it once a week to go shopping.



It came with its original hardtop in place and when this was removed we found the original Hood underneath still in its factory delivery brown paper wrapping!

This car is totally original and is an ideal benchmark for the model.

Bernard. He can assure you that you won't be disappointed as this car is still 'Factory Fresh' inside and out. Still has its original Dunlops (We will replace these for safety's sake but will retain them for the new owner should they wish) and would win many an **Unrestored Concours** - **which is how we consider its overall condition.**

## Sealed Bid Auction

Sealed Bids to purchase would be welcomed from TSSC Members first (remember there is a reserve value set by the TSSC)

**By 5pm on October 31st 2013.**

The TSSC will ensure that the car will be subject to a Safety Inspection, Re-commissioning and an MOT before collection by the new owner.

Address your bid to:

**Spitfire 1500 Auction  
Bernard Robinson  
Triumph Sports Six  
Club.**

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



## Inspect before you bid!

**XDL 636T** is currently on display at HQ and as such is available for inspection by any interested party from **9am to 5pm Mon to Fri** by contacting **Bernard Robinson** the TSSC Commercial Manager by phone on **01858 434424.**

Any questions you may have should also be addressed to







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# GT6 Mk I - II - III Register



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



**Andy Wood**

## Worlds Fastest GT6

***Fastest Triumph  
in the World and it's  
a GT6 - 305mph!***

**On 15th August 2011 at the  
Bonneville Speedweek,**

**Keith Copeland and Black Rock  
Racing** took their 1971 GT6-3  
(modified) to a new modified sportscar  
record of **305.596 mph**, which beat  
the old record of 237.871 mph.

The engine was class C, and the body  
was class BFMS.

I was looking for something special to celebrate this 400th Courier edition when I remembered this amazing story on another 'Record Breaker'! It was initially placed on the TSSC Messageboard by Ex Overseas Liaison Officer **Leon Guyot** who is now living in the States and has contributed to many of these 400 editions of the Courier in the past, so many thanks and over to him.



## GT6 Mk I - II - III Register

They were forced to slow down due to an engine fire...here is the You Tube link  
<http://www.youtube.com/watch?v=QYthFBdcptk>

### MODIFIED SPORTS - BFMS, FMS, BGMS, GMS

This class is intended for production sports cars as accepted for GT class which have been modified to such an extent as to make the vehicle illegal for the Production Category.

This class is limited to production, a minimum of 500 vehicles of the same model for sale to the general public, sports cars, examples of which include Chevrolet Corvette, Porsche 911, Mazda RX7, and Nissan Z series automobiles.

This class may run Nitrous Oxide, but will be advanced two (2) engine classes.

Engine classes allowed are:  
AA, A, B, C, D,  
E, F, G, H, I,

But wait,  
there's more!

It has a 360 cubic inch V8, it's Front Wheel Drive and it had a **best one way run of 313 mph** before the engine caught fire!

It has a Brodix Block and Heads

V-8, 360 cubic inches

Twin Turbo Charged

Ice Water Intercooling

Boost of 16 psi

Custom Low Profile Intake Manifolds  
with Moran Motorsports EFI

**Leon Guyot**





# BIG SALOON Register



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



## Mark Blease

# Anniversary Display

**W**e had quite a display of big saloons (and three estates) in Bingley Hall to celebrate the 50th anniversary of the Triumph 2000 at the Stafford International in August. Although

numbers weren't quite what I had hoped for (at my last count the Bond display had beaten us by one vehicle), there was still a good cross-section of ages and models, from a 1964 MK1 to a 1976 MK2. Thank you to everyone who brought their cars into the hall and joined in with the celebrations, and a special thanks to **Malcolm Hadley** and

**Dave Harvey** for the loan of their MK1s for the entrance display on the Saturday and Sunday respectively. Thank you also to **Pete Davies** for his "how to T-Cut a Topaz estate" master class....

Unfortunately the enthusiasm didn't extend to the Concours, where the 2000/2500 class



**Stephen Pedley's MK1**



**Saturday Display**

only attracted one entry, with one further big saloon entered into the Cruised and Used concours category.

However congratulations go to **Stephen Pedley**, whose immaculate and beautifully presented MK1 2000 would, in my humble opinion, still have been a winner even against stiff competition.



Sunday Display



Cruised & Used - Dan Chudleigh's car



Floor Display

## 400 Couriers!

So, the Courier is 400 editions old this month! Although I can only claim involvement with 43 of these in my time as Big Saloon Register Secretary, I have thoroughly enjoyed

writing these articles and would like to thank our Editor, Bern, for his constant enthusiasm, help and assistance.

Since my first article back in **January 2010**, it has been great to see the values of the Triumph big six range increase dramatically. Back in June 2010 I published an article entitled "**Where have they all gone?**" in which, along with banger racers, I blamed low values for our cars' relatively low survival rate to date.

After all, who is going to plough thousands of pounds into a restoration project when the finished car might be worth a fraction of the outlay?

However the tide seems to be turning. As early as March 2010 I featured Mike Weaver's rather special V8 estate fitted with 4-wheel-drive and ABS brakes.

Mike was just beginning a very comprehensive restoration of this unique and interesting prototype car. Perhaps special cars like Mike's have always been worth saving, but in 2012 I featured two rather more standard cars.

Julie and Adrian Hadfield's 1977 2500S

"Christine" was originally intended to be a light restoration and smartening project, but Adrian ended up carrying out quite an involved bodywork rebuild including new sills, wheel arch repairs, door skins and countless other panels and localised repairs. Those who have

seen Christine at shows around the country will have been impressed by the finished result, and the car was a worthy winner at the 2012 Stafford International concours. Neil Spencer has decided to go a rather different route and has completely stripped a 1972 PI for chemical dipping - a process that aggressively removes everything except clean, sound metal. The bodyshell can then be repaired, re-dipped, and then has an electro-static coating applied similar to that used on modern vehicles. The end result should be a very long lasting restoration, the downsides are the man-hours and expense of stripping absolutely everything from the car. Although Neil's project has stalled at the moment due to workload at his chosen welding specialists, I am really looking forward to seeing the finished result.

The fact that cars such as these are being rescued bodes well for the long term survival of the remaining big saloons and estates.

### The Modern Big-Six



Back in August 2010 I took a rather tongue-in-cheek look at what the modern equivalent of a big Triumph saloon would be. Back in 1974, an entry level 2000 would have set you back £2,394, with the 2.5PI topping out the range at £2,674. It's quite interesting to compare these prices with some other cars in the Triumph range at the time; £2,293 would have bought you a Dolomite Sprint, whilst raiding the piggy-bank to the tune of £1,359 could have made you the proud owner of a Spitfire, albeit without the luxury of a hard top.

Back then, the average wage was £41.70 per week, so having a shiny new Triumph 2000 on your newly crazy-paved driveway would have set you back fifty-seven wage packets.

The winner of our quest to find the modern day Triumph big-six was, based on a set of largely made-up and very arbitrary rules, the Jaguar XF. The XF looks good in an understated sort of way. It has a well designed, comfortable interior. It handles well whilst remaining comfortable, and has high levels of refinement. The engines are smooth, torquey and powerful without being too thirsty.

It has room for four and somewhere to put the weekend luggage. In short, it possesses many of the qualities that so endeared the Triumph 2000 range to the motoring press back in the 60s and 70s.

### Size Matters

In December 2011, I looked at the relative merits of the 2000 and 2500 engines - a subject that crops up regularly on internet forums. The Triumph straight-six is a long-lived engine, certainly for a time when manufacturers weren't even optimistic enough to provide six digits on the mileometer!

The shorter stroke 2000 places lower stresses on its main and big end bearings, and some people report mileages of over 200,000 without major attention. The bearing shells tend to lead a harder life in the 2500, but even so mileages of well over 100,000 should be attainable with regular oil and filter changes. So there isn't an easy answer to which engine is best - it depends on personal preference. The 2000 is a smooth, long-lived engine which enjoys being revved, whereas the 2500 is a more powerful engine with torque to spare and a beautifully lazy power delivery.

### An Appeal

I really hope my 43 previous articles have been informative, interesting.... or at least readable! However I need some help - like all Reg Secs, I need some input from the members. It could be stories of rebuilds, problems solved, journeys undertaken, shows attended, the history of your car - in fact anything you'd like to share with others.

I would love to receive these, which you can send by post to the address shown in The Courier, or by email to [bigsaloon@tssc.org.uk](mailto:bigsaloon@tssc.org.uk).

Until next month!

Mark





# CLUB SHOP NEWS

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

**by Garth Jupp**

## Remember These?



You might have seen some strange black boxes on the TSSC Club stand at Stafford show in August and wondered what the heck they were?

Well the TSSC Club Shop will be supplying a modern version of these **Emergency Touring Kits** early in the New Year ready for the 2014 season.

The idea is that the Kit Contains over and above the spares you normally carry when you are away from home, say on a **Touring Holiday** and won't have access to these

spares locally to get you Home ( I.E. Cylinder Head gasket etc) and save all the time, hassle & worry of Breakdown Recovery (Or abroad it's 'Repatriation' as they wait until they have a Transporter Full to bring Back!) which can take days or weeks.

**Q.** How will these be supplied?

**A.** You pay a deposit, which is refundable upon return of a kit with no seals broken. If you break the seal, then your refund will be less the cost of the parts used. At current price.

**Q.** What cars will it cover?

**A.** All Spitfire, GT6, Herald, Vitesse models, also Stag, 2000/2500, TR5,6,7 & 8, Dolomite 1300/1500/1850 & Sprint.

**Q.** What will they contain?

**A.** Ignition parts, HT leads, spark plugs, cylinder head, manifold and rocker cover gaskets, top and bottom radiator hoses, hose repair kit for other hoses, radiator cap, oil pressure switch, U/J and bulbs.

The kits that were displayed at Stafford are prototypes and the final boxes will be lighter.

If you think you might be interested in these for next year, contact me at the Club Shop.



## October SPECIAL OFFER

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

**Guy Singleton**



## First, Last & 22 in Between

**O**k now I've got to eat my words – and maybe my hat as well! Sorry about my grump last month but Stafford made up for that – 24 Equipes over the weekend. We had 20 Equipes in the Bingley Hall on Saturday (including George Shannan's restored chassis) with two outside including Denis Rathbone's 4s which is for sale and a white 2 litre coupe which was spotted in the outside display area but unfortunately I did not see it. Bill Pounds and Paul Cammerer

came along with their cars on Sunday to complete the count.

With regard to George's chassis, he has been getting the chassis and engine of his 2l Mk2 Equipe completely overhauled by a company in Kent. He was due to collect it to take it home just before Stafford so the timing was ideal to bring it along to display before completing the journey home to Cumbria to finish the restoration. I hope that next year I'll be able to see the completed car at a show somewhere.

I am pleased to say that there were more Equipes than Triumph 2000s at the event – in





**George's chassis**

fact there were more Equipes than I have seen in one place in the last 15 or so years! So a **GREAT BIG THANK YOU** to everyone for making the effort and getting your cars there – you made me a very happy bunny!

One special factor was that No 1, the first 2+2, had been brought to the show from TSSC



**No 1 going home.**

as he has some storage problems so if you would be interested in taking care of it, please let me know and I can put you in touch with Mike. Thanks to the HQ team and to Mike for bringing these cars to Stafford.



**No 1 (O5 101) & My 2+2 on the Club Stand**

Congratulations to Josie Winstanley and Ian Blair for entering into the Concours and winning prizes for their cars.

Ron & Josie's 2l

HQ, and the very last Equipe - a silver 2 litre

convertible - Runner up (Above)



**Last out of the factory - V10 5431**

Coupe belonging to Mike Carter was also in the display – Mike is considering selling this car



Ian Blair's 4s (Overpage), and Ian collecting his trophy (Above).





**Ian Blair's 4S - Best Bond 2013**

I expect you have noticed that the Courier has reached an incredible milestone **400 editions** over 33 1/3 years and worryingly every one of them is on my bookcase!

Many thanks to Bern and to everyone else who contributes to this great Club magazine.

I joined the Club in 1977 after reading an advert in, I think, the Exchange and Mart, which said the Club catered for Bond Equipes. The rest is, as they say, history! I had no idea back in 1977 that 21 years' later the Club would still be going strong and I would be contributing regular articles to the Courier myself – nor that I would still be doing so 15 years further on. I have greatly enjoyed my time in the Club – as many people will tell you, the more you put in the more you get out of it, so here's looking forward to the next 400 issues! But will I still be writing about Equipes then???

Finally I would like to say a big Thank You to Suzie for not only putting up with me for the 52

last 12 years and typing editing and improving most of my articles over that period but also for driving to Stafford in my/our(!) 2+2 and surviving the 4.5 hour drive back home on the Monday morning – the usual stationary M6 adding 2 hours to the trip!

At least Suzie made it home in the 2+2 under her own steam. Peter Rieu Clarke wasn't as lucky. He wrote afterwards "On

*the journey home the Bond broke down just South of Abington on the A74 (M) and I finished the journey on a lorry. I had a look at*



**Peter Rieu Clarke - AccuSpark Problems**

*it yesterday and there was no spark at the plugs so I removed the AccuSpark electronic ignition and reverted to points and it is now 'Turnin and Burnin'."*

Paradoxically, we have just fitted an AccuSpark electronic ignition to Suzie's Mk3 Spitfire – read more about this in her article next month – and so far (touch wood!) it seems to be ok. Watch this space!!

ISSUE 208 OCTOBER 2013

# ON SALE NOW

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e-mail.

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**Bernard Littlewood**



## Engine Misfire Update - 5

And still continued - my TR4A  
cylinder head/misfire issue

MAY 16th

**T**he needles and jets hadn't arrived yet so I re assembled the carburettors, to centralise the jets, with the pistons (complete with needles set with the shoulder level with the piston face), springs and dashpots installed I used a pencil to push the piston down (through the damper hole) and tightened the jet locking nut then ensured that the pistons operated freely and made the nice "metallic click" as they fell on to the bridge. I fitted the springs and jet adjusting nuts along with the jets and set them 2 turns below the top of the bridge. Using new seals for the jet feeding pipe to float bowl connection I gave the nuts a good "nip up". With the choke linkages fitted I checked the operation of the jets and they returned perfectly when I put the linkages in the off position. I then installed the carburettors complete with linkages.

As there had been pre ignition no matter where I had set the timing I decided to fit my spare distributor with its points set up to eliminate any electronic ignition/distributor fault and I set it statically with the mark on the crank pulley lined up with the pointer on the timing chain cover on the firing stroke of number one cylinder.

I started the car and tuned in the carburettors and although the car ran well on my 12 mile test run there was still slight pre ignition. When the carburettors were dismantled I had taken measurements of the needles so that I could measure the new ones when they arrived and try fitting them if there was a difference.

Another issue also reared its ugly head, there was an unhealthy noise from the starter motor/flywheel when starting the car, there was a high torque starter motor on my car and I could only reach the top fixing nut by removing the gear box cover inside the car, I didn't have the time to take it out and inspect the flywheel and starter so I crossed my fingers that it would last until after the Carmarthenshire road run!

Another 4 hours spent doing this.

MAY 17th

Well that ugly noise was even worse when I started the car to take it for a run so I had to investigate. I removed the "H" section that supports the dashboard along with all the switches and CD player then removed the carpets and gearbox cover. I then removed the starter motor and could see that the flywheel ring gear was showing signs of slight damage on the engine side, but it wasn't too bad, I attached the starter to a spare battery and it was shot! Luckily I had kept the original starter motor so when I eventually found it I gave it a quick service and tested it, it seemed fine so I installed it (disconnecting the steering shaft to gain enough room to ease the physically larger



motor into position) along with the spacer that I had tie wrapped to the starter when I had originally removed it. As I had misplaced the original starter motor bolts I had to cut down two longer bolts and cut threads on them long enough to accommodate the starter and spacer, but with this done I finally fitted it and turned the ignition key. It didn't turn the engine over. I removed the starter motor and checked the flywheel position from the face of the engine where the starter motor sits with a rule then checked the starter motor gear position from the mating face of the starter motor and the dimensions indicated that the spacer was not required! Feeling very frustrated and not understanding this at all (why would I have tie wrapped the spacer to the motor and where had the spacer come from if it wasn't required??!) I re fitted the starter motor without the spacer and hey presto, it worked. It was now 8:30pm and I was tired so I left it at that knowing that I had one more day to try to get the TR driveable for the Carmarthenshire run.

**This took me 5 ½ hours**  
**MAY 18th**

Not being able to sleep I found myself in my garage at 3am to start quietly re installing the car's interior, before I installed the gear box cover I made a cut out in it and a cover held in place with self tapping screws after I had marked out the position where the top starter motor bolt could be accessed so that I would be able to easily remove the starter motor without removing the gear box cover and everything else that would entail this in the future.

With everything back in place and the time being 8:30am I attempted to start the car and guess what, it started! I took it for my 12 mile test run and the car went well, but there was bad pre ignition and I couldn't set a decent tick over as I had run out of adjustment on the carbs. I removed the carbs and as the new parts had now arrived I installed

the new needles (0.015" longer than the original ones) and jets along with the float valves. With these fitted I was able to obtain a nice tick over, but there was still a bit of pre ignition after a test run. I tried retarding and advancing the ignition timing, but nothing I did made a difference. I checked the spark plugs and they showed a weak mixture, so I lowered the jets another 1/3 of a turn. That was all I could do and I intended to take the car on the Carmarthenshire run the next day and check the plugs at various stops and adjust the mixture accordingly. I also decided to source some spark plugs that would allow the engine to run cooler.

If none of this works I would have to start thinking that the cylinder head is the problem in some way.

The longest part of this job was re installing the interior parts, **in all it took 7 ½ hours.**

**MAY 19th -**

*Day of the Carmarthenshire Road Run*

Jack and I set off in the TR at 7am, the car



started first time, so we set off westwards along the M4 to the first rendezvous point. Then a tapping noise started from under the bonnet at about 2000rpm, "I'm not stopping on the hard shoulder" I thought, it's only about 20 miles to the rendezvous, I also realised that I hadn't checked to see if the horn was working after the steering shaft had been disturbed, I checked, it wasn't.



### **Starting the Carmarthenshire Road Run**

We arrived at the rendezvous point and I opened the bonnet and found that a spare earth lead that I carry in case I lose the red cut off key had become unclipped leaving it free to knock against the battery box, could this have been the cause of the tapping? I slackened the two bolts in the block clamp that allow the steering shaft to slide and pushed it down about 1/16" which allowed the horn pencil to make contact and operate the horn (I have a non standard steering wheel and if I have the shaft fully down the boss makes earth to the steering column top on hard cornering which causes the horn to operate). I then checked the spark plugs, they showed the engine to be running very weak so I lowered the jets 1/3 of a turn each and adjusted the tick over.

We then left for the next rendezvous again westwards along the M4, no tapping, just the TR running better than it ever has and

after the 50 mile mark was passed there was no sign of any petrol smell or a misfire! At the next rendezvous I checked the plugs and again I enriched the mixture by 1/3 turn on each jet, the car was ticking over nicely, but still had pre ignition no matter how I "tweaked" the ignition timing. We covered 286 miles that day with the roof off in glorious sun-

shine and the car returned 31mpg, but it was still appearing to be running weak and had pre ignition. I now suspected that air is being drawn in somewhere although spraying all joints with WD40 revealed no change in the engine note, I would have to investigate further.

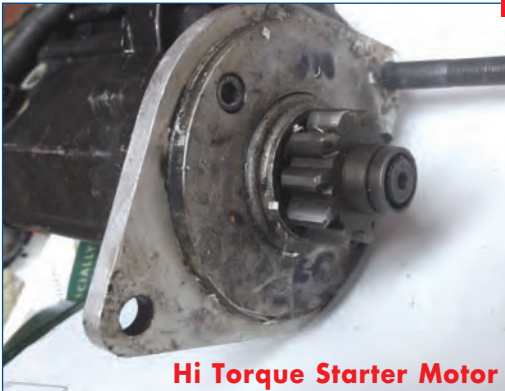
*And yet another update next month*

### **High Torque Starter Motors – Something to think about ?**

As you have read above, you will note that I had problems with my High Torque starter motor. I had installed this a few years ago and had been pleased with its performance, however, when I removed it I noticed that there was slight damage to my flywheel's ring gear. A few weeks later I was examining the starter motor with the view of having it reconditioned and a thought occurred to me. The High Torque motor "throws" the gear forward into the flywheel ring gear to engage and turn the engine over. The standard starter motor "pulls" the gear back into the flywheel ring gear to engage and turn the engine over. The gear teeth on both High Torque & standard starter motor bendix gears have their gear teeth manufactured with a lead on them so that if they are not lined up perfectly with the flywheel gears they will still engage with the help of the leads on the flywheel ring gear and not just



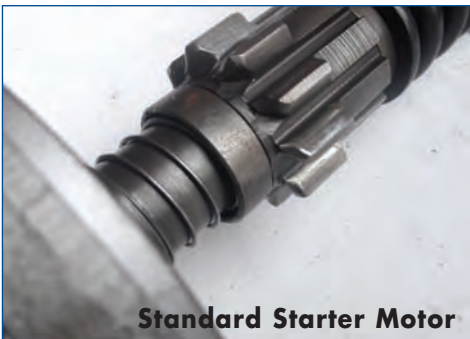
**Lunch stop on the Road Run**



**Hi Torque Starter Motor**

crash into the flywheel ring gear and cause damage. Can you see my point?

The lead on my TR4A flywheel ring gear is installed to accommodate the standard starter motor! To use the High Torque starter



**Standard Starter Motor**

motor the ring gear would have to be turned around on the flywheel so that the leads on the ring gear matched the leads on the High Torque starter motor. This is the reason that

there is slight damage to my ring gear, if I had continued to use the High Torque motor this damage would have become worse.

The installation instructions that I had with the High Torque motor did not point this out and it may have been designed to engage with the non lead side of the flywheel ring gear, but on my car this has obviously not been the case as damage has occurred.

There are many Hi Torque starter motors on the market for many different cars, but if you have installed one on your Triumph I would just check that you do not have an issue with the above.

### TSSC STAFFORD FAMILY WEEKEND

What a great time I had with the S. Wales area at Stafford, as all Classis Car events, Stafford has suffered a diminishing amount of traders over the years and this does detract from the enjoyment of the weekend, but if we didn't use the on line auction sites to buy parts this would probably not be the case. The S. Wales area regard the event as a chance to spend the weekend together and have fun while enjoying the cars on show and we are very grateful to those who organise and run this event, thank you!

I do not want to steal the S. Wales AO's thunder with my account of this event, so please read his report at the back of this, the 400th magazine (Well done to all!).

Whether 6 cylinders or 4 a TR is more!  
**Bern**



*Sir Stirling Moss*  
Sir Stirling Moss OBE



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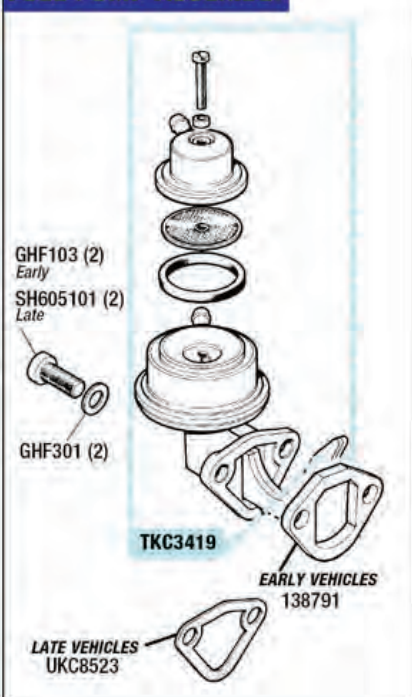
**Paul Lewis**



## Carburettors

The TR7 in UK guise was fitted with twin side draught SU HS6 carburettors which are very simple in construction but an area of the car that can cause numerous problems. The reason being is that most of our classic cars are used very infrequent and some cars are stored away for many years. This leads to poor running due to contaminated fuel

### FUEL PUMP ASSEMBLY



**SU Carburettor**

and dirt, which in turn can lead to the average amateur mechanic having a fiddle with the set up and hey presto the car runs poorly.

The red TR7 FHC I owned completed only 800 miles in the last 8 years since she was purchased. Over that period the fuel in the tank had deteriorated. There isn't a disposable fuel filter in the system as you find in modern cars so particles of dirt in the lines and carburettors had settled causing the engine to run rough. I removed the fuel tank and cleaned it out, this is a pretty easy job but be careful where you dispose of the old fuel. If the fuel has been in the car for more than 2 years I would suggest it gets disposed of. The next items were the fuel lines to the lift pump, these can be blown through using an airline, any rubber hoses should be checked for cracks and deterioration and replaced if

## TR7/8 Register

necessary along with new jubilee clips.

The fuel pump itself is the first port of call for any dirt in the system to be trapped. Triumph in their wisdom though have catered for this problem with a cleanable filter being accessible by unscrewing the top and carefully lifting off the pump cover. The filter is best washed out with clean new petrol. Again be careful of the sealing ring when removing the cover. (See Picture Fuel Pump)

The fuel then goes direct to the float chambers of the SU carburettors.

Stripping the SU's down is straight

I ordered two overall kits as the gaskets



and seals just fell apart. As you can see from the pictures of the float chamber, sand had accumulated in the bottom.

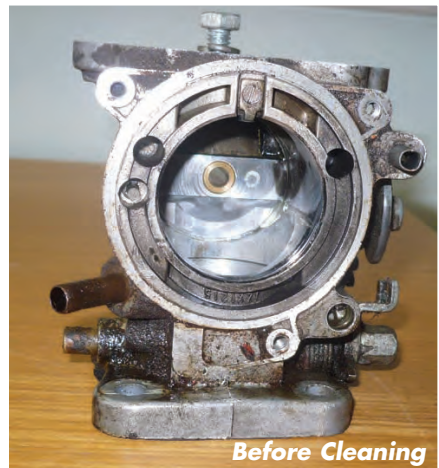
Cleaning the Carburettors can be completed by using clean petrol again but being in the motor industry we have an ultra sonic cleaner at work.

Some of you may have heard of these, they look like a deep fat fryer and work by ultra sonically agitating the water and cleaning solution around the parts, a bit

forward but if in doubt just follow the Haynes manual as this gives you a good description (one at a time so that you always have a reference though).



**Sand!**



**Before Cleaning**

like a hammering effect using the water as the hammer. They are quite expensive to buy ranging from £90 to £300 but well

### **After Cleaning**



over fuelling. If you are a bit worried at this adjustment then you can just remove and clean the float chambers quite

### **Carb Balancer**



worth it as you can see from the pictures.

Before refitting the reassembled carburettors to the inlet manifold it is worth while checking the mounting rubbers as these become cracked and drag in air causing the engine to run lean.

Adjustment of the carburettors is quite long winded but and it really is better to follow the description in the Haynes or repair manual to get the best result.

You will require a carb balancer or a piece of suitable plastic tube of approx 6mm thickness to balance the carburettors properly and the CO content of the exhaust gases to be checked to ensure you are within the legal limits and not

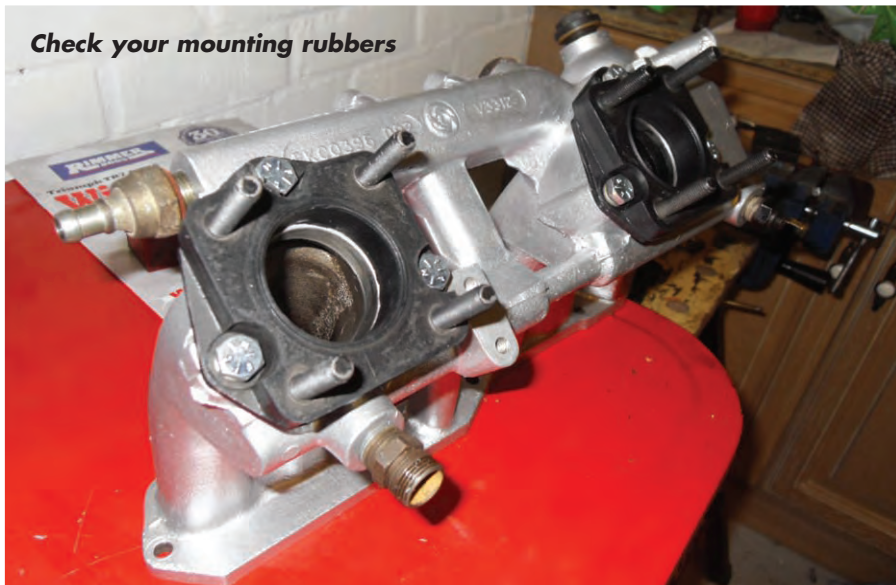
easily without disturbing the set-up.

This hopefully should improve the running of the engine.

Well I hope that you continue to enjoy our cars and if anyone has any stories from this summer on trips or problems they have encountered please drop me a line as I am sure all the other owners and readers would like to hear about your tales. If you feel as though you cannot write too much then send me a few photos and a brief description and I will do the rest.

**Paul**

### **Check your mounting rubbers**





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## Ben Broadbent

# Review for 400th

**A** big hello, and as I'm sure is mentioned in the other articles in this month's Courier, this is the big **400th issue**, so Happy Birthday to the Courier.

This occasion needs a BIG thank you to editor Bernard Robinson for producing this award winning club magazine, and also to all the other contributors now and over the past years. So what should I talk about for the 400th issue? Well, how about a review of some of the Stags that have appeared in these pages over the past few years, and my personal introduction to the Triumph marque when I was just 11 years old, which when first printed, jogged people's memories about their first Triumph experience.

I did my first article in the Courier (issue 367) back in **January 2011**, when I took over the post from **Richard Briscoe**, and introduced myself with my first experience of a Triumph. This is what I had to say:

My first experience of Triumphs was in December 1971. I was on my way to school, a voice shouted

**'Do you want a lift?' 'What, in that?' 'Yes, why not?' 'It's got no roof!'**

Well it was cold, but the fun of being driven to school in a Valencia Blue Herald 13/60 convertible was just too much, I was hooked! On many occasions in the next six years I was given lifts to school in this dream car by my mate Steve!

A new experience of Triumphs came in September 1977.

Again a shout from Steve turned my head!

**'You want a lift?' 'Yes, where you going?' 'Oh, just testing the car.'**

I'd learnt over the previous six years that Steve was a bit crazy behind the wheel. Surely his new car a very tatty looking Damson Red 1200 Herald Saloon was a bit tame for him! I jumped in and off we went. We stopped at a set of traffic light and a Ford Capri (with a 3.1 litre badge) pulled up in the outside lane. The driver revved up and looked at Steve with a smug satisfied look, and then he was away, accelerating into the distance, only to be caught at the next lights. This happened twice more. At the third set of lights I noticed a strange, mad look on Steve's face. **'Hold on!'** he shouted. The Capri was away, but we shot past it, and it diminished in size in the wing mirror. On the left side of the road was the giant Halewood Ford Factory, Ha! I was confused, but then I noticed the badge on the dashboard **'VITESSE'**. **'Oh hell'**, I said, **'I'm going to die!'** My luck was in, Steve slowed down for a roundabout, the Capri drew along side, **'What the hell is that?'** the perplexed driver demanded, **'1200 Herald mate!'** answered Steve, with a very smug look on his face! The Capri drove off, the driver with a totally deflated look on his sorry face! The only 1200 Herald bit about Steve's car was the borrowed bonnet, it was a rolling restoration Vitesse with a 2500 PI lump providing the power and a mad man behind the wheel!

I never trusted him again! But always asked for a lift!

Well, that introduction was printed in January 2011, and I got a good number of emails from members saying they had had similar first intro-



**Pic 1.**

ductions to the Triumph marque. So where to go from there? Over the following months of 2011 I introduced to my three Stags: My first Stag was white a 1973 Auto (picture 1). I bought it from a chap in Preston. It had only 53,000 miles on the clock and had covered only 20,000 miles since 1978. It went like a rocket and I indulged in minor restoration, but it was evident it would need a major restoration



**Pic 3.**



**Pic 2.**

within a few years, so I decided to move it on. My second Stag was blue, a 1978 Mk2 (picture 2) and was bought from a fellow member of the Manchester Area. It was quite a special car, looking the part with Tahiti Blue paintwork and Beige interior. Minor restora-

tion to the bodywork had to be undertaken, but it was a comfortable car with a beautiful sounding engine, with just the perfect purr from that lovely V8.

I had wanted a Stag since the late 70's, but it was just a dream, so here I was with two Stags when I was offered the Red Baron, a fully restored show car that had won

awards at local shows. It was a 1971 Mk1 with Signal Red paintwork and a black interior. (picture 3) I really wanted it, but managed to resist for about a month. I told myself, 'no more bodywork restoration'. The temptation was too much and there I was on 1st September 2008 'the man with three Stags'. This fully restored Stag, has a very interesting restoration history, so it would

provide me with future restoration articles on work that had already been completed, and came with plenty of photos. I managed to sell on the white and blue Stags in early 2009. Well, that's enough about my Stags, who else has had their Stag featured in the Courier?



Well, of course I turned in May 2011 to the Manchester Area for their array of beautiful Award winning Stags. There was Pip and Frank's beautiful Damson Stag (Ruby) (picture 4), Damson being Manchester City away colour, I'm told. Ruby was the Stafford Concourse winner in 2010, Car of the Show



**Pic 4.**

at the Peak Run in 2007, and Best Stag at the 2009 Mile of Triumphs.



**Pic 5.**

Paul's beautiful Stag (Pingu) (picture 5) was also featured; Pingu won the Stafford Concourse in 2009, plus various Best Car



**Pic 6.**



**Pic 7.**

awards at numerous shows. Janet's beautiful Stag, (picture 6) an award winner from the 2009 Mile of Triumph also featured. A Stag that has featured in many articles over the past three years was Bill's amazing yellow Stag. (picture 7).

And finally Mark's beautiful green Stag. (picture 8) made an appearance.



**Pic 8.**

I had a great deal of other Stag pictures that I had hoped to publish in the Courier,



**Pic 9.**

but was inundated with Articles from various members, that I was delighted to publish. Andy Kaufman's Supercharger (picture 9). Andy Simons's total restoration was



**Pic 10.**



**Pic 11.**

featured (pictures 10, 11 and 12) in



**Pic 12.**

September and October of 2011.



**Pic 13.**

Well, I could go on and on. But, I think I've said enough. We have some beautiful Stags in the Club, with some amazing Concours entries.



**Pic 14.**

Two of this years Concours Stags have already appeared in these pages. Neil Spencer's Stag appeared in May 2011 (picture 13), whilst Sue and John Franklin's Stag appeared in October 2012 and again in May 2013. (picture 14).

The Stag Concours winner for 2013, was Steve Taylor, with his utterly amazing Stag, I hope to feature Steve's Stag in the coming months.

Once again a big thank you to all members who have contributed to the pages of this wonderful club magazine. 400 editions is an epic milestone. Well done to all.

Let's make the next 400 issues of the Courier even better!

That's all for now.

Keep those V8's purring

*Ben*

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# Acclaim Register

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

## Ben Broadbent



## 400 issues what a Milestone!



**T**his is the Courier's 400th issue, so from the newest of the registers, a Happy Birthday to the Courier and well done to editor Bernard. The Acclaim register has only been publishing for a short while and only every couple of issues, at that. So a review is quiet a short event. There are not that many Acclaims in the club compared to the other models so not many articles get sent in for publishing.

An early Acclaim register provided various article over the years, but was re-launched in August 2011, with a description of what the car was about. It that:

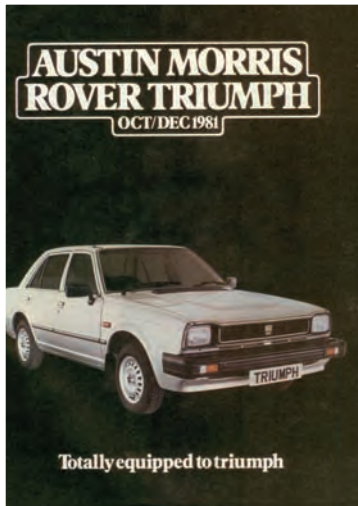
It was a medium-sized family car with front wheel drive made by British Leyland from 1981 until 1984. It was used on the front cover of the 'Austin

model to display the Triumph marque, but the first of the BL / Honda collaborations that produced a Rover/MG badged range of models until BL demise in the 1990's. The Acclaim provided a more luxurious interior trim than the Honda Ballade.

Back in October 2011, the 30th anniversary of the Acclaim, I asked **Phil Trenchard and Suzy** to give an account of life with their three Acclaims, including what is probably the earliest Acclaim still on the road.

Phil was organising an Acclaim Birthday Bash on Sunday 9th October 2011 at the old Triumph Factory at Cowley, then a run up to the Heritage Museum at Gaydon. This is what Phil had to say:

*The Acclaim, the last of the Triumph marque, is 30 years old this month (Oct 2011), but I fear that its days are numbered. According to [www.how-manyleft.co.uk](http://www.how-manyleft.co.uk), There are just 316 of all variations on the road. I wonder how many of those off-the-road will ever get back on the road again, and how many don't exist anymore... Suzy and I have three on the road between us – 2 CD's and an HLS*



1.

Morris Rover Triumph' range sale brochure for Oct/Dec 1981 with the caption 'Totally equipped to triumph'. (picture 1) The Acclaim was the final



(picture 2). Suzy has had many years owning them – my first, a Nautilus blue HLS was bought 3 years ago. Being impressed with Suzy's, I had been looking for some time before finding the one I now drive – and what a find! The 27-year-old car had just over 41,000 miles on the clock, and only 58 miles had been driven in the preceding year. The car was fitted with Michelin MZX tyres – a local tyre fitter confirmed that they were 1981 tyres. Along



with logbook and consecutive MOTs, I received the receipt from the garage it was bought from for £4742, which included a sunroof (I haven't seen another Acclaim with a sunroof). The car had been garaged and in near concours condition.

Sox is probably the oldest Acclaim on the road, being bought in October, a few weeks after production began.

Well, we managed to get a good number of Acclaims to the Stafford International in August



(picture 3). We were joined from a few members from Club Triumph, so it was a good weekend.

In February 2012 I turned to the 'Routine Maintenance' articles provided by 'Acclaim Guru' **Andy Ellis** from his website '[Highly Acclaimed](#)', that gave excellent advice as to the needs and practicalities of buying and maintaining an Acclaim. Over the following months, we looked at many of the maintenance issues that are very easily dealt with.

One in particular was the Cambelt change. Andy noted that: Cambelts need to be changed every 45,000 miles or 3 years **REGARDLESS** of mileage. (Andy changed one on a car with just 18,000 miles and it was looking well rosey). Costs about £15 (DIY) or about £100 using your local garage.

I also got an email from **Chris Gunby** with an article about his experiences during the last 12 months with his Acclaim.

This is what Chris had to say:

*I thought I would drop you a note about my Triumph Acclaim*

*My first experience with my Acclaim started a bit before most people, I imagine, in fact I was a twelve-year-old schoolboy.*

*My friend's Grandma, who lived at the end of the road, had a brand new Triumph Acclaim shining, outside on the drive and it wasn't long before we were getting taken to school in the car on a regular basis.*

*Fast forward twenty seven years to 2010 I got a email from the same friend asking if I was still into Triumphs as his Gran wanted to get sell hers, surely she still didn't have the same one!*

*It took me 6 months to go and have a look, and*

*there it was sitting in the garage as it had all its life, only this time it was nine years since it had moved.*

*The deal was done for £100 and I became the owner of XFP87Y, originally, bought new from Sturgess in Leicester, still with all its original stickers number plates etc, and with only 28,000 miles on*



*the clock.* (picture 4)

I was grateful to Chris for his article and eagerly, await further articles about his Acclaim adventures.

In June 2013, I reported the problems with my own Acclaim's head gasket

*'Blue smoke out of the exhaust, mayonnaise on the oil filler cap, no water in the radiator, and oh hell, the oil level has risen. Oh dear, the head gasket seems to have blown'.*

My next comment was 'Ok, one very sad Triumph Acclaim available for spares or repair of the head gasket. 4 months MOT left, 4 months tax, still starts first time and drives well. Open to offers, recent new electrics, 5 new tyres'

I posted those comments on the Triumph Acclaim Appreciation Group and very soon got some very positive encouraging replies. I was told, that 'it was not an expensive repair so hold onto the car and get it fixed'. That cheered my up a bit. The second comment intimated that the 'Acclaim engine was relatively resistant to any overheating, so get the head off, fit a new gasket, it has to be worth having a go!' So I responded with 'Thanks for the encouragement, I'll have a good think about having a go at the job, as you say it would be a shame to get rid of the car. It actually hasn't overheated as yet. Heater gauge has not gone past half way'.

Well, that's a roundup of some of what has been covered in the Acclaim register over the past two years. I hope members who own Acclaims will write in with further articles.

Again, thanks to Bernard the editor for his hard work producing the Courier, and again thanks to Andy, Phil and Chris for their contributions.

# Area Showtime



e-mail.

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

**Pip Flegel**



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## Area Showtime



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were brilliant!!!**



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**Editor's Favourite  
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## GT6



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# TR7

**TR7 V8** 1980. Professional Build. VGC. Drives very well. Sorned. Dry stored. Convertible with Hardtop. Good Condition throughout. £3,150. Ian (Huntingdon) 01487 812838.

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# TR4A



**TR4A.** US Import, restored and in excellent condition, taxed/MOT, RHD, no overdrive or IRS, perfect paint and lots of new parts runs perfectly (1965) £16,995. Philip (Crewkerne, Somerset) 077867 9832445.

# CARS WANTED

**VITESSE Mk2** Convertible preferably, but would consider late Mk1 - Condition needs to be Good/Excellent - Good money available for right Car. Julian (Nottingham) 07833 469653.

**HERALD ESTATE** wanted, must have long M.O.T. and be in good usable condition. Thank you. Alan (Northampton) 01604 719435.

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# PARTS 4 SALE

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**DOLOMITE** 5 Alloy wheels for sale. 5.5J x 13. No kerb scuffs. Dry stored for 15 years. Just need a bit of a polish. Plus 16 wheel nuts. £75. Del (West Kent) 01732 743747. email: delandwen@btinternet.com

**STAG MK2.** 4 Alloy Wheels. Good condition. £100. Possible delivery. Jo (Herts) 01438 238230.

**VITESSE, HERALD, SPITFIRE** Parts. Vitesse rear twin branch sports exhaust. Pumps. Filters. Lamps. G/Boxes. 1200 engine parts. Many more. Simon (Cumbria) 07901 842248

**VITESSE MK2** Boot Lid. Used. Some rust. Offers. Power. (Lancashire) 07594 604523

**TR7** Compomotive Alloys. Set 4. Very good condition. No damage. 4 - Spoke. £80. Ian (Huntingdon) 01487 812838.

**DOLOMITE** wheels ( 5 Of ). Full set of 5 refurbished Alloys for Dolomite. Beadblasted, cleaned, sprayed and then lacquered. £125. John (Mansfield) 07533 234093.

**ALMOST NEW 45D4 DISTRIBUTOR** for sale. Hardly used, working perfectly with points and quality red rotor arm. Collection or posted for £7.50 extra. £30. ALSO 2 x AAR SU carb needles Perfect condition. £15 delivered in the UK for the pair. Just what you need for K&N filters + exhaust. £15. Rick (Bradford) 07821 695790.

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**TR7** front trim. Left & Right trim that fits above bumper & below nosecone. FHC model. £25 John (Mansfield) 07533 234093.

**MINILITE** 6J x 13 wheels. Set of 4 refurbished. Grey inserts with polished rims taken off my Vitesse. All wheels in A1 condition. £250. Chris (Maidstone) 07970 849336.

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**SPITFIRE MKIV** Garage clearout. . All parts must go. Various items New and Old, Including Bonnet, Hardtop, Floorpans, fittings and gearbox. Phone to enquire. Darren (Wrexham) 07403 450460.

**1500 ENGINE.** Mk4 bumper. Clutch. mk 4 gearbox and gear ring. Various other 1500 parts. No overdrive gearbox. Steven (Norwich) 01603 869134.

**SPITFIRE 1500** Exhaust Manifold in good condition with perfect studs and downpipe gasket £15. James (Bristol) 07766 483800.

**VITESSE MK1** 1600cc Engine condition unknown. Not seized, no cracks in block or head, no ancillaries. Pat (Leicester) 01162 916765.

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# PARTS WANTED

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For **HERALD 12/50**. A 1200 roof or the folding sunroof panel to restore please. Mainly the folding frame is required. Sally (Kidderminster) 07779 468027.

**SPITFIRE IV 1300** Exhaust manifold. Thankyou. Graham (Wye, Ashford) 07960 586614.

**SPITFIRE HS2 CARBS**. Does anyone have a good set of SU HS2 carbs for sale to fit a spitfire MkIV 1300? Thanks, John. 07980 725574.

**MKII VITESSE GRILLE**. It needs to be good or excellent condition, preferably in the

original anodized finish rather than painted. Tim (Wiltshire) 07789 300628.

**MK3 1970**. WANTED, Pair of doors. Thank you. Jeff (Manchester) 0161 3556694.

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

**The Club Shop will be attending the following Show**

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# TSSC Services & Officers

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TSSC - Sunderland Court Main Street,  
Lubenham, Market Harborough, Leics. LE16 9TF  
**Tel: 01858 434424 Fax: 01858 431936**  
**e-mail: info@tssc.org.uk**  
**http://www.tssc.org.uk**

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**FJ Breakdown Recovery - 0800 132 278**

PETER JAMES LIMITED  
**Tel: 0121 506 6040 Fax: 0845 2233 020**

LANCASTER INSURANCE  
**Tel: 0800 013 0080**

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

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**Tel: 01858 434424 Fax: 01858 431936**

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**Tel: 01858 434424 Fax: 01858 431936**

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

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

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

### HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG  
**Tel: 020 8302 0059 e-mail: philw1360@gmail.com**

### SPITFIRE Mk I/II/III

Suzie Singleton, 31, Cadley, Marlborough, Wiltshire. SN8 4NE  
**Tel: 01495 214241 e-mail: spitfires@cadley.org**

### SPITFIRE Mk IV/ 1500

Derek Ford, 59 Keir Hardie Terrace, Newport, Crumlin. NP11 5EL.  
**Tel: 01495 240884 e-mail: derek.ford@sky.com**

### VITESSE 1600/ Mk I/ II

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### GT6 MkI/ II/ III

Andy Wood, 12 Bishops Meadow, Sutton Coldfield,  
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### TR 4/4A/5/250/6

Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.  
**Tel: 02920 315260 e-mail: bernard.littlewood1@ntlworld.com**

### TR7/TR8

Paul Lewis, 14 Northbourne Drive, Nuneaton, Warks. CV11 4GA  
**Tel: 07766 101615 e-mail: paul.lewis\_1966@hotmail.co.uk**

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### INTERNATIONAL LIAISON SECRETARY

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### AREA LIAISON OFFICERS

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Julie Hazell **Tel: 07813 589799**



**October 2013**

## Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

TSSC  
Nottingham & Derwent Valley's



# Christmas Party Night 2013

**Saturday 7th December 2013 at the Hinckly Island Hotel.**

3 course meal followed by 80's/90's disco only £30 per person.

A £10pp deposit required by 30th June to reserve your place, with the final payment required by 31st October 2013.

Complete the form below and send it to:

**Claire Hill, 12 Ivy Grove, Kirkby in Ashfield, Notts. NG17 8JL.**

Please make cheques payable to **Derwent Valley Area TSSC.**

For more information contact either:

Claire Hill on 07971 017012 or

Colin Wright on 01773 531580.

Details can also be found on our website [www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

**Accommodation** at Hinckley Island Hotel is available at the discounted rate of £50 for a double room and £40 for a single. Contact their Central Reservations team on 0800 652 8413 quoting "Christmas Party Night" to book your room.

-----  
Please reserve me ..... places for the TSSC Christmas Party Night on 7th December 2013 at Hinckley Island Hotel. I have enclosed my deposit of £10 per person.

Name..... Membership No. ....

Address .....

..... Postcode .....

Home phone ..... Mobile phone .....

Email address ..... (required to keep you updated).

Does any of your party have any special dietary requirements? YES/NO. (If so please provide details overleaf).

Deposit received	Final payment received	Tickets issued





# AREA DIRECTORY

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

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

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

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

## SCOTTISH AREAS

<b>CENTRAL &amp; WEST</b>	Gregor Graham: 07787 795899	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
<b>NORTH EAST</b>	Danny Stroud: 01224 742315	Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantrb">www.brmmbrmm.com/grampiantrb</a>	Last Thurs. Eves.

## NORTHERN AREAS

<b>CHESHIRE</b>	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.45pm
<b>CUMBRIA</b>	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	Frank Spencer: 01524 791607	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
<b>NORTH EAST</b>	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
<b>LIVERPOOL</b>	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
<b>LANCASHIRE</b>	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
<b>WIRRAL</b>	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
<b>NORTH YORKS</b>	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
<b>SOUTH YORKS</b>	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
<b>WEST YORKS</b>	Victor Thompson: 01484 541185	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

<b>COVENTRY</b>	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	Roger Buck: 01623 487623	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580	DE7 6FY	
<b>LEICESTER &amp; RUTLAND</b>	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
<b>LINCOLNSHIRE</b>	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
<b>NOTTINGHAM</b>	Claire Hill: 07971 017012	Rolls Royce Club - (Gate 1) HUCKNALL	Last Mon. 7pm.
<b>EAST NOTTS</b>	Adrian Hadfield: 07837 110325	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	Nigel Hill: 07976 163006		
<b>NORTHANTS</b>	Dave Richardson: 01234 740548	Overstone Manor - SYWELL NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
<b>SHROPSHIRE</b>	David Embery: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
<b>NORTH STAFFS</b>	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WEST MIDLANDS</b>	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
		May to Sept W. Mids Police Social Club BIRMINGHAM	3rd Tues 7,30pm
<b>WORCESTER</b>	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	Barry Minett-Smith: 01242 522973		

## WELSH AREAS

<b>NORTH WALES</b>	Roger & Helena Hill 01691 600215	The Plough Inn, Gresford	1st Tues. 8pm.
<b>SOUTH WALES</b>	Bernard Littlewood: 02920 315260	The Plough Inn at St Asaph	3rd Wed 8pm.
		The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

## EASTERN AREAS

<b>CAMBRIDGE</b>	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	Allan & Janet Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
<b>M25 EAST</b>	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
<b>NORFOLK</b>	Mike Carroll: 01502 476699	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
<b>SUFFOLK</b>	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	Paul & Jacqui Robinson: 028 9029 2722	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
SOUTH BUCKS	Carl Swanson: 07823 771811	The Squirrel - PENN St, BUCKS. HP7 OPX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Alan Fulbrook: 07795 096394	The Crooked Billet -(A30) HOOK. RG27 9EH	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Morrison: 01444 450941	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		Ring A.O. Details	1st Sun. Lun
DORSET	Mark Bland: 01747 838066	The Star Inn - LIVERTON TQ12 6EZ	3rd Wed. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SALISBURY	John Moore: 01722 710429	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
	Steve Hopkins: 01278 653888	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm
WYDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

<b>OVERSEAS Contacts</b>			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Grote Sloop 78, 1754 JH - BURGERBRUG	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd.,Kelston - AUCKLAND.	
PORTUGAL	Carlos Camacho: 00 351 962721862	Bjerkelundgata 6 B0553 Oslo NORWAY.	
SWEDEN	Odd Hedberg: 00 46 173 17131	president@tssc-norway.org www.tssc-norway.org	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Rua Dionisio S Matias 5G - 2270 Paco das Arcos	
	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



## ALO REPORT ANDOVER INC SWINDON . . . AVON

### TSSC AREA NEWS

### AREA LIAISON OFFICERS

Tel. 01524 791607

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



Feedback at the Area Organisers Seminar on the moving of 'Stafford International' was met with mixed opinions and ideas, from complaints of the lack of traders and things to do during the day to a really positive feedback on the new format on Friday night's fun and games and the fantastic band (Discovered) that performed Saturday night. Our

member's opinions and ideas are important to our club and to that end Bernie and his team are collating all the information and feedback that you have provided with a view to improving our International weekend. Frank and I would like to take this opportunity to thank all the Areas that volunteered to help with running the shop, judging, valuations, register secretary's, games outside, Friday Night's fun and games down to gate duty, it was all very much appreciated.

It was good to see Andy McGowan back at the Concourse judging the Spitfire class we know it must have been particularly hard as he was always involved with the concourse with Angie his wife who sadly passed away recently. Angie was a very special lady and I missed not seeing her smiling face and enthusiasm at Stafford. Well Done Andy it was really good to see you.

Congratulations to 'Member of the Year' Ben Broadbent who was presented with his award at the A/O seminar. Well Done!!!!

We would like to say a massive Thank you to Bern, Garth, Trudi and Angie for organising such a great weekend.

Changing the subject somewhat there are approximately a dozen areas that have their own local Area websites set up by their own members that have some knowledge on creating a website, others are not so lucky, to those Area's the following information may be of interest to you.

The features that would be available to any Area Organiser/Group that might want a customised version of the TSSC Shropshire website at the Following address:

<http://www.tssc-shropshire.co.uk> customised with logo, contact and meeting venue details.

The following features are all fully updateable by the AO or appointed user(s)

- Home page
- Galleries (unlimited number) e.g. Members cars, rebuilds, projects etc.
- News/Events
- Sales/Wants
- Links
- FAQ's/Technical
- Contact

Also included in the price would be:-

- Domain name registration annual renewal
- Unlimited email boxes
- Email distribution list for Area members
- Visitor statistics
- Site hosting
- Maintenance & support as necessary
- Search Engine promotion (so the Area can be found in Google)

All of this would be £100 one off set up fee then £35 per cal-

endar month (pcm) to keep it going.

I know £35 sounds a lot, but if a site of this size with these features was built for any other customer it would cost around £160 pcm, we can do it much cheaper because we would use the existing TSSC-Shropshire site as a 'template'.

If any of the above is of interest to you please contact the Shropshire website address.

At the risk of me repeating myself please get your Area Show times in even over the winter, whatever you got up to throughout the summer months will give other Areas ideas and brighten up the dark and cold days to come.

Hope to be in your area soon

*Pip & Frank*

### ANDOVER

Tel. 01672 514241

e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)

Meetings Cover Swindon/North Wilts area

A good turnout at both meetings in August. At The Plough we were joined by Robin & Ann in their Spitfire, Lawrence and Dave in Lawrence's Spitfire, Bob F in his TR6 and we took the 2+2. John & Sue and Bob H also joined us in their non-Triumphs. Amazingly enough we were able to sit outside again but I somehow think it may be the last time this year we'll manage that at the Plough but you never know. They're still looking after us well at the Pub and they do make good puds!

We were lucky enough to sit outside at The Bruce Arms too, the better to admire the four Triumphs in the car park - Baby Blue and Graham's Mk3 Spitfire - and the 2 Triumphs - and 3 BSAs brought along by members of the local BSAOC who came out to join us. Although the weather was mild when we saw the black clouds coming over later in the evening Graham thought it safer to make a move as he still hasn't put a roof on his car - and we heard afterwards that he had made it home in the dry. We held on a bit longer but the first few spots of rain saw everyone head off home but we too managed to get home in BB without getting too damp.

On the Bank Holiday weekend we took Sybil out for a trip to the Uffington show, just down the road from the White Horse. With all the Bond events this year the Spitfires hadn't got much mileage on them so we thought we should try to rectify that. We hadn't been to this show before and were pleased to find a good selection of vehicles, stalls and events in the arena. A shame the ground was a bit rough but it was a lovely warm day and we were very pleased to see another local Spitfire we recognised, Mr & Mrs Cowtan in their red Spitfire4 they've owned since new.

Baby Blue had another couple of trips out last month, first to Gloucester Area's BBQ - just to make sure she might be able to do a few miles without complaining too much before we went to join this 'quiet group' again - in Holland this time for the International Spitfire Weekend - read more about this in Suzie's article next month.

August also saw a few people from the area at Stafford - Frank and Kelly who bought most of a GT6 and Robin and grandson - congratulations for coming third in the concours - new chassis next year, so hopefully will scoop the top spot.

Next meetings: **Thursday 10th September - The Plough, Grateley, SP11 8JR**  
**Wednesday 16th September - The Bruce Arms, Easton Royal, SN9 5LR**

*Guy & Suzie*

### AVON

Tel. 01454 327059

Just a quick report this month to say that I will be taking deposits and menu choices for the Christmas meal at the October meeting. If you cannot get there and wish to go to



## BUCKS SOUTH CANTERBURY . . . CHESHIRE



the meal, please email me on [Junewrighton@tiscali.co.uk](mailto:Junewrighton@tiscali.co.uk) and I will email you a booking form.

We will also see if there are any autumn events to attend before winter gets here.

We will have been to Goodwood revival and hope to go to **Castle Combe on 6 October** with the police car for a parade lap before their classic race day.

Look forward to seeing you all on **Monday 7 October**.

*Jane*

**BUCKS SOUTH** Tel. 07788 436167  
[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)  
email [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi. Hope this edition of the Courier finds you well. At the time of writing, the nights seem to be drawing in, and the cooler temps are here. Can't argue with the summer this year though, so keep those thoughts close through the next few months!

So, as normal, let's go back to go forward. Some mixed reviews of the White Waltham show this year. I have been for the last two, so gave it a miss this time. Usually a good meet for the 50's crew for cars and music which has a great following. I haven't heard of how the Newbury show went, but I'm sure it will be mentioned in the Newbury area news. I couldn't make it this year, but was a great show last year, so one to watch for next year. Tue 13th Aug. Dan kindly picked my one of sons and I up from home in his superb 1972 XJ6 Jaguar for the Ace Classic car night. A lovely summers evening made for a very enjoyable evening with a large and varied collection of cars.

The same team headed for Stafford in my 2000 Mk2 on Sat 17th. My parents live about 15 mins from the showground, so I have the luxury and fortitude of a lovely b&b, with free taxi driver too! After parking in the hall with the other 2000's, we gave the car a quick clean and quickly headed for the on site café for a well-earned and rather nice cooked breakfast. We then met up and chatted with ex Pat, Marcus, Tracey and the rest of the family. We then went on and had a good look round the rest of the show, with lots to see and buy. We headed for the b&b at the end of the day, had dinner and change of clothes and headed back to the show site for the evening. Another chance to catch up with friends over a beer or two and the music was great too with a live band and a DJ doing different sets, was a great combination. A thoroughly enjoyable weekend, so a big thanks to all those involved in any way in setting and running the event.

The 21st was the monthly meet. Great to see lots of people attending and lots of Triumphs in the car park. Mine wasn't we were having our drive dug up so my Triumph was at my mother in laws house. If you have heard my 2000 with the Chris Witor sports exhaust, you will probably work out why I couldn't run the risk of disturbing her! We had Simon in his TR6, Robin in his Spit. Dan, Liz, Paul and Rob all attended too. Liz telling the horrible story of her son in law being attacked by a horse, with various bones being broken! You have been warned! Robin was hoping to solve an issue on the Spit which had stopped him coming to Stafford. A very warm welcome to a new visitor, John with a lovely looking Vitesse convertible. Hope to see you again soon.

On the bank holiday Monday, I took one of sons to the Littlewick Green show near Maidenhead. It's a superb show which has been going since the 1930's. It's a horse show, dog show, car show, flower show, and classic cars by the hundred! We stayed for a few hours then headed over to Hazelmere for their summer fete, meeting Dan. Just a few classic cars, but a well attended show and topped off with a low level pass of a Hurricane which is always a spine tingling sight and sound.

So, what is on offer in **October**? **Tues 8th** is the **Ace Café classic car night**. Starts to get a bit quitter, so you can often get in the car park! **13th** is a **motorsport event at Brooklands**. **Wednesday 16th** is the **club night at The Squirrel, Penn**

## TSSC AREA NEWS

**Street near Winchmore hill.** We start around 7.30-8pm until late, so please do feel very more than welcome to come along if you can. Take care,

*Carl*

**CANTERBURY** Tel. 07810 438074  
e-mail: [Progers01@onetel.net](mailto:Progers01@onetel.net)  
[www.canterbury-triumphs.org.uk](http://www.canterbury-triumphs.org.uk)

What a difference a month makes! In my last report I wrote about the glorious weather. Well, it was already starting to get dark as members rolled up for this month's meeting and most of the business was conducted inside 'The Duke' as the evening had a distinctly autumnal feel to it.

Two newcomers arrived: Barrie and Graham. Both have Spitfire 1500s in need of a little fettling. Welcome to you both. A recent edition of a well-known classic car magazine was causing much interest as it features Andy's BMW engined Triumph 2000 which has been mentioned in these columns many times before. I didn't get a chance to read it all but I recommend the article based on what little I did read.

Much discussion focussed on the club event on Sunday 8th. at Quex Park near Birchington. We should display 10 cars so watch this space next month for a report. The following Sunday the 15th. is the all Triumph day at Duxford and we should have at least 4 cars travelling up the M11 for that.

Steve B had been wondering why his Stag only returned 2 (yes, 2) miles per gallon on a recent short trip! Investigation revealed that 2 plug leads had completely degraded inside the insulation resulting in the world's first 6 cylinder Stag. New leads all round solved the problem. How we laughed!

Until recently we had a "pop up" gazebo for shows and events which was truly useful. It was, however, too big when collapsed to fit into anything other than an empty 2000 boot. Ray has provided a solution by providing a different type of shelter which is lighter and packs up smaller. Thanks Ray. I'm sure we'll try it out this coming Sunday at the Quex Park show.

"Gerald the Herald" is still running remarkably well but causing much head scratching as we try to determine why he loses oil. I smell a winter project coming on!

An interesting proposition was put to me. Neil, whose field it is that we display in, has an interest in Austin Healeys. Apparently there is no club locally for the marque and he asked how we would feel about them joining us on our club nights. They would not be TSSC members or joining our club but would be holding their meet at the same time at the same venue. I think it might be interesting and I told Neil I would consult the members. So let me know what you think via the usual contact details.

Finally, it's getting to that time of year when we consider making a charitable donation from your voluntary contributions. So thinking caps on for worthwhile recipients and details like one big donation or several smaller ones?

All for now. Usual contact details and I apologise in advance for anything (or anyone) I've forgotten!

*Phil R*

**CHESHIRE** Tel. 01625 425845  
[www.tssccheshire.webspace.virginmedia.com](http://www.tssccheshire.webspace.virginmedia.com)  
e-mail: [cheshire@tssc.org.uk](mailto:cheshire@tssc.org.uk)

Stafford and Tatton have revealed some interesting (for interesting, read damp) weather and some misbehaving Triumphs. On the way to Stafford I followed a certain yellow Spitfire which attempted to overtake a slow moving van going up a hill on the A518. Half way past the van and the Spitfire's



## CHESHIRE CORNWALL . . . COVENTRY

### TSSC AREA NEWS

## Cheshire Continues

engine sort of spluttered a lot and only just got past the van (and only just avoided a Vitesse in the boot to help it up the hill). The following day, on the way back from Tatton, Hark the Herald developed some vagueness in the steering which turned out to be the collapsible column feature apparently losing its grip on the column. A little later (one cup of tea later) a certain red GT6 simply refused to start outside Chateau Henry. Investigation revealed a lower voltage than expected at the 'live' end of the coil. There was denial of any presence of a ballast resistor. Application of battery voltage here and the GT6 started, and then everything seemed to work properly from around that point (pun sort of intended). Perhaps the electronic ignition wasn't the culprit here after all. And then a little later the GT6 refused to start again, but by this time Adrian was wise to its little foibles and had made his own lead to apply battery voltage to the coil.

The GT6 laughed and still refused to start when the lead was deployed.

Our meeting was a little cosier than usual this time round, but we found plenty to talk about, like what to do with Stafford (nothing printable) and car theft in South Africa. Then Richard left but reappeared moments later clutching the owners handbook and telling tales of woe about darkness in the lighting system. After some prodding we found that the lights came on when the bottom fuse was pressed, and they stayed on if the fuse was carefully moved to have extra pressure on the spring clips. Strange thing is, the fuse isn't in the lighting circuit, according to the wiring diagram. All those jokes about Joe Lucas, Prince of Darkness, come to mind. Looking at all the above, I think the Triumph Hospitals are going to be quite busy this winter.

Forthcoming events now focus on the **Restoration Show (27 October)** and the **NEC Show (15 to 17 November)**.

I will note that a Vitesse with 3000 and a bit on the tach (70 in overdrive top) sounds absolutely and utterly wonderful with the roof down, especially as the volume control is connected directly to the right foot.

Our next meeting is on **Thursday 3rd October at the Cock and Pheasant**. I think I shall put my electrical diagnostic kit and a torch or two in the boot this time around (and maybe a big hammer).

*Henry*

## CORNWALL

Tel. 01872 573763

[www://autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)  
e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

Hot off the press! We have just finalised where we will be holding our Christmas Dinner Dance. Unfortunately the hotel we went to last year in Padstow is unavailable this year (what did we say!), so we've had to find another. Staying with the 'smart hotel' theme we have chosen The Atlantic Hotel, Newquay. We had a good look around Newquay, after lots of research and eventually all agreed on The Atlantic. If you wish to stay the night all rooms have a sea view and are very nice; in fact, all the facilities are to a high standard, including their pool (so bring your cozy). The views from the dining room are just stunning. The date we have chosen is Saturday 7th December, so if you would like to come please let me know, we are still finalising prices, but will have them soon. We are still working on the lunchtime pub, so if you know a good pub in Newquay, please let me know.

Other news; I have a new TR7 for trialing and will be entering the Exeter Trial in January. I just need to swap the modifications off my old car. In the meantime I am navigating for Mike

Warnes on The Edinburgh Trial with John & Jane and Simon & Andy in close attendance. Simon has already changed his car for a better TR7 and John has reinforced theirs.

As I write the weather is still very warm and sunny with lots of Triumphs around on the roads, including a very nice Valencia Blue Vitesse Convertible in Falmouth. Was that you?

A small crowd of us went Banger Racing, well watching, anyway. We cheered on the only Triumph entry, but it was sad to see it get bashed. The racing was good and we have vowed to return. Apart from Bangers we watched Stock Cars and Stock Saloons; I'd forgotten why I love small oval racing so much. A great view sat in the sun with a picnic lunch watching some thrilling racing.

So, onto up and coming events;

### OCTOBER

**Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 13th Lunch at The Gurnards Head Hotel, Zennor**

### NOVEMBER

**Saturday 2nd or 9th Fireworks Party at Mike & Claudia's, Callestick 7pm**

**Thursday 7th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 24th Lunch Shipwrights Arms, Helford.**

**11:30am walk, 1pm lunch.**

**Saturday 30th TSSC Devon Area Dinner, Dartmoor Lodge Hotel**

### DECEMBER

**Saturday 7th Christmas Dinner Dance, The Atlantic Hotel, Newquay**

**Thursday 12th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

We'd love to see you, come and join in the fun.

*Mike*

## COVENTRY

Tel. 02476 457487

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

Hi Everyone. First of all the "Smiffy Spitty" was back on the road the day after our last meeting at The Bull & Butcher running better than ever, the clonking I thought was the diff has now disappeared since the drive shaft was reconditioned, so the drive shaft bearings had been going for a long time.

August has been an even busier month than July with events going on every weekend.

First trip out was to the ASDA day at Bruntingthorpe on Saturday 10th August, 12 cars met at the Griff in Bedworth at 08.30am to travel in convoy the event picking up 3 more cars on the way making a total of 15 cars in the convoy, what a way to arrive, the sun was shining so we had high hopes for the day and wasn't disappointed. This is a great day out and all the proceeds go to charity, there are endless attractions you can drive a Juggernaut, a bus, a JCB, a go kart, a segway or be a passenger on a hovercraft, a helicopter, a rally cross car, and umpteen super cars as well as picking up bargains galore in the clothes and soft drink sales. There was motorbike jump displays and numerous air displays which included a fly past by a Lancaster, Spitfire and Hurricane, plus many other attractions to numerous to mention, if you have never been it's a must for the diary next year. After a great day out we were in good spirits and headed off home followed by Paul & Joan in their Spitfire, the "Smiffy Spitty" was now driving beautiful until we accelerated out of the Frank Whittle Island in Lutterworth then all of a sudden twang the throttle cable broke, we couldn't believe it 3 problems within a week, wound the throttle stops up and drove home at 1500 revs, thanks to Paul & Joan who followed us back to make certain we were alright. They say everything happens in 3 so lets hope that's it for now.

The next day Sunday 11th was our local show, The Fillongley Show, fixed the "Smiffy Spitty" throttle cable by putting on a choke cable to operate it by hand just to enable us to manoeuvre it about a bit as we were towing it to the show on the A Bar

## TSSC AREA NEWS

on back of the camper. We were up bright and early and arrived at the showground at 07.40pm to set up the stand, Paul & Joan arrived shortly after us and together the job was quickly done and the egg and bacon batches were on the go as the rest of the cars arrived, there was 20 cars in total with 11 Triumphs and 9 others from our friends at The Heart of England club, a very good display indeed. A big thank you to Joan and Lyn for the best egg and bacon batches on the showground and a big thank you to Trish for organising the tea and coffee. Also a big thank you to Paul for all his help and assistance and for the great photographic display he provided.



Tuesday 13th the Heart of England meet at the Griff in Bedworth saw 55 vehicles turnout with 8 of them being Triumphs and as normal a good couple of hours was spent in pleasant company with our group from the TSSC and friends.

Saturday 17th we all descended on the Church End Brewery in Nuneaton for their annual Classic Car Show, a great location for a small show with them providing live music and sandwiches, they always make us welcome and the beer is terrific. There was about 30 cars on display with half of them being from the TSSC and the Heart of England Clubs.

Sunday 18th was the John Brooks memorial meeting at the Greyhound, Sutton Stop, Longford, a blazing hot day and the event was very well attended by the public, there was 36 vehicles squeezed onto the field, 4 being Triumphs of which 3 were Spitfires. There was live music and a great Hog Roast. The event was to raise money for Myton Hospice and with the generosity of the landlord a total of £1875 was raised on the day. The next weekend being Bank Holiday weekend it was the Coventry Festival of Motoring at Stoneliagh, again we joined forces with the Heart of England and joined them on their stand



with a show of 7 Triumphs, a great weekend with a bigger attendance than ever, the run on Sunday included a route through the centre of Coventry being able to drive on roads which are normally closed to traffic with a good turnout of the public

cheering us on, a really well devised start to the run lets hope they repeat it next year and to top it all our group led by the "Smiffy Spitty" featured in the report in the local paper the Coventry Telegraph.

Tuesday 27th was the last Heart of England evening meeting at the Giff in Bedworth until next spring with the meet now reverting to the 2nd Sunday of the month throughout the autumn and winter months at 11.00am. A super sunny evening with a turnout of 71 vehicles 8 of them were Triumphs.

Sunday 1st September was our Dalos Day Run (Drive and lunch on Sunday) our favourite event of the month, the route was planned by ourselves starting at the Oak in Baginton, there were 16 of us in 8 cars we took a very pleasant drive through some narrow lanes and villages of Wawickshire into Oxfordshire, then into Northamptonshire before returning into Warwickshire and having lunch at the Boat at Stockton a lovely location next to the canal at Birdingsbury Wharf. From the response we received an excellent route down many lanes that

most had not been down before. To brighten the day up a little more the fellas had a most colourful shirt competition which was won by Steve. Oh we nearly forgot yes the sun was shining throughout the run, "The sun always shines on our Dalos Day" Once again a great day, in great cars and great company.

To finish a great month off our monthly meeting at the Bull & Butcher, Corley Moor was the best attended all year with 20



classic cars on show, 12 of them Triumphs and also a very nice Gentry of Cliff Wakelin, also thanks to Martin for bringing along his magnificent Triumph Gloria and also to our friends at the Heart of England for their support.

Our next Dalos Day will be on Sunday 29th September the route being devised by Rikk Harrison details to follow but if you want to join us let us know by Wednesday 25th so we can order the meals.

A new event Fun Car & Dog Show Saturday October 10.00am - 4.00pm At Musmajas, The Hall, Priory Hill, Wolston, Warwickshire, CV8 3FZ <http://www.pawprintsdogrescue.org/> Have a great September

*Phil & Lyn*

Forth coming events :-

**Sunday 29th September Dalos Day Run** to be planned by Rikk details to follow, need numbers by Wednesday 25th.

**Tuesday 1st October Coventry Area TSSC meet at the Bull & Butcher, Corley Moor, 7.30pm**

**Saturday 5th October Fun Car & Dog Show** 10.00am - 4.00pm Musmajas, The Hall, Priory Hill, Wolston <http://www.pawprintsdogrescue.org/>

**Sunday 13th October Heart of England meet at the Griffin Inn, Bedworth, 11.00am** we get there about 12 noon

**Sunday 20th October Dalos Day Run** to be planned by Steve and Sharon.

## CUMBRIA

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It has been a busy month for the area. What a difference a year makes weather wise. I think that many of us were about to park our cars up for ever at the end of last year and buy amphibious vehicles.

11th August saw us at a new show at The Green near Millom which was predominately a Bike show, hundred's of them, all shapes and sizes with many far more expensive than our cars. We were the only car club in attendance and had a stand right in the middle of the show field. Despite the odd heavy shower it was a great day out with plenty of interest in the cars. A photo of me and the GT6 appeared in the local paper much to the amazement of everyone. It was also the first outing for the new event shelter which looks and feels a lot stronger than the old one which was trashed in a storm at the Ripon Show.

Some members went to the TSSC weekend but the majority went to Dalemmain show on Sunday 18th August. This show was one of the biggest yet but the organisers left us plenty of room for our club stand. The event shelter had a Le Mans side panel made by Anne; the material was acquired from one of our trips to the Le Mans Classic and somehow ended up in a member's car. The cars made for an excellent display forming an arrow





## CUMBRIA DERWENT VALLEY . . . DEVON

### TSSC AREA NEWS

## Cumbria Continues

head. Rod and Joan with their Courier van, Anne and I - GT6, Nigel - Spitfire, Ray and Gill - Dolomite, Bert - MG replica, Mike and Esther - TR7, Phil and Sue - Spitfire which was it's first show outing and is a very nice example of the model. Triumph World magazine paid us a visit and took some photo's of the cars which they say will be published later in the year. August bank holiday Monday, 26th August, the sun shone for an excellent day at Bootle Village Show. Again we were the only club stand amongst hordes of dogs and Ferrets. It was such a glorious day we sat around in the sunshine and did not pack up until 7.30pm.

For those who are new members to the area, a few years ago the area held a Lakes Camping weekend at Keswick. This was very popular with up to 70 cars attending. A few of us have been discussing holding this event again and are seriously looking into it, but we will need help in the running of it. The basic format will be camping from Friday through to Sunday night with a scenic run on Saturday morning and an auto gymkhana Saturday afternoon. Also some form of entertainment Saturday night. In order for this to happen I need volunteers to organise these events. Please get in touch with me if you can help in any way. The topic will be discussed further at our meetings during the winter months with the possibility of holding it during the month of June.

**Le Mans Classic 2014:** as you may be aware next year will be 50 years since the Spitfire won its class at Le Mans 1964. There will hopefully be a number of Spitfires racing at the event next year. The Cumbria crew will be going again and helping with the set up etc. By the time you are reading this there will only be a month before the bookings open. If anyone wishes to go that I do not know about please let me know or if you want anymore details contact me.

The Fell run 29th Sept will be the last event for the year and for the winter months we will be back to our regular end of month meeting, last Sunday of the month. If anyone would like to suggest a suitable venue for a meeting please let me know.

**October 27th meeting: 12 noon, Santon Bridge Inn.**

Safe motoring,

*Roy*

## DERWENT VALLEY Tel. 01623 487323

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A group of us attended the International weekend at Stafford and had a wail of a time. Friday night's entertainment was provided by both Derwent Valley and Manchester Areas and was based around the games and challenges played at the Peak Run and Manchester's weekends. From the feedback we believe they were well received. Saturday was the usual day-time displays and auto-jumble but the Showground started to come alive as fancy dress costumes were put on. Derwent Valley's theme was the Minions and several of us wore bib and brace, goggles, yellow shirts and yellow swimming caps. At great time was had by all dancing to both the band and disco.

Next on the agenda was the Moorgreen Show and the Stag was back on the road just in time. The Coyle's, Buck's, Godfrey's and Wright's proudly displayed their cars amongst the hundred or so classic cars at this event. Lots to see and do, including trying some different types of food. I tried a Zebra burger which was very tasty. I could have also tried an Ostreich burger or a Kangaroo burger but I was too full from the bacon cobs Roger rustled up on his BBQ.

Michael and Lee sampled a microscopic sample of a curry

paste which blew their heads off. Despite this they still bought some. Angie and I being more traditional in our taste bought a Beaver Pie and 5 bottles of locally brewed bitter to wash it down. For some reason the wine and spirit tasting was very popular with Paula.

Our monthly meeting (September) was back at Smalley Common where we were treated to a very difficult quiz devised by Nigel W. With a poor score of 22 out of 45 Gary, Bryan C and I were victorious winning a large tub of chocolates which was quickly consumed by everyone else in the room.

The Lincs "Dambusters" Weekend was well supported by Derwent Valley. Several of us arrived on the Thursday to help Adrian celebrate his 50th Birthday. Eighteen of us sat down under the stars and tucked into a feast of Pizza, Indian and Chinese takeaways. The evening concluded with a game of 'Chase the Ace'.

Friday was a chill out day. Some stayed on the campsite whilst others sped off to Skegness for a combination of shopping, crazy golf and beer drinking. I had to have my cokes and Angie treated herself to a chocolate dipped iced cream. We also bought Butch a rude shaped piece of rock as he too was celebrating a birthday.

Saturday was a brilliant run in the sunshine to RAF Scampton to visit the Dambusters Museum. This was followed by a visit to the Dambusters Pub in the village. A spirited drive back to the campsite before a mass BBQ. This was followed by the evening's activities which caused lots of amusement.

Sunday morning the cars lined up for concours judging. Phil's quiz received a barrage of groans and moans as he read out the answers. Roger won the special prize in the raffle...a 1940's food parcel.

The weekend was topped off nicely when Paul's Herald was announced as 'Car of the Show', which was reversed into a tree as we prepared to head off home (lucky just a bit of dirt rubbed into the rubber bumper was the only damage).

**Dates for your diary.**

**1st October.** Monthly meeting at Smalley Common Ex-Serviceman's Club from 7:30pm. (DE7 6FY). All welcome.

**5th November.** Monthly meeting and AGM at Smalley Common Ex-Serviceman's Club from 7:30pm. (DE7 6FY). All welcome.

**3rd December.** Monthly meeting and Christmas buffet at Smalley Common Ex-Serviceman's Club from 7:30pm. (DE7 6FY). All welcome.

**7th December.** Christmas Dinner Dance at Hincley Hotel.

**5th January 2014.** New Year Run. More details here soon.

**7th January 2014.** Monthly meeting at Smalley Common Ex-Serviceman's Club from 7:30pm. (DE7 6FY). All welcome.

**February 2014.** Derwent Valley Bowl. More details here soon.

That's all for now...

*Colin*

## DEVON

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<https://www.facebook.com/groups/134271493433942/>

Peter Higgins joined Graham & Wendy in braving the forecast and go to Mt Edgcombe Show as heavy rain was forecast & obliged. On arrival at the show it rained until about 11am then clearing up until just before close of play. Much to his surprise, but not to ours, his lovely Toledo, recently restored by AM Restorations in Plymouth, won Best Triumph in Show.

Several Triumphs at the South Hams Machinery show near Kingsbridge, and we were pleased to meet with Peter from Cornworthy, who is restoring a MkII Spitfire. The following week was our trip up to Stafford. It was really a 2 x 2 South West Counties group, consisting of us in the Stag, Dan's 2.5PI

## TSSC AREA NEWS

towing the retro caravan, Carol from Cornwall in her 1500 Spitfire and Colin – let's call him an honorary Devonian – in Miss Daisy his 2000. We left Exeter Services, and picked up Martin and Steve from Somerset en route in the MkII Spitfire and GT6. Riding shotgun as usual were the Treleavens in their modern. We all enjoyed the weekend, with Carol collecting 3rd prize in the Cruised and Used, and we were a happy 3rd out of 3 in the Stag class. Some lovely cars there, most of which were driven, our favourite being the Lightning McQueen TR. There were more Bonds there than we have ever seen in one place, do any of our Devon members have one?

Devon's Club night in August as usual saw a packed pub at Liverton. We were joined by Steve, Sue & Alex from Bristol, who spend the summer down here. In addition to their Vitesse, there was a good variety of cars on display, including Dan's mum's Jaguar XJS. The usual natter and banter and we helped Ian celebrate his 50th birthday.

Steve reports on the August North Devon meeting which was attended by Steve T, Steve K, Steve, Sharon & Alex W and Kay & Dave. In other news, Congratulations to Sharon and Steve who are expecting a brother or sister to Alex, and get well soon to Dave who has a recent op – so we wish him a speedy recovery. The October meeting will be in the Braunton Inn - EX31 4AX – easy to get to and we'd love to see some new faces there.

The Annual Scalextric Championship this year was hosted by Glen, last year's winner, at Chudleigh on August Bank Holiday Sunday. We met at Ivybridge Station Park & Ride, and five Triumphs and Tracey driving shotgun enjoyed a varied and scenic run round the edges of the moor, using lanes we last traversed many years ago on horses. A bit of 'trailing' included around Wrangaton, and a lovely run using all the back lanes round Holne, Dartmeet and Widecombe. There we had a hasty stop for hoods up, then on to our destination. Glen, together with his Mum and friends, had put on a great BBQ for us, then it was down to the real business. A very competitive session followed, with the final between me and young Alice. I reckon I must be slowing up, as Alice was the decisive winner of the trophy this year. Unfortunately the date clashed with other shows on that day, so we were missing some of our regulars, who were out and about elsewhere.

The first official day of Autumn continued our wonderful summer, and eleven Triumphs met at Exeter Services for the trip to Thornfalcon Show near Taunton. We were delighted to see Adrian with his Vitesse, which he has had since 1978, for the first time for quite a while, and Paul drove up from Sticker in his new and very nice Cherry red 13/60 saloon. Maurice & Mary brought their Spitfire, as did Ian B, Brian & Anita were in the GT6, Allan & Jackie were in the 13/60 Estate, Russell & young Robbie in the Vitesse and we had Steve's Stag and our own. We were joined by Dave Taylor and Andy Moss from the Stag Owners Club for the trip, whilst Dan was in the XJS which is for sale, and Mum Louise with Jas & Gabriel in the BMW completed the party. A good trip up the M5 to Thornfalcon where, as a Club, we were unfortunately parked away from the main section of Triumphs.

There were a lot of interesting cars to see, and after lunch some of made our usual trip over to the slopes of Exmoor for the obligatory cream tea and wasps at Winsford. I have to admit that the loo stop at Wheddon Cross was not deliberate – we'd made our usual error in the route again!

### COMING UP

**Sunday 6th October** – Ian will be leading us on one of his usual merry dances, usually with a ford thrown in. We need numbers for lunch please, but we will be meeting at 10am at Exeter Services for a run in the EAST DEVON area, including a visit to the (free) Donkey Sanctuary, with lunch at Otterton.  
**Thursday 12th will be the North Devon meeting at The Braunton Inn. Devon's Club Night at the Star Inn at Liverton will be Wednesday 16th. Our November meeting, the annual Treasure Hunt** with the winner being awarded the 2 Jags Chris Trophy, will be on **Sunday 10 November** – please make a note now that this is not our usual date. This year our

organisers are Rob, Helen and Alice who won last year's event. Start point will be the car park in Station Road in Bampton at 10.30am, with the finish in the Crediton / Exeter area. This will be an opportunity for some of our many members in the northern end of the County to come along to an event. As usual, we will need to have numbers at least a week beforehand please. **Christmas meal (23 November)** – although I have taken our deposits to the hotel now, we may be able to fit a few more in provided you get your deposits to me now.

### DEVON DIARY

#### October

**Sunday 6 East Devon Run and pub lunch**  
**Thursday 12 North Devon Meeting at the Braunton Inn**  
**Wednesday 16 Club Night at the Star**  
**Sunday 13 Hatherleigh Autojumble**  
**November**

**Sunday 10 November Annual Treasure Hunt**  
**Saturday 23 November Area Christmas Dinner**

*Sue & John*

## ESSEX

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[www./sites.google.com/site/tsscessexarea/](http://www./sites.google.com/site/tsscessexarea/)

No photos this month as I'm still not back at work full time and my home computer will not send reports with photos. Things are going in the right direction and I am better than I was, I have had the car out to some very local shows and driving it was not too painful so hope to go to Colchester on Sunday.

My office – I haven't done any thing but Joe had a local mobile tuner around to do his Mini and he will do a deal if we can get a number of car here in one go to be tuned Out and about - Waltham Cross. A nice show in the town centre I was not driving yet so Kirk gave Janet and I a lift in Kermit. We had 3 triumphs for this show, the Toledo (Kermit) with Kirk, his mum Vera, plus Janet and I in it too, it went well on the M25, 4 up, Stag (Winifred) with Ray Lesley and Maisey and a Spitfire (Primrose) with Mike and Marion.

There was a nice mix of cars and plenty off Coffee places, what more could a man ask for? We were joined by Jed later in the day, he came straight from work in his van, he had time for a wander through the cars and had a good natter with some of the owners, an all round good day

Club day - We had 8 triumphs and 23 people. 6 spitfires and one Herald and one 2.5 TC. I was in my new plastic car as could not get in Spit yet. It is an M! ZS and I took some stick for driving a M!, before... it's even worse now.

We had a number of birthdays this week Toby, Kirk, Marian, so plenty of cake to go round. With 23 people it was a lively event, lots of chatter and looking at cars, we had 4 Datsun 2240/260 turn up as well. Two were so highly tuned and modified that keeping them under the speed limits was hard work but great fun and it was nice to see some other cars.

BBQ - Club event all round Lesley's for a BBQ as a house warming but mother nature had something to say, it was the wettest day of the year but that did not stop us until late in the afternoon. some of the members found pictures of the flooding in Southend were next to where they lived and decide to get home whilst they could but all in all a great day thank you Lesley and Ray.

Trike Bike & Classic car show - I took the Spit out for the first time since my accident, I was a little nervous but all went ok and I had the company of a 2.5 TC, Toledo, Herald, and another Spit so I was in good company for the day. There were some memorable cars, a Daimler SP250 and an E type stuck out for me but it was a relaxing two ice cream and four Coffee day.

Dunton - This is an event for a local charity at the Ford test track at Dunton, we only had three Triumphs as some were



## ESSEX . . . GLOUCESTER HERTS & BEDS . . . WEST KENT

### TSSC AREA NEWS

touring Europe in their Triumphs on holiday and others were in Poland for a wedding, and Joe was with the Rebels. We were parked up on the test track, but as you can imagine the majority of cars were Ford, but at the far end, yes there were some more Triumphs from the M25 East. There were a number of non car related stalls doing vintage clothing that kept a number of people happy. There was also the Caterham demonstration cars there and Maisey had a ride, lots of tyre smoke and big smiles. My grandson kept trying to pull me out of the middle of the track as he thought it was a road and a car might be coming, it made me smile.

#### Up and coming

**27th September- 30th September**  
**Essex TSSC Garden of England tour**  
**Sun 13th Oct Canvey Island Club Stand**  
**Sun 20th Oct Club Day & AGM**  
**Sat 2nd Nov Fireworks Southend**  
**Sun 17th Nov Club Day Half way house**  
**Sun 24th Nov breakfast run Southend**

Birthdays - Me on the 11th, Vera on the 21st, Joe on the 22nd, happy birthday to us all.

*Allan*

### GLOUCESTER Tel. 01452 790126 www.tssc.org.uk/glooucester

Well here we go the area news has been a little lacking of late i.e. non existent and I apologise, I must do better, at least I'm consistent, the teachers used to tell me that too.

Well we enjoyed some weekends and some drives out in August, both the TR international and the Stafford weekend were great fun, we put on a good "guest" display at Malvern and enjoyed touching base with all our TR chums, and of course a little food and drink helped it all along too.

Stafford saw our usual impressive camping corner, we had plenty of area members in for the weekend and a lot of day visitors too, as usual it was good to see everyone and enjoy all the Club's International has to offer.

The area meeting was well attended partly as we were on the verge of leaving for Holland and those that were going needed to check for last minute details.

Ian and Sue kindly offered their home for hosting our annual BBQ and an excellent bun fight it was too, great food, lovely puddings and good company, always a winning formula. Thanks to everyone for helping and of course to our hosts Ian and Sue.

The last bank holiday saw us head out from Ross to the Brecon beacons for a nice drive out in glorious sunshine, coffee stops and a picnic beside a reservoir made the day an absolute treat.

The Dutch ISW was a great weekend, the welcome is second to none and the event is really well organised. Mark and Ashley unfortunately had to make the journey in a modern as Mark's Spit let him down at the eleventh hour but that aside, once there, seats were found and they were able to tour the Dutch countryside in true classic style.

The other stuff that went on really shouldn't be published in the pages of a family magazine and we all know that what goes on tour stays on tour. . . . however if you want to know more, ply either Jane and I with alcohol or Vicky with cake and we could reveal all.

Finally a small but very select group enjoyed a trawl round the Beaulieu autojumble and managed to leave with quite a bit more than we arrived with even though we'd eaten all the picnic.

Hopefully I can stay abreast of this news thing so keep a look out and there may be more to tell you soon.

#### Events.

**Sun 6th Oct an open day at Eric's.** a chance to sample some

hospitality (a bun and a cup of tea) and see how the "pro's" get to work.

**Mon 21st Oct club night at the Swan, Coombe hill.**

*Andy*

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

Well this has been a nice sunny month to get your cars out, shame the fuel still costs extra pocket money, on top of everything else.

The Panshager revival had some good support, thanks to Ray, Pete, Jill, Tony, Ian, Malc & Christine, Ray did look a bit Gangster, there were some classy cars parked with the aircraft and the sun caught us with a good tanning throughout the day, Grahame made it to Stafford with his just on the road 1200 herald, I worked in the Club Shop and tried to get some traders for Duxford. The shop took some record sales ... must be me Ha ! I only stayed for the Saturday and it was quite busy.

The AO meeting discussed options and opinions for future 'TSSC International' venues and ideas to enhance Stafford, there were some heated and positive ideas given by AO's.

The EGM was called as we had dropped below the minimum number of Club Directors required and felt the rules needed to reflect reality, so a vote passed which changes the 10 min 22 max to a more realistic 6 min 15 max this was passed.

The Buckingham railway event on bank hol Monday saw Pete, Jil, I grandkids Malc, Christine, Grahame, Brian and Lynda amongst a grand collection of Classics and motor cycles, £3 per carfull and free rides, hauled by a Metropolitan 060 tank engine and a Pug 040 saddle tank engine and loads of wasps out in force.

In the evening at the normal pub night we had 36 attend, Matt merrily cooked away over 40 Burgers and a few hot dogs, they were so good many bought two and at £2.50 were the chefs prize Aberdeen Angus from the kitchen store, don't think he was impressed, but we all enjoyed them. There was a prize donated for our raffle by a local Kwik Fit for a free service this was won by Vivien, Will she use it ??? more next week.

Duxford will be next on the 15th September, we have a team of 18 volunteers, I just have to organise how to get them all in through the gate house early but teams will be marshalling, selling raffles, making tea, we had the Merlin engine running and a chance to Sit in a Real Spitfire (£20) and you got a printed Tee Shirt! There was a group of Kelly, Bethan and Chris (guitar) singing during the day (but not when the engine was running)!

That's it for now next pub meet is **October 28th**  
Regards

*Peter*

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

I was unable to attend this months meeting due to Holiday commitments, it's a hard life. What is even more galling is that I am missing this years Ten Countries Run and having to laze around on a ship floating along the Bosphorus while Andy is slogging around Europe in his Toledo 1300! Anyway, in my absence Del has kindly penned together the following:

Last months meeting was the usual group of old faithfuls, but, silly me, I forgot to make a note of exactly who!

Another valuation, this time of Mike's Mk2 Vitesse saloon. What an excellent car - with just over 22000 miles from new, and looking like that wherever I looked.

Part of the evening was about the discussion we'll be having at the meeting at the end of this month. Those of us that are retired have more time to commit to the club, but equally are able to travel, cruise, visit family, and generally not always be available to set up visits and runs.



## LANCASHIRE . . . LEICS & RUTLAND



### TSSC AREA NEWS

To this end Rob has already offered to lead any visits to shows that have a high Specials content - so that's a start.

Our list of shows is quite extensive; here goes with the ones I can remember :- **Medway Festival of Steam (early April), Drive It Day (close to April 23), South of England Meet, Leatherhead (mid May), Faversham Classic (mid May), Crystal Palace (end of May), Bromley Pageant (early June), Darling Buds (early July), Ardingly (mid July), Deering Arms run (early August), Stafford (mid August), Duxford (mid September), And we've not even thought about a visit to M25 East!**

Just to bring an end to a good evening of chatter, the Cock Horse was invaded by more than a couple of Hornets. They weren't the Wolseley Owners Club.

**Del**

Thanks Del, certainly food for thought for next month. I have also set up a Facebook group for West Kent which will be up for discussion. I have invited a small select number of members to join for their comments. This type of communication works well for the M25 east group and is something we should also explore.

See you in October, fully refreshed I hope

*Steve*

## LANCASHIRE Tel. 01257 482569

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Hi all. Unfortunately the nights are now drawing in but this did not deter a reasonable turn out for the August meeting with more cars on the car park than expected.

Stafford International was well attended with 8 of us camping for the full weekend and a couple of members who attended for the day. Friday night was the noggin and natter in the bar with a few of us retiring to our event shelter after hours for a few swiftys which ended being a few more than expected with Kev Makin falling asleep and Dawn doing a forward roll



and triple somersault over his guy ropes after going to the loo in the middle of the night, Kev was oblivious to this. Dawn was anaesthetised and felt nothing until the day after.

The group on the Saturday night for the entertainment was very good and they had good song choices and most importantly got people up dancing. Again beer and

wine flowed with some of us getting a little squiffy and amorous with their respective partners, whilst quaffing the most of a bottle of Bacardi (I will leave you to guess who that may have been) Bingley hall had a good selection of cars on both days although the trade stands and auto jumble were a little poor compared to previous years. On the other hand you could not fault the weather during the weekend with only a little rain on the Saturday night. The drive down on the Friday took a little longer for some of us, some people only took 1 hour 15 mins while for some it took 4 hours for the same miles so the drive home was a breeze. It didn't help when someone who won't be mentioned here set off twice because they forgot some important things.

On **Sunday 29th September the Canberra Club** where we meet are having a 30th Anniversary and will be hosting a Classic Car Meet as a number of car clubs use this facility for their meetings, this will run from 11am to 4pm and we have 10 cars booked for our display. The Canberra club will also have Hot Air Balloon, Bar & BBQ, Raffle Prizes & Landlords Choice, Burger & Drink £5. If you would like to call and have a look please feel free the more the merrier  
A few events that are coming up are

## LEICS & RUTLAND Tel. 07530 307371

Hi all, Phew busy or what!

With the sunny and sometimes damn hot weather continuing we have been out and about to many different venues over the last few months.

Our "Skye" trip at the end of July and beginning of August was a real BIG trip, so much so that it needs to be written up separately at a later date when we are all sitting around log fires and the Triumphs are tucked up in the garage for the winter. Some of us won't be tucked up though, we will be freezing to death in the garage with the Triumphs doing repairs/rebuilds etc. I am hoping that my 2.5Pi shell will be finished by Christmas and back in the garage so that I can start putting it all back together again.

On Sunday 11th August we went to Redgate Animal Sanctuary for their open day and dog show. It's a real Noah's Ark with at least 2 of every animal imaginable being looked after. It was a great day with lots of footfall through the gate and plenty to see and do.

Next of course was Stafford. Our group won a bit of silverware. Mike Mayfield won Small Saloon.

Chris Edmunds was 2nd in cruised and used.

John Edwards was a surprising third in unrestored (it should have been higher!)

Our Stag was 2nd in it's class.

There is no point speculating at the moment as to what will replace Stafford next year. There are many different reasons why the club has to move on and try something new and NO-ONE can be blamed for the shows demise. Everyone who has been tasked with organising this show for the last decade has done a marvellous job keeping it going but we live in a very different world now to what it was 30 years or so ago and we must move on and modernise our approach to the classic car world.

Whatever happens next year needs to be supported and I am sure the majority will support whatever is done.

Most of us had a weekend off for the last weekend in August though I did provide the Stag as a wedding car for a couple called Paul & Kerry.

Kerry and her Father travelled to the church in the Stag and everyone else went in a London Routemaster bus!

Paul & Kerry are on the lookout for a GT6 and have promised to join the TSSC soon.

Bank holiday Monday saw over a dozen cars at Launde Abbey for a lovely day out at their family festival.

We put up our event shelter and when we unpacked the power flags we found a skull and crossbones flag so we hoisted that too. A bit of a mistake as some people didn't seem to like it?

Launde Abbey is a Church of England Hotel/retreat for anyone who needs a bit of peace and quiet and some spiritual healing time. It's a beautiful place with a wonderful karma to it. We intend to return in the Autumn for a Sunday lunch or maybe one of their pudding nights, a 7 course meal of 1 savoury starter fol-





## LEICS & RUTLAND LIVERPOOL . . . M25 EAST

### TSSC AREA NEWS

## Leics & Rutland Continues

lowed by 6 puddings! Bring it on!

This weekend coming is the Lincoln weekend though the weather looks like it might turn against us a bit.

Other events still in the pipeline are Duxford on 15th that I hope to attend.

Hinkley car show is Sunday 22nd August, then the one that we have all been talking about, the **Sywell Classic Pistons and Props**. This is a weekend jaunt **28th-29th Sept**

We booked late last year a club stand with 10 cars and 7 will be camping Friday and Saturday night. It has been well advertised from last Autumn and promises to be a "big un". There will be lots of events involving classic cars, bikes and airplanes so good weather will be vital, or at least dry and not windy for the planes.

In **October** we will be having a grand final 10 pin bowling night out with the 8 best scores from our June bowling night playing a Grande final while the rest of us get a bit of practise in.

That's all folks.

Keep running on 4/6/8.

*Neil*

## LIVERPOOL Tel. 0151 5491267

<http://www.triumphliverpool.com>  
e-mail: [triumphliverpool@gmail.com](mailto:triumphliverpool@gmail.com)

Well, we've had a busy month at Triumph liverpool Towers. First off since our last report was the TSSC International at Stafford. We all had a great time, not least Lol, who again won the Best Vitesse in the Concours. Well done, Lol! We picked up a few bargains at Stafford, including an engine hoist which we have swiftly added to our Tool Pool. Dave Mc has volunteered to be custodian of the beast, and is putting it to good use on his Vitesse. Lee found a very good front bumper and 1/4 valance for his GT6, for once I didn't have the need to forage for anything, does that mean my Spitfire is finally finished?

Next up was the Ormskirk Motorfest. We were blessed with some unusually wonderful Bank Holiday weather, and this year we were all parked up in Coronation Park, with yours truly taking part in the Parade around the town. Having taken part in the Parade last year, Cath joined me as a passenger. We sedately made our way around the town, the pace much slower than last year due to safety concerns, but still great fun. Hopefully the event will return next year in it's present form? Steve and Cath also met up with a few old friends, including an old school chum they bought their Herald from 30+ years ago! I bumped into an old workmate and had a good chin-wag, and was accosted by at least 6 former Mk3 Spitfire owners, all with some great tales of rust, bodging, and how they broke the rather flimsy seats - the less said the better!

Our September meeting was well attended, with the welcome return of Dave S in his newly resprayed Vitesse saloon. It looks much better [dare I say "aggressive"?] with it's new Royal Blue paint. Again we had 4 Triumphs in the car park, all attracting a good deal of attention from the punters, so well done to everyone for bringing their cars along.

We have a few events we are attending in September, so I'll be reporting on them next month, see you then!

*Alex*

### IMPORTANT NOTE

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

## M25 EAST

Tel. 07938 526324

e-mail: [herald1360@virginmedia.com](mailto:herald1360@virginmedia.com)  
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So another show season is nearly at an end. It's been a good one though, much better than last year's washout. We've been an area for a whole year now, blimey, that's gone quick. We've not done bad - from an initial idea to over 40 members who all regularly come out. This year we've attended shows in Essex, Suffolk, Hertfordshire, Cambridgeshire, Kent, Surrey, Sussex and Staffordshire, so, we do get around.

Only one outside show for this month, which will be the last for this year and it's The Canvey Island Transport Show. It's one we do regularly so let's have a big turnout and finish the season with a bang.

Right, so what did we get up to in the past little while - Mersea Island Transport Show was a good un. We were kindly invited to Neil's beach hut on the island for pre show bacon rolls and tea n coffee. Our lot met up there with Neil and some of the Stag lads before heading off to the show. Cheers for that mate, much appreciated.

A couple of us headed down to the Cranleigh Lions Show the next day. It was a bit of a trek, made worse by the road closure just outside the showground. We had to go a different route which included a lot of very narrow lanes, loads of hills and some cyclists who inconsiderately rode 3 abreast. It was worth it though, once we finally arrived.

Highlight of the day was the ice cream, they did a 'Fat Boy 99' which was huge. None of us could face it though, the normal one was big enough.

The same weekend Brian and Jean were up at the TSSC International at Stafford. I'm pleased to say they won a trophy for The Peoples Choice Car.

Well done, all the hard work paid off.

Also in August (I may have told some of you already ha ha) I replied to a request on the club message board for a Herald required for filming. I got the job and had a days filming up in Leicestershire for the National Geographic Channels 'Car S.O.S.' programme.

I had a great day, being interviewed by the presenters Fuzz Townshend and Tim Shaw, had cameras stuck all over the car and finished up wearing a full race suit and crash helmet to race around Herald around Bruntingthorpe Proving Ground.

So, I've finally got the old jalopy on the screen, only problem is I've got to wait ages as it's not being screened until April. I'm sure I'll remind you when it's on nearer the date ha ha.

A new show we went to was the Little Gransden Air and Car Show. What a great show!! The day started a bit wet but it was meant to dry up by mid morning, so we took a chance. We



were glad we did as it did dry up just as good ol Auntie Beeb had promised. A very big turnout of cars and a fantastic 4 hour airshow. Amazing aerobatic displays, a flypast from the BBMF

Spitfire, Hurricane and Lancaster. To top it all we had a flypast from the only airworthy Vulcan Bomber. An awe inspiring sight and very loud. Apparently it costs about £20,000 for every flying hour, so we were lucky to see it as there's not that many opportunities. We enjoyed



## MANCHESTER . . . NEWBURY

it so much we never left until half past six, not getting in till about 8pm. Just enough time to get the gear ready for our trip the next day to Knebworth.

**STOP PRESS** – A new Herald has appeared on the scene, a 13/60 Convertible (obviously the best model ha ha) and it's come all the way from Bristol. As most of you probably know by now it belongs to Graeme and Pauline. He's got a few odds and ends to sort out but it's a solid enough car, question is, is



it going to be a long term relationship, time will tell. At least we've pulled him back from the dark side of MG ownership ha ha. First thing to

sort out is the front seats. They are very small and narrow and Graeme reports lots of numb bums. Its first outing was with the rest of us at the Ford, Dunton Show where we had a good turnout of 6 cars.

Plans are now afoot for our Christmas dinner, yes it's nearly that time already. Shall we go to the Willows again? I thought they coped very well last year and everyone seemed to enjoy themselves. Any thoughts on that one?

Just found out there is another show at the East Anglian Railway Museum right at the end of the month. So, if the weather holds it's another day out.

### October Events -

**Sunday 13th - Canvey Island Transport Show**  
**Saturday 26th/Sunday 27th - Vintage Experience - East Anglian Railway Museum (poss, if the weathers ok)**  
**Sunday 27th - Monthly Meeting**

That's all for this month.  
 Cheers

*John.*

**MANCHESTER** Tel. 01524 791607  
[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Our Area BBQ which we held at Wyreside Fisheries Dolphinholme was very well attended with 33 members in 10 Triumphs. Friday night we enjoyed a drink and get together in the clubhouse. Saturday saw us on a fantastic run through the Trough of Bowland, Waddington Fell and Abbeystead really breathtaking scenery, spending several hours at 'Wild Boar Park' Chipping where we were introduced to chic stroking, white wallie feeding, wild boar, meerkats (simples) peacocks, tractor rides and nature trails. Saturday night we had a fantastic BBQ thank you to everyone that contributed food and a very special thanks to Paul, Pete and the kids for sweating over a hot BBQ, to Ler for supplying all the marinade meats and Quiche to die for, the kids that made chicken n pork 'Souviakia' (kebabs) in 'tzantzi sauce' Cypriot sausages and 'shieftalia' and BBQd pineapple and cinnamon that managed to turn my face inside out Mmmm!! (just goes to show we can do posh drunk & debauchery in a field) Thanks to everyone that supplied curries, sweets and nibbles etc. I think next year we will leave out curries, chilly etc. and just concentrate on the BBQ and sweets as we were too full by the time we got to the delicious meats.

Next event was Stafford this was a working weekend for the Manchester Area this year. Thanks to Mark Blease 'Big Saloon Register' for a fantastic display in Bingley Hall, Gary Russell Valuations, Ben Broadbent judging and assisting in the Club Shop, Steve Trish Hannah, Ste, Pete, Mark, Tracy, Frank and Janet for gate duty it is very much appreciated. This year Friday night's entertainment was different from previous year's with quizzes and games run by Colin & Roger (Derwent Valley) and our Pete and Mark Well Done Guys!! It was brilliant and the

## TSSC AREA NEWS



feedback from everyone there was very positive. Saturday night was equally as good as we all dressed up as cowboys and Indians oh!!! And the odd Saloon girl and danced to a brilliant live group (Discovered) and the Disco. It was a brilliant night but I must admit there were some very dodgy outfits out there. Congratulations to Steve

Openshaw for winning Best Spitfire!! With (Millie)

The area meeting was well attended with 31 members present we discussed Northern Ireland next year and we have pencilled in 9th August (not set in stone) for our holiday week, we are researching self-catering cottages and camping sites if anyone who wasn't at the meeting and would be interested please let us know either by phone, email or by the next meeting. One item on the agenda that did disappoint was we have regular requests for 1 day events that do not require camping so when we were invited to Woodsmoor Park in Stockport to display our cars Free for a charity event we were given a space for 7 cars as that was the count of hands at the last meeting so the organisers were a little disappointed on the day that only 3 turned up so thanks to Ler, Lynda and Frank2 for making the effort, please if you have booked a place at any event and can't make it that's ok!! But Please just let us know in advance.

Congratulations to Hugh and Pauline on not only winning 1 prize but 2 for 'Best in Class' & 'Best Vintage Vehicle' at the Loweswater Country Show, in their TR6.

We would like to welcome new members Andy and Ann Marie with a Herald Convertible that has been a project, he has all the panels and spares and thought somebody in the Club may be interested in taking it on, he will be at the next meeting for any enquiries.



**Dates to remember in October**

**Area Meeting Tuesday 1st October**

**Bish Barton Aerodrome**

**National Restoration Day 27TH October Stoneleigh**

*Pip n Frank*

## NEWBURY

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

Newbury Classic Car Show was blessed with superb weather – dry with lots of sun but not too scorching hot. There were lots of cars and other vehicles of all shapes and sizes and the slightly restricted space available due to the development of the race course didn't seem to cause many problems. A few of us met up beforehand so we could drive in together: Dennis in Stag, Patrick and Jean in Spitfire, Nigel in TR7, Dave in TR7 and Mary in Vitesse. We were joined on the stand by Malcolm and Rae in Vitesse and Malcolm and Josie in GT6. Also joining us were a blue 1200 Herald convertible, a grey Mk1 2000 saloon and a white 13/60 saloon from other TSSC areas. Thanks for your support and hope you enjoyed the show. It was good to meet up with Ann again who was with her white Hurricane. Kennet Valley TR Register members were also there so we had a good Triumph showing.





## NEWBURY . . . NORTH EAST

### TSSC AREA NEWS

## Newbury Continues

Here is Dave's report on Stafford:

As normal the start point was at Waitrose car park in Thatcham. For a change I took the TR7 and not the Vitesse. Waiting ready to go was Ian also in a TR7, so at 10.00am two TR7's started to make their way north up the A34 towards Stafford in heavy rain. Andy was coming later in the day. This year we were down by two as they had other commitments elsewhere. We made our way at a steady 65mph, traffic was heavier than last year and we made the correct choice by taking the M6 toll which was quiet. But as we came off the toll we rejoined the very heavy traffic on the M6. As we got closer to Stafford the rain stopped and the sun came out. We arrived on site at 12.30 and considering the heavy traffic we made good time. As the forecast was for very heavy rain we did consider erecting the tents as a priority. Well I did say considered as they were erected, but only after the traditional area bottle and can opening ceremony had been completed. It's dry work driving 150 miles! With two tents erected we waited for Andy. Just as Andy arrived the wind got up and anybody who has tried to erect a tent at a windy Stafford knows it's not easy. So the team of three set to and Andy's monster tent was up and secured before the weather worsened. Newbury area always works well as a team. As we hadn't eaten since the morning we went in search of some food. There was no hog roast this year so we had burgers and bacon rolls. The activity on Friday night this year was games and naff raff. We restrained ourselves from playing games but did join in the naff raff. The prizes were definitely naff, but the proceeds did go to a good cause. We must be getting old as by 11.00 we were all getting tired so it was back to the tents for some sleep which turned out to be a very windy night. The following morning after breakfast we all had a good look at the autojumble, and the display of Bonds and 2000/2500 saloons in the main hall. As for me I attended both the AO's meeting, standing in for Mary, and the EGM in the afternoon. In the past I manned the main gate doing the Saturday early morning shift, four o'clock to six o'clock. I did this for eight years as nobody else wanted to do it! That was quite a few years ago. During the day it started to rain and continued into the evening. But the Newbury Area was undaunted and the BBQ was lit. Ian and I had our normal loads of stuff, and Andy had his normal half a cow. The three of us sat around the BBQ in large waterproof coats using the cars and tents as a wind break! Within two hours the wind and rain had burnt the BBQ out, so much so it was stone cold! Still we were not complaining as it had cooked all our food without any problems. After that it was off to the bar where we met many old friends and forced ourselves to drink some real ale. The talk among the people on our table this year was a change of venue from Stafford. Generally it was felt that if the facilities matched Stafford a move could be a good thing. It would revitalise the event. There was no sign of Nigel's Parallel International this year, so maybe it's time for a change! At 11.00 we went back to the tents for the night. The next day was warm and sunny which gave the tents a chance to dry out. After we had packed up and had a quick look at the autojumble it was mid-day and time to make our way home. Apart from the heavy traffic from the V Rave event one junction down on the Motorway there was no congestion so we could use the more direct non-toll route. We all had a very enjoyable time and thanks must go to the Team for a well organised event. As this is the end of my report I will hand you back to Mary.

The meeting at the end of August saw a Spitfire, Vitesse, TR6, TR7 and Midge in the car park. Robin popped in and gave us an update on his Herald refurbishment. Colin has got himself another project – restoring a TR7. Patrick has sold his Spitfire (and now has a very nice MX5). Andy has the Vitesse back on

the road and it goes very well: he roared off after the meeting to show us just how well!! He just has a bit more work to do on the Bond now.

Anyone coming to the **Dunstan Green show in Thatcham on 12th October** who would like to drive in as a group, Dave and I will be leaving the Frank Hutchings Hall car park (just up the road) at 10 a.m. This is a very informal event where you can come and go as you please. Contact us for more details if required. Please note I put the wrong date in last area news.

#### Meetings

**9th and 23rd October at the Berkshire Arms, Bath Road, Midgham starting at 7.30p.m.**

#### Events

**12th October Saturday Thatcham Classic Car Show, Dunstan Green**

Keep 'em flying

*Mary and Dave R*

**NORTH EAST** Tel. 07917 738091  
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<http://tsscnortheast.blogspot.com/>

Hi all. Well, way back in the June report I wondered who'd have their car sorted first, James, Gavin, Chris or myself. Well, as it turns out it was James. He's moved jobs from a Vauxhall to a Kia dealership close to home. Apparently Kia are the future according to salesman James. Anyway, plenty of sales meant he could MOT and get his Spit back on the road. Chris has the Dolly running but lots of minor jobs remain, as well as getting the drivers door to shut with the lock mechanism fitted. Gavin's Spit. Not moved nor had a spanner waved at it all year due to family and work commitments.

Mine? Well the X-factor started the Saturday night so off to the garage I went, couple of hours later diff all in and filled, a bit more Sunday and she was on the ground, only for it to start raining as I opened the door.

Still, nice and quiet now and great fun to drive again, especially as the weather cleared, chilly though. I took my nephew out for a short trip and whilst answering his question, I realised this year is my 20th of owning the car, it's also (bar the rebuild when I got it) the longest it's been off the road and the will be the lowest annual mileage in that time.

There was a quite a bit of chat about possible travel routes to CLM next time, opinions vary, but I'd think there'll need to be more discussion between those interested in going again. There were 5 or 6 at the meet holding hands up.

Another possibility was the Oldtimer GP at the Nurburgring in Germany, though we haven't much detail on what would be involved with that event.

It's been a good few years since there were any changes of the area officials, seeing as it's coming up to registration time, now would be a good time for anyone interested to step up and take on any of the volunteer roles within the area. If they do, it'll need to be sorted probably at the November meeting when we do the area registration forms.

We were to have a Terraclean talk and demo in September but Gary, the local agent, was busy with family business so it's been postponed to the October meeting.

For those unaware, it's an engine internal cleaning system, [www.terraclean.co.uk/](http://www.terraclean.co.uk/) if you'd like to see what it's about. We have a couple of (modern) cars already available for demonstration on the night. I'm going to try and arrange for it to start at 8pm as the process takes around half an hour, though Gary would be talking/taking questions during it.

Congratulations to Mark Ramsey on achieving the big 40 in early September.

There are some bits and pieces in the pipeline that should come to fruition with the start of next year. Watch this space.

That's all for now, see you in **October**.

Cheers

*Mark*



## NORTHERN IRELAND

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## TSSC AREA NEWS

## NOTTINGHAM Tel. 07971 017012

[www.notts-tssc.org.uk](http://www.notts-tssc.org.uk) Twitter @notts\_tssc

Hello fellow Triumph fans. It has been relatively quiet since our last report with only the one local club event, the Sperrins Run, which took place on the bank holiday weekend. This was poorly attended - there were only three cars at the start at the Elk, Toome and that included Heather & Douglas who were the organisers. This was the first time we have had a chance to see Douglas and Heather's TR6 fresh from it's complete respray. Douglas reported that there were some bits and pieces still to be finished but it looked superb and the quality of the paintwork was excellent. Phil Boulton from Letterkenny met us enroute and stayed with us until the Otter Lodge in Cookstown where we stopped for lunch. The weather was great and we had a good day - it's just a pity there were not a few more cars.

August also saw the last event in the Northern Ireland Hill Climb Championship, Garron Point. Paul Robinson was the only club entry this time with both John Hewitt and Michael Hudson out of action as both their cars have blown head gaskets. In Michael's case this happened at 6.24 in the morning as he was preparing to go to Garron Point which must have been very frustrating. As it turned out John and Michael did not miss much as the event was cancelled after the two practice runs took place due to a fault in the cable used for the timing equipment. This was really frustrating especially as the weather and road conditions were perfect. Paul had already set a personal best in practice and was confident that he could set a new club record for this hill. Ah well such is motor sport. Given it was such a nice day we decided to take the scenic route home along the Antrim coast road - and on the way into Carrickfergus we came across John Gill coming in the opposite direction in his TR4A. As far as the Northern Ireland championship goes, subject to official confirmation, it looks like Paul came second in his class with Michael in fifth place.

The September area meeting was reasonably well attended and there were even three club cars in the car park. Douglas Hogg and Brian Spurlie both sent their apologies. Paul gave a presentation which included photos from many of the events that took place earlier in the year. It really has been a great year so far, helped in no small way by the excellent weather. Frank Bell gave a short report on the International Weekend at Stafford. Laurence Cocharne and Michael Hudson between them gave a short presentation on the information captured by a data-logging device attached to Michael and Paul's car at various hill climbs earlier this year. The device captured a wide range of data including speed, braking and cornering forces and it was interesting to compare the two cars and drivers. The device seems to be very consistent but something seems to have gone wrong on one run at Craigantlet as it recorded Paul reaching 133 mph! Many thanks to Michael Hudson for providing the projector and lap top as well as Laurence for bringing his lap top and, of course, going to the different events with the data logger to gather the information in the first place.

At the meeting Paul also gave more information on the proposed **Triumph Art Exhibition in November at the Island Arts Centre in Lisburn**. If you have a motoring-related painting, photograph or print especially Triumphs and would like to have this displayed for club members and others to enjoy please get in touch.

That's all for now - keep enjoying your Triumphs!

*Jacqui and Paul*

### NOTE to ALL:

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

Well, for reasons I'd rather not go in to it's been a while since I wrote a report for the area. There has been a small upheaval and our former area AO's have opted to go their own routes and Nigel has teamed up with former Hallamshire AO Adrian Hadfield & they have now become the East Notts area - more details of their meetings in the area guide. We wish them the best of luck and hope you can support them at a meeting or events. I'm sure there will still be plenty of joint meets between East Notts and Notts areas, as in essence this is giving members a wider choice of locations for meets and advice.

The Notts area will continue to meet on the last Monday of each month, but at the new venue of Rolls Royce Hucknall at the sports and social club at Gate 1, off Watnall Road at 7pm. Claire and her eldest son Matthew (known for running the bouncy castles etc at Stafford) will be our new joint area organisers, may we wish you the best of luck too.

So, what's been going on? Well were happy to report a few new members, welcome to Mark Bellamy from Mansfield with his Yellow Spitfire 1500. After a number of years sitting in his garage, Mark has managed to breath life back in to this excellent little car and its a pleasure to see it join the ranks! Mark was also the lucky winner of the Lancaster Insurance "Triumph Bundle" at Stafford, so what better way for a new member to start their time with our club.

You may remember the story of John's TR7 which we had hoped to be ready for Stafford last year. Work is still ongoing after more welding work was found to be needed, resulting in half a floor pan on the drivers side needing replating. Thankfully, my friend Lee has been on hand for a few jobs (more of which in a minute) who stripped the frame the drivers seat sits on in the 7 out, whilst I cleaned it up. Lee then made a new floor for the inside by hand and eye and set about welding in place. So it lasts and has strength. Lee opted to double skin the floor and add another sheet to the underside. This had required the removal of the fuel pipe, so whilst removed the choice was made to renew and replace with a more flexible modern plastic pipe. The fuel line is now in place complete with new fuel filter, and just waits some small electrical refinements as the pop up head lights have refused to pop up... again!!! Thankfully, I think this is down to dirty connections in the switch gear under the light pods. John has a small bit of spraying to complete on the rear where some paint was damaged, but then we are on the road to ... Well, being on the road! Interior to fit, doors still to hang, exhaust to refit (once underside protection has been done) although we are considering changing the rear shocks and some bushes as we have done all the front end, it would be daft not to treat the rear the same. And then we should be done! MOT come April for next year on the road.

My own car, Sybil, has been off the road since the beginning of Feb when the MOT expired. After re-bushing the front suspension, it was in great need of some welding work on the front cross member and the rear valance before I could even contemplate taking her for an MOT. Waiting a few months for good weather, borrowing a gas cylinder as tall as me off of Phil Wright, my friend Lee once again set to welding on my car. The front once completed in the day, leaving me to grind back, clean up and apply some protection before we turned to the rear of the car and getting the boot done.

Lee took the angle grinder to the boot rear, chopping out the old metal. Once this was done, he found that the vertical drop in the boot was also "gone" and of no use to weld new metal to, so that was also chopped out and a new inverted "L" panel made before welding in the rear valance. Again after 2 afternoons work, it was left to me to clean up, seam seal and prime before refitting the bumper, lights and tow bar.



## NOTTINGHAM . . . NOTTS EAST PETERBOROUGH . . . SCOTLAND CENTRAL WEST

**TSSC AREA NEWS**

### Nottingham Continues

Sybil was then taken for her MOT the week of Stafford, but she failed. I had an in-efficient hand brake and an imbalance on the rear drums. I gave up after adjusting the hand brake as I was getting nowhere. I took it back to the garage for them to solve... Sadly, she wasn't done before I left for Stafford, as part of the "team" we left early so we could be ready Friday AM to set up. However, about twenty past five on the Thursday evening, the garage called to say she was ready and had passed the retest. Turns out a slightly worn and oval brake drum was the problems. Now I was 50+ miles away from home, but with luck, Mum and Dad had brought the caravan for us to stay in for the weekend, so I hitched a lift back home with them and collected her at about half past 7. Thankfully, Phil (who loaned the gas for the welder) was about to set off for Stafford so followed me there in his car. To say she had not been on the road for 6 months the only issue was the overdrive sticking on and not dropping out for a while. This problem is still reoccurring when hot, but not as often thankfully and not for so long. Thankfully she has just driven me round the Lincolnshire TSSC area weekend with the wife in the passenger seat and performed beautifully. We hope that once the TR7 is fit to move we can get her in for some better painting and tidy her up.

Claire and Matt are both still without Triumphs, but I'm sure this could change soon.

Well, the season is about over, but yet there are still one or two events still to come! In September we will have still visited at least two NEW car and bike events at Ashfield School in Kirkby in Ashfield and Ilkeston town centre! Can't complain! Then no doubt there will be something at HQ around Christmas! That's about it for my ramblings for this month!

Don't forget our new meeting venue! **Rolls Royce Hucknall** (yes, we have been here before!) & other classics or bikes are welcome to the meeting, it doesn't have to be a Triumph!

We also have a joint meeting with Club Triumph - so lets see your Motor!

*Andy*

### NOTTS EAST

**Tel. 07976 163006**

**Tel. 07837 110325**

What a first Meeting! 26 people turned up and Triumphs in the car park as well. Adrian and myself were overwhelmed and would like to say a big thank you to you all.

I only just made it on time after just finishing a Club Triumph 10 CR and Adrian & Julie had just had a long camping weekend at Woodall Spa in Lincoln which is a TSSC Event, much fun was had on all.

Future events

**15th,16th,17th, November NEC** (club code Available for Tickets, see advert in Courier)

**7th December Xmas dinner** (sold out )

**7th December Xmas Open Day at TSSC HQ 10am till 4pm.** Next months meet is the **8th October NAGS HEAD WOODBOROUGH NOTTS NG14 6DD**

Don't be a stranger please make yourself known. We don't bite !!! Not all the time anyway.

*Nigel & Adrian*

#### IMPORTANT NOTE

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

### PETERBOROUGH

**Tel. 01778 560507/01780470358**

**<http://www.tssc-peterborough.webs.com>**

Autumn is arriving - cooler mornings and evenings and even the wasps are not quite as prevalent.

The nights are certainly pulling in quickly. Just two Triumph cars in the car park at the September Club night - does that 'Herald' the start of winter as well.

It was good to see Doug Kendal in his very smart Lotus 6 tiger replica with its Triumph engine. (In which case there were 3 Triumphs in the car park). He took the decision and joined the club after his visit last month. Welcome aboard Doug.

Richard was questioning Brian as to the seam from the rear wing to the sill on his Spitfire - as it was welded or not. I don't know if they came to a conclusion. If you know the answer probably you would let us know. Brian gave apologies for Ann not attending last night as she had knocked herself up after breaking concrete all day!! Now even I would have thought there should have been a coffee break in there somewhere.

The report from Stafford from the 5 who made the journey was the standard of cars was very high. An observation was that the people who had small tents now had larger tents and then those who had the larger tents now had caravans! Colin was very pleased that there was a dent removal man on site who charged very little for removing minor incursion scars!!

I'm sorry but they have to go to a good home - they are free - that's boxes full of Couriers From November 1999 to the end of 2012 with just 3 copies missing. I have to make room in my office and these sadly are one of the things that are having to go. They will not be carriage paid but I could meet you somewhere in a 20 mile radius of home. Home is not the Red Lion but I could bring them to a club night.

It appears that we may have to pull someone in from a high place to have a night of exorcism - as it appears that there are now 2 members who are owners of MGB's - but fortunately they still have their Triumphs.

Paul is still looking for those last minute shots of your prized possession for his calendar. Get a picture of your Triumph in print for posterity. Peter had a superb shot with him standing by his Vitesse at the Baston Car Show from the Stamford Mercury as did Peter Kelleher. Have you a picture in a news paper this year Paul could use?

Paul and myself look forward to seeing you at our next club night on **Monday the 14th of October at The Red Lion, West Deeping, Peterborough, PE6 9PH**. Nattering from around 8.00pm and grazing from around 9.00pm. The monthly 'grand raffle' will be drawn around the same time as the food is served. Prizes (and surprises!) always welcome.

Until the meeting again next month, drive safely folks.

Regards

*Doug*

### SCOTLAND CENTRAL WEST

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The September meeting was still in late summer sunshine. We had a new face present, Ken, who has GT6's, and Steve in a 2L Mk2 Bond Equipe. It is for sale if anyone is interested, newly MOT'd and ready to go. Red, original, overdrive. Phone if you want details. The rest were in cars returned from Stafford, all present and correct. We have had to sign to book the Car Park and use Lochinch, Zoe will make sure all is ok, and they will have a name for booking. So we continue on at this location. If you are reading this please come and see us, all are welcome. Your car does not have to be going, mine aren't, but might be soon. There are no more shows this year to have stands at, so think about next year and what you would like to do.

Report on Stafford. Some managed the annual pilgrimage to



## SCOTLAND CENTRAL WEST



## TSSC AREA NEWS

the International. Unfortunately I didn't, due to family illness. My duties were passed to AAO Ian and anyone else in the vicinity. So thanks again to all that helped out.

Our Stafford Weekend. By Ian W, aged .....

The annual Stafford trip this year started early as the two teardrop boys, Ian yellow Spitfire 2Ltr Zetec conversion and John green Herald 12/50, set off on Thursday after meeting at Abingdon at 5pm followed by a leisurely trip down. Well I say leisurely, but we didn't start off that way. Unfortunately a misfire that had been bothering John for some time, decided to make an appearance about 100 miles into the journey. We soldiered on never the less and arrived at Stafford just after 11pm, where we fell into our Tears for a good nights kip (more on the misfire later). Next day, while the advance party began to set up camp, the rest of the gang started to get underway in three separate parties. Mike; red spitfire 2Ltr Zetec conv, set off from Liverpool. Colin; red Spitfire 1500, set off from Manchester, while Dave and Karen; red Spitfire 1500, Mark and Jackie; red Spitfire mk3, Bob; Burgundy Herald1500 conversion. Iain; Blue 2Ltr Vitesse and Ewan and co-pilot Kenny (future classic owner) yellow Spitfire1500 all set off from Abingdon. All parties made it down safe and in good time,

and on arrival began to put up their various array of tents etc. Once our 'Scotland' camp was complete, Karen cooked us a fabulous meal then off to the bar for a few drinks.

Up early on Saturday for some, as Ian, John and Mike had all volunteered for marshalling duty, whilst Bob shot off to the auto jumble areas for some repair materials, as Bob's Herald had developed a slight water leak on the way down (more on that later) and the rest of the gang made their way over to the show areas. Now, while John was doing his marshalling duty he had noticed a tune up area, "A Ha" thought John, I will get them to look at my pesky misfire and duly booked it in! Meanwhile on initial inspection Bob's water leak was coming from the water pump area, so a new gasket was purchased without delay and strip down commenced. Well, when I say strip down that's what happened when Bob started to remove the studs holding the water pump!! Several swear words later, No probs thought Bob, I can fix this. So off he shot for some new studs.

After an hour John's Herald was ready, and after discussion with the 'twotune up boys' (of which nothing seemed to be wrong!) and fifty quick lighter, John went off for a test drive. On return John's coupon said it all - the misfire was still there! We said 'park it over there and we'll have a look' - John was NOT impressed.

Bob duly returned with some new studs and set about a rebuild, refill and test. Unfortunately for Bob, all was not good, as a leak was still there (several swear words later) he decided it must be the pump, by this time he had had enough for one day, so decided beer and food were a better option and would fit a new pump in the morning.

After numerous scratches of heads, John decided he was going to replace the condenser. As he had brought a spare one with him, but as he went to replace the unit he noticed that the earth screw was loose. 'EUREKA' he proclaimed and off he went into the sunset for another test drive. Upon return (muttering under his breath) all was well.

Meanwhile back at the base camp, Karen had been beavering away providing us with fantastic culinary delights. After our lovely meal and a scrub downoff we went to the disco for a beer and a sing-a-long.

Then it was back to camp Scotland for a wee dram.

On Sunday we awoke to good weather and an even better breakfast, after which Bob shot off to obtain another pump. Some of us took our cars over to Bingley Hall for valuations and others went over to look at the cars on display. Bob arrived back with new pump and set about fitting it, after a refill and much holding of breaths- NO MORE LEAKS! Relaxation time for him. Later in the day Mike and Colin, Mark and Jackie departed due to other circumstances. In the evening we decided to enjoy our own camp company till the wee small hours.

On Monday the weather was still in our favour. After breakfast we started to pack up and plan our route home. It was decided

that the two teardrops would lead the way, and the rest would follow! After a few miles John (obviously excited about his new shorrock super charger under the bonnet) shot off into the distance, closely followed by Ian and his teardrop, leaving the rest for dust. Later pulling into the designated lunch stop, there was a substantial wait till the others arrived! 'where have you been?' was the question. Only to be told that Ewan's clutch had gone! OOPS! It was then decided that Ewan's dad Iain would be driving the Spitfire home, so Ewan and Kenny jumped into Iain's 2Ltr Vitesse and had the last laugh. Despite the heavy traffic everyone made it home safe and sound!

A huge thank you to everyone for making it a fantastic weekend. Thanks to Karen for being an amazing hostess! It was great company and roll on next year.

Thanks Ian (AAO). Gregor.. They obviously enjoyed their adventure.

My overdrive parts have finally arrived; I just need time to put it all together. My storage problems will be reported on once my cars are 'safe'.

Report on Kirkintilloch Saturday, I was allowed to borrow Kimberly for the weekend. Before you ask she is a 1969 13/60 Estate (thanks Martin). In exchange for this I had to remove a gearbox from Martin's Vitesse, with a little help from a forklift. I am fed up looking at gearboxes. Job done and we were at Big Vern show and Retake That followed by fireworks finale, superb. Herald was a good advert for the next day's show.

Sunday, well I was a bit rushed to pull this together, but we had 10 cars, 1 motorbike and 1 caravan on the stand, which was on the sunny side of the street. The weather was glorious all day with a very busy closed off Main Street. We were in with other Clubs and totalled 20 motorbikes, 30 cars, 2 fire engines and one vintage traders van, plus thousands of people. We were commended on our display and letting people see the cars and sit in them, we had a good variety of shapes and colours, The Street was full to capacity, and we met all our friends we see every year, good banter, lunch supplied and sunshine.

There may be reports on the remaining shows next month as the season draws to a close. I will be relying on others for information as I may not be

attending all. There have been a lot of different classics about my area recently, white Stag, white 1200 conv, also assorted other classics ranging from 60's to 90's. Is there a shortage of later classics? I know spares are scarce for certain 80's cars, so we are lucky. But still beware of poor replica parts; check if you can before buying.

Please bring your pictures of cars and other related stuff to the meetings as soon we will not be outside for long.

We will discuss the arrangements for the shows next year each month at the meetings. I will put as much info in the News as possible.

Remaining Dates for 2013. There are no more dates for shows, except.

**Lenzie 26th October - small local autojumble**

**Stoneleigh 27th October - Restoration Show**

**NEC - Nov 15 16 17 - Birmingham Classic Car Show**

There are no more stands booked at shows.

**NEXT MEETING will be on Wednesday 6th November.**

Please come and say hello at the meetings or shows if you can, (and lots of you have been).

Keep the greasy side down and the shiny side up.

*Gregor G.*

## NOTE to ALL:

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



## SOMERSET . . . SOUTHERN

### TSSC AREA NEWS

#### SOMERSET

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Hi all. A quick reminder that if you are not getting the Somerset area emails and want to get them, then drop us a line at [somersetssc@gmail.com](mailto:somersetssc@gmail.com) and we can add you to the distribution list.

Don't forget you can now visit us at [www.somersetssc.com](http://www.somersetssc.com)

This year for Stafford myself and Martin joined a contingent from Devon for the journey north. I think it's fair to say we had a good weekend. We were joined by a couple more Somerset members on the Sunday and after the now customary issues with our area flag we took our place in the avenue of area displays. The hi-light of the weekend had go be the band on Saturday night, well done whoever booked them.

Looking forward to next year wherever it may be and whatever the format (Steve).

Now a reminder that we have our usual Somerset Area stand at the "Shepton Mallett Restoration Show" in early November! We need volunteers 'AND CARS' to man the stand, so if you can help us set up on the Friday and/or meet the public either Saturday or Sunday then please let us know. We do not have a theme this year so it will most likely be a static display "unless" someone has an easy solution to astound the crowd?? Hopefully we will see as many of you as possible and hear your ideas for the coming year at the **October 8th meeting at The Fox and Goose, Brent Knoll**, from 8pm!!

Cheers for now,

*Steve & Derek*

#### SOUTHERN

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<http://triumphsouth.2um.com>

Here we are again, the month has gone by very quickly. To continue Stella's (the Stag's) story, she has been to hospital and is now fit and well. She went to Stag Classics in Medstead, thanks to Paul d for a fast turn-around. 10 days for an engine out rebuild and back in and away. Hopefully we should be ok for another 30,000 miles. Since rebuild we have completed 800 miles and the engine is running very smoothly. So here I am broke, but happy and have put on new Vredstein tyres on the rear too. The rear end goes around corners as though it's on tracks, a great improvement.

Well now for the show update: July 20th Mike, David and I attended Ripley and met with Mickey and the Thames area. Nice day. Next day saw David and I journey to Amberley for the classic picnic. It was too hot and spent most of the day under the shade of a tree.

Friday 26th saw Mike, Val, Barbara and I attending the Netley Marsh Show. Another lovely day with good beer and lots to see. Mike and I both took our cars into the arena. On the Saturday we attended the Rogate Fete, meeting up with Mark and Jackie, Gill was in attendance in his official capacity. Sunday took the Trio to Stroud Steam and Vintage Extravaganza, an enjoyable day. The weekend of the 10-12 saw attendance at White Waltham and the White Dove but I'll leave that to Mark to fill in the details of that event.

I attended Stafford after being talked into it by my son dear son because it was the anniversary of the Big 6 saloons. Mark took Vanessa's 2500s and I followed him up in the 2.5PI. A terrible journey owing to a mishap on the A34 at the junction where it picks up the M40. I will leave the weekend for Mark to talk about. However it was an excellent beer weekend.

I have just weighed this epistle, just too much for the pigeon, so I will hand it over to my very able Hon Secretary Vanessa who transmits it by some new fangled gadget.

*Mike*

Hi all, just before I get into any reports, I should remind you that from **October we start our Sunday lunch meets. The first Sunday lunch being at the Hunters Inn, Swanmore, SO32 2PZ** for 12 noon.

White Dove Show, Kingsley Sports centre. I arrived about 9.30am closely followed by Peter Harper in his Stag, to find the Two Mikes and Barbara and Dave had joined in with Mickey and Julie from Thames who had set up their gazebo earlier. Mark and Vanessa arrived fashionably late in the two big saloons with the kids. There was a huge variety of cars that had turned up on a lovely sunny day. There was a small amount of auto jumble there but it also gave you a chance to look at some of the classics that were parked in the public car park.

Late on in the afternoon Mike G and I wandered over to watch the prize giving and to see Peter gain the runners' up award for best Stag. Well done Peter.

The Family International Weekend at Stafford Showground.

As I had to work on the Friday I was unable to leave as early as I would have liked, but with Dave Moore in tow we picked my son Luke up at Sutton Scotney Services. I had been threatening rain when we left but as we travelled northwards it actually got warmer and brighter, which was not so good for Luke and myself as I had decided to leave the roof up. We had a good trip up, with a nice little blat along the M6 toll.

We arrived at the showground around 8.30pm and got the bar-bee on for a few burgers and beers whilst we got the tents up. Our intrepid leader (yes you did read that correctly. Mike Goolding camping) and his son Mark, travelled up earlier on in the day and had already pitched their tent and the gazebo. We did of course show our faces in the bar that evening would have been rude not to announce our arrival.

Saturday morning was started with a breakfast of Lorne sausage, bacon and egg in a couple of large baps, then Mike and Mark took the big saloons over to the show hall.

We did have a mooch around the hall and the showground but to be honest I was a bit disappointed in it all. We later took a taxi into town to sample some of the beers on show there. Dave left early Sunday morning to get home for his daughter's birthday party, while we had another look around the hall and auto jumble. We had a good run home in the sunshine and all the cars performed admirably. As for the show itself, the band of volunteers and organisers had yet again done a wonderful job, but the show on the whole was let down by a lack of traders and auto jumble and by the numbers attending the show. Where does this leave the show now? After spending £80 on fuel plus camping and other sundries and travelling 378 mile that weekend to be left with a feeling of anti climax maybe it's time for this boyo to call it a day on this event.

August Bank Holiday Monday, Wisborough Green Fete.

Mike and Barbara, Dave, Mark and Vanessa, plus kids and I met at the Half Moon pub just outside Midhurst about quarter to twelve but moved off quickly as the high street would soon be closed off for the parade through the town and arrived at Wisborough early. There were a few cars already there. We set up in our usual spot on the corner of the green. Vanessa and Barbara went off for a "nice coffee" whilst Mike, Mark and myself left to find something a bit cooler. The fete itself is a traditional style village fete including a dog show and also some races (sack race, egg and spoon) with various heats for all ages. We had a relaxing time on a sunny Bank Holiday Monday.

#### Up and coming events

**October 1st** Regular meeting, Seven Stars, GU32 3PG

**Oct. 6th** Goodwood Breakfast Club, Italian Sunday

**Oct 13th** Classic Car Boot Sale, the Embankment,

**London** (sell classic tat from the boot of your classic)

**Oct 20th** Sunday Lunch meeting, The Hunters Inn, Swanmore, SO32 2PZ

**November 5th** Regular meeting, Seven Stars, GU32 3PG

**Nov. 17th** Sunday Lunch, the Angel, Alton, GU34 3NN

**December 3rd** Christmas Dinner Meeting Seven Stars, sit down time to be arranged

*Vanessa*

## NORTH STAFFS . . . SUFFOLK . . . SUSSEX



**NORTH STAFFS** Tel. 07939 603061  
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<http://triumph-sports-six-staffordshire.blogspot.com>

What a difference a month makes, last month it was a bit hectic getting everything done ready for Stafford.

A month on its all calm and slowing down as we move into autumn. Once September arrives I always think that the nights quickly start to draw in and curtail those evening rides out in the country along with those wonderful summer sunsets.

August saw us at three events:

Shugborough Transport Festival which again was a good show with a large range of vehicles but was disappointed with the numbers cars on the TSSC stand.

The International at Stafford we managed a very good turn out, and thanks to Aaron and Ian's stalwart efforts getting the Spitfire chassis ready in time, in which a good deal of interest was created. This I hope will raise more awareness of the presence of the TSSC in Staffordshire leading to more members joining the club and the Area. With little funds we managed to make up a fair display to help promote the club and the area, but our efforts were thwarted by the wind. The strong winds made it impossible to display anything without it being blown away or damaged, with ropes and guys trying to hold down the gazebo we were fighting a losing battle and around 3.15pm the gazebo gave way, and what was left was pulled down. With hopes of calmer winds on Sunday gazebo number 2, newer! Stronger! and much heavier! was erected only to be blown into the road way as we put it up, fortunately no cars were passing as we hung on to it trying to make its way down to the camp area.

The wind did ease a little and with constant attempts to keep everything in place we survived until around 2.30pm when the wind again tried to destroy the second gazebo, when it also had to be pulled down.

We did get a number of people who were members in the past taking a fresh interest in rejoining. Let's hope all that wind blows some good our way, we did raise a little money with spin the Spitfire and some lucky winners went away with some Cans of Spitfire beer and other prizes.

I'm sure that you will all want to join me in giving a big thank you to all the TSSC team who worked hard to make Stafford happen, not forgetting all the members who helped support the area with their cars.

There has been much criticism of the show over the last few years, with complaints about so few traders, but so long as Tatton Park is the same date the traders will go to Tatton with the larger gate numbers and wider range of vehicles.

Lets not forget that the basics of the event are good, however it does need a radical update with more content, may be the best way would be to join forces with all triumph clubs and make one big event, (not easy but in the long term would benefit all the clubs). So stop knocking it and get your positive hats on and help make the changes you want to see, it's our club so we all need to help make it bigger and better for next year were ever it held.

Eccleshall Country Show - On the last day of August 6 cars attended the Eccleshall Country Show, this is not a car show as such but a delightful country fair with lots of county things to see and do. From: Dogs Horses craft, horticulture, birds of prey, lots of stalls, food stands and a good beer tent. Also the number of classics that attend keeps on growing each year and the weather was most kind.

The August meeting was very well attended including new member Andy Crews. Andy who came all the way from Lichfield in the Spitfire he only bought the week before, so well done Andy, and a big welcome from us all. I hope we came help make owning your Triumph more enjoyable.

I'm please to say that after nearly two years I'm /we are no longer in the red, and hope we can start to build up some funds to help do buy some of the items we need for area stand. The last bit of money was spent registering a new web site

## TSSC AREA NEWS

[www.TSSC-Staffordshire.co.uk](http://www.TSSC-Staffordshire.co.uk), this has been started but will have been built over time. The initial layout was built but some of the features didn't work and only Google's browser displayed it correctly so it has been removed until time permits to sort it. So for reasons below you will have to make do with the blog, until I have some time probably in the depths of a dark cold winters night when its to cold to work in the garage I will revisit the web site.

As most shows will be over by the time you read this, I will need to make a big effort to restart the rebuild of my Triumph as I seem to be getting more & more jibes about my car, all be it built in Coventry it's often pointed out it that it has the wrong badge on it.

**Next Meeting 30th October**

Don't forget you can visit new (temporary) web site: [www.TSSC-Staffordshire.co.uk](http://www.TSSC-Staffordshire.co.uk) for latest info.

Lets keep up the good work Staffordshire area is on the up. Keep driving the dream

*Dave.*

## SUFFOLK

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Although the nights are drawing in, at our September meeting we were still able to spend the whole evening outside with the Triumphs. Chris came along in his recently acquired maroon TR6. It is in this car that Colin and Chris have entered the 10 Countries run organised by Club Triumph, and are progressing round Europe as I write this. The run starts at Calais heading to the French Alps, then the Mediterranean, into Italy, then Germany and ending in the Netherlands. This is a journey of over 2000 miles completed in 4 days. As Chris has only done about 400 miles in this car, the boot was completely full of spares, leaving Colin to wonder where he was going to put his spare clothes. Chris obviously reckons this is a fast car as the baseball caps for driver and passenger were attached by cords to the headrest. So, when they reach warp factor descending the Alps they will not have to stop and run back up the mountain to retrieve the caps. And, as Colin has stipulated that the hood stays down unless it rains so hard that the cabin starts to fill with water, the previously mentioned flying helmet and goggles will come in handy. Welcome to Geoffrey who came along for the first time in a nice, red, GT6 Mk3. He also owns a Stag. Hope to see you again.

Mike travelled to Stafford in his recently restored Herald Estate, a journey completed without any hitches. Whilst there he had it valued for insurance purposes and after the recent respray has been flatted and polished it will be worth even more. One little niggle to sort out is a vibration between 50 and 60 mph, most likely he reckons, due to the prop shaft.

Brian also went to Stafford in his unique GT6 that is based on the Lightning McQueen of the films Cars and Cars 2. It has to be seen and brings a smile to peoples faces, and so, perhaps not surprisingly, it won the people's choice at Stafford. He is now the proud owner of an inscribed salver, a car cleaning kit and a bottle of Champagne (already drunk, I believe).

The next meeting is 1st October followed by the 5th November and 3rd December. So, see you at the Sorrel Horse, Barham on 1st October at 8:00pm.

*Peter*

## SUSSEX

Tel. 01444 450941

Stafford. So we had a Sussex expedition up Stafford, Pete, Clive, Jon B and Myself went up on the Friday via the M1 and A50 and had a reasonably good run up. Colin came up on his own and stayed off site. Bob came up in his VW Bus later on Friday. We had some very excel-





## SUSSEX . . . THAMES

### TSSC AREA NEWS

## Sussex Continues

I lent Fish and Chips on the Friday evening and we cooked on the Saturday and had a good time. The only fly in the ointment was one of the adjacent areas who had a large bonfire on the Saturday night and was showering the tents with cinders and when I went to speak to them they were extremely unhelpful.

Bob and Jon both brought new high torque starter motors from the club and we had a good time.

However on the way home on the M1 I suffered a seized Alternator so finished my journey home courtesy of the RAC!

Our meeting on the 5th September was well attended. The landlord has reserved a table for us but as the weather was so so, we stayed outside. Barry turned up in his 1200 Herald. Barry has a GT6 too with what sounds like a head gasket issue. Ian had his GT6 on the rolling road at CCK and to use Ian's word it "goes like a train" which is good news. Pete and Clive now have Clive's Spitfire in Primer and the Hard top is painted Black. Perhaps it will be ready for the trackday in November? Colin's car made it up to Stafford and back and he is just sorting out a few bits and pieces on it. Will turned up in his Spitfire now he has all the electrics sorted. Doug turned up his van but he was off to the South of France and Switzerland in his 2000. We were thinking about taking bets as to how far he will get before he breaks down!

So with the night's drawing in we need to think about the Christmas meal too.

Don't forget we are a friendly bunch so please come along on the **first Wednesday in the month.**

#### Future meetings.

**2nd October and 6th November The Anchor. Ringmer, Near Lewes, Sussex**  
**25th November track day Goodwood.**

Regards

*Martin*

## THAMES

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

Welcome back. We had a wonderful time at Stafford, working and enjoying the atmosphere of great friends and like minded Triumph enthusiasts. The same can be said of the local shows we have attended. It's been busy this month with Windsor Farm Shop, White Doves Show, TSSC International & Camberley Town Centre. My Vitesse is still running lovely and the to-do list is slowly getting smaller. It was sad to hear that Rose N had passed away after a short illness our sincere sympathies go out to George N. We also heard that Tony O, curator and owner of History on Wheels Motor Museum in Eton Wick sadly passed away recently. We have visited this charming museum a couple of time in the past and always had warm welcome.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 1ST AUGUST.** We have a lovely pleasant evening & sitting out in the Fox & Castles beer garden. Tonight Julie and I have the wonderful company of John C, Graeme C & Mike H. Graeme's TR6 and our Vitesse are the Triumphs in the car park. Working on our Triumphs has been:- John C needs to sort out an oil leak from his Mk1 2000 rear diff. The Vitesse has got new rear wheel brake slave cylinders fitted a new drives side front Trunnion and throttle cable as a spare to carry in the car.

**15TH AUGUST - George B** is holding the meeting tonight as Julie and I are living it up at the TSSC International. To keep George from dozing off he had the great company of Graeme C, Mike H & George N. Graeme's TR6 was the only Triumph in the car park.

**29TH AUGUST - Another pleasant evening** out in the Fox & Castles beer garden. Julie and I have Graeme C, George B, Tony H and George N with Friends. There were three Triumphs in the car park, George B Mk1 Vitesse convertible, Graeme's TR6 and our Mk2 Vitesse convertible. A quiet evening just catching up on events.

**SHOWS & EVENTS - 4TH AUGUST. WINDSOR FARM SHOP SHOW.** Held within Windsor Castles grounds, we had a TSSC stand on which John C in his Mk1 2000 saloon, Trevor Tin his 13/60 Herald saloon, Peter H is his Spitfire 1500, Simon & Tracy in their TR6, Graeme

C, in his TR6 & our Mk2 Vitesse. Other Triumphs on show with the 180 classics on show were Peter & Kate G Mk3 Spitfire coupe, Kens Herald 1200 convertible, Barry in his Stag, three other Stags, a Vitesse saloon, a Mk2 2000 saloon, a Dolomite sprint, a Toledo, a TR 2, a Renown, and a Standard Vanguard. The Farm shop is very well stocked with lots of nice food and gift items and not too highly priced either. The café was very busy all day (so we didn't get to try them out). There was a vintage bus service into Windsor Town Centre and lots of lovely classic cars to see and owners to meet, a great day out with a friendly atmosphere.

**11TH AUGUST. THE WHITE DOVES COLLECTORS TRANSPORT SHOW** - We met up with Trevor at JACKS chip shop on the A30 at Bagshot and made our way to Kingsley. Once there we park up on the TSSC stand along with, Mike & Barbara in their Stag, Mike H in his MG midget, David H in his TR6 George B in his Vitesse convertible, Mark S in his Vitesse convertible, Peter in his Stag, Mark, Vanessa in their 2.5 Pi & 2.5Tc saloons. Trevor's Herald 13/60 saloon was classed as an on the day classic and was parked in the other field. Other Triumphs on show were six Stags, two Heralds, a TR2, two TR3's, two TR4's, a TR5, four TR6's, two Spitfires, a Vitesse, a Dolomite, a 1300 FWD, a 2000 saloon and a Standard 8.

Also there was a large display of motor cycles, auto jumble, charity stalls, BBQ, real ale & club house bar, Elvis tribute band and live music, raffle & tombola stalls, Ice Cream Van, commercial vehicles. The weather was lovely and sunny. A wonderful day out with great company.

**17TH / 19TH AUGUST. TSSC INTERNATIONAL WEEKEND.** - We travel up Thursday afternoon with the Rapido folding caravan towed behind our Vitesse. With me is Shane, Julie & Emma are following us in the Euro box. Once at the show ground we set up our weekend homes and go for supplies, stop off at the chip shop for supper. This was eating back at the caravan. Friday morning comes and I start the day off helping set out the signs for the weekend. Julie helped out setting up the club shop. Shane & I help out setting up Tables & Chairs for that evening & on Saturday night. We had a Carvery that night before going up to the bar for the meet and greet. The entertainment was great fun and the beer was tasty. Saturday morning I was in the main hall helping out parking the display Triumphs, and managed to get our Vitesse on display with Heritage insurance for the weekend. As the show got going we spent the day enjoying ourselves. That evening meal came from the Chinese take away.

The Band & Disco that night was fantastic with a great mix of music and fancy dress. Sunday Morning saw Julie & I on gate duty with Frank & Pip, it was good greeting people coming to the show this morning and our two hour shift flew past. We managed to find bits on our shopping list and collected parts for friends that could not make the show. As the prize giving started I helped out collecting up the outside sign, once the show had finished we helped out packing up the club shop. After a lovely shower the BBQ was lit and we enjoyed chicken and pork chops with salad washed down with beer, we spent that evening around the fire with friends. Monday came and we packed up our weekend homes and headed home. It was a great weekend in the company of so many friends and wonderful Triumphs

**31ST AUGUST. CAMBERLEY TOWN CENTRE.** - I meet up with Martin & Cynthia in their Spitfire 1500 and we make our way to Camberley, where we were parked up in Park Street. As fate had it, it was opposite the Thames Kidney Transplant stall. Martin & Cynthia have a great bond with then as they are donor and receiver of kidney. An amazing couple and wonderful charity. Our Triumphs got lots of attention as did all the other classics on show. The Classics on show were spread over Park Street and the High Street with about 140 exhibits ranging from modern racing car, dragster, custom car, Americans, Triumphs there were Mike G in his Stag, David H in his TR6, a Renown, TR3, a Stag, a Standard 8 & my Vitesse. A very friendly show well organised.

Our next meetings at the FOX & CASTLE are from 8 pm in October on the 10th & 24th, in November on the 7th & 21st. Please come and join us for a warm welcome or call me on 07773623807.

#### Upcoming events are

**October**

**13th Autumn Motorsport Festival Brooklands**

**27th Heritage Restoration Show Stoneleigh**

**November 15th/17th Lancaster Insurance Classic Motor Show Birmingham (NEC)**

*Mickey & Julie*

#### NOTE to ALL:

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

## NORTH WALES . . . SOUTH WALES

**NORTH WALES** Tel. 01691 600215  
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Hello, again. Well, another month has flown by. The Tuesday 6th August meeting at The Plough was another very well attended evening, a lot of talking, then arranging forthcoming events. Three new classic car owners joined the group, but unfortunately they were MGs, so some on all you Triumph owners, please come along to The Plough and help boost the Triumph numbers.

On Sunday 11th August 18 cars from our group attended the North Cheshire Car Club Show at Vauxhall, Ellesmere Port. The day was fine for roofs down, but the park was rather windy, so our Stag, together with one of the MGs, was used to secure the gazebo with ropes to stop it blowing away. A good display of vehicles including military, rally cars, motorbikes, and American cars and trucks. There was a large presentation of awards, although it is the general thought that awards for vehicles trailed to the show seems unfair, they should really be driven or ridden there. Still, all seemed happy.

There was a choice of three different shows on the 17th and 18th August. Stafford was on both days, of which we attended Saturday. There was less public and trade, but still enjoyable. Sunday was Taton Park or Bersham History Alive near Wrexham. We went to Bersham in the Spitly still with the roof down. The weather is being really kind this year. Derek and Anne were in the TR, Roger in his Vitesse, and Mick took his Stag, so a good cross-section of different models of Triumph. Yet again there was a wonderful mix of classic cars, some vintage machinery, and living displays, i.e., a Civil War re-enactment group. It was entertaining and enjoyable.

On Friday 23rd August our Stag and Jaguar XJS were polished and prepared for our trip to the Coventry Festival of Motoring, an event missed this year by our very own Bob Whiting, as he had undergone surgery the day before for a triple-bypass. He is making a steady recovery, however, and that is wonderful news for us all. We look forward to having him back amongst us, driving his GT6.

The Saturday saw an early start, with Helena driving the Stag, and Roger in the XJS. We left home o.k., only to find when we got to Oswestry that the A5 was closed due to an accident. Julia and Alan in her Spit, and ourselves, took a diversion to bring us out at Shrewsbury, where Spitfire Sam joined us. Mick was supposed to be coming in his Stag, but was unable to join us as too much tennis on a hot day had left him feeling unwell. The five of us then had a good run to Stoneleigh, with Julia setting the pace. At Stoneleigh we joined more of our Chester and Wrexham group, some of whom had travelled down on the Friday:- MG Sam, together with Joan, had decided to do this, as Sam is still getting over his operation. However, he is progressing really well, and that again is great news.

Once there, we set up the gazebo and flags, and then proceeded to enjoy the rest of the day, taking one of the old buses into Coventry to visit the Transport Museum, which is well worth seeing. Saturday evening was very entertaining, with a good hog roast, and a lovely room at the Stoneleigh Lodge Hotel.

On Sunday we participated on the run which went through the centre of Coventry, taking in the cobbled streets where traffic is not normally allowed, and then out through Kenilworth, Leamington, and countryside villages. It was a well sorted, enjoyable run. Personally, we think that the Triumph Stags and the Jaguar XJSs were the most impressive in convoys on the Sunday run. Altogether, the show was well set out, with almost every marque imaginable. The five of us motored back on Sunday tea-time, and had a very good journey.



## TSSC AREA NEWS



This month was our turn for the OFFAL run, a route which we had planned last March, but which had been snowed off. We had to re-check the route on Monday, having got back from Coventry the evening before, just to make sure that there were no changes, i.e., road closures, diversions, etc. However, everything was fine, so we met up at the Ponderosa on the Horseshoe Pass the following morning. We had a turn-out of 25 people, some in their classics, some in everyday cars. A coffee and a chat at the meeting place, then a run through the lovely countryside, arriving at the Holly Bush, where we sat down, ordered our meals and continued talking the lunchtime away. That's what OFFALS are all about, another good day with some great company.

A reminder, our group meets at the Plough Inn in Gresford at 8.00 p.m. on the first Tuesday of the month, in the meantime keep using your great Triumphs, and we hope to see you at the meeting

### Forthcoming events:-

**1st October:- Monthly meeting at the Plough Inn, Gresford.**

**13th October:- Ruthin Show.**

**19th & 20th October:- Llangollen Food Festival.**

**29th October:- OFFAL.**

**Erdidg:- Date to be confirmed.**

Regards,

*Helena and Roger.*

**SOUTH WALES** Tel. 02920 315260  
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### Due to Space Restrictions

**REPORTS ON PONTYPRIDD SHOW, THE TR SHOW MALVERN, and the ABERGAVENNY CHIP SHOP RUN, CAN BE FOUND ON OUR WEBSITE [www.triumphwales.moonfruit.com](http://www.triumphwales.moonfruit.com)**

### STAFFORD FAMILY WEEKEND 2013

This is an event that the S. Wales area always look forward to, we accept that all classic car shows and events have changed over the last few years with internet auction sites robbing the events of many traders and auto jumblesters and there is no doubt that this has had a detrimental effect on that part of the TSSC weekend, but we view it as an opportunity to take a great drive on A & B roads through the beautiful countryside and camp out with our friends for the weekend with the added bonus of looking at some fantastic cars and meeting old and new acquaintances, the weekend has never failed entertain us and we have a great time every year, so thank you to those who organise this for us.

After driving my (packed up the day before) TR4A out of my garage I hooked up my trailer and packed the rest of the equipment for the weekend. Paul and Barb G arrived shortly afterwards in their TR6, Mark had travelled from West Wales the day before and stayed at my house in his Frog eye, so at 9am we fired up our engines to make our way to Nantgarw where we were meeting the rest of those travelling that morning. My TR4A made the first 6 inches of the journey down my drive without any trouble, then stalled and refused to start. The fault was quickly traced to a blown fuse for the electronic ignition feed and we were on our way, phew!

At Nantgarw we met Rob & Pete (Vitesse 6 Convertible), Area Super Hero Paul "Johnny Breakfast" Price (Spitfire 1500), Mike The Cake (and his cake) (Spitfire MkIV), Action Man & The Hammer Dyer (Red Tardis 13/60 Convertible) and at the allotted time we set off for our next stop just past the Storey Arms in the Brecon Beacons where Gwyn Evans was to meet us to take a few images and wish us Bon Voyage (a bad foot preventing Gwyn from taking part). That's when we encountered our second breakdown, Mike TC's Spit was not start, there was a spark and fuel so after a push around the car park it fired up and behaved itself throughout the weekend. As promised Gwyn was waiting for us and took some images of our small convoy as we entered the layby, we had a brief chat and then we continued our journey to our next stop about 50 miles further on at the American Diner near Leominster where a very nice Englishman started to explain to us that we were "intellectually inferior" until our TR4 - 6 Reg Sec pulled out his British Mensa membership card! After a great drive with all soft tops (and Surrey tops - had to get that in!) down in the beautiful sun and with fantastic scenery we were all ready for our lunch at the Diner

## South Wales Continues

and left there fully refreshed for the rest of the journey, Paul G led and did a great job of navigating us through all the B roads and lanes as we wanted to avoid major routes and motorways and we arrived at the showground in great spirits which were further heightened when we met up with the other area members who were on holiday, but took the time out to travel to Stafford for the weekend from their holiday venues. Cardiff Gwyn & Sue, Ant, Jane, Amber & Naomi had marked out an area that we could set up camp in and had even erected one of our Gazebo's, a great effort that was very much appreciated, thanks guys. After we had set up camp Rob & PJPB went to the chip shop with a list of our requirements and returned with what everyone had actually wanted! A first, well done lads. While they were gone Mike The Bass arrived and set up his Classic campervan next to our Gazebo's so that his cooker could also be utilised for boiling kettles etc. At about 7pm I received the pre arranged phone call from Phil Gladwin (Wye Dean Area) who had not been able to travel during the day, to say that he was on site, I guided Phil (in his immaculate black GT6) to our camp and after he had erected his tent he joined in with our group and within a very short time it was if we had known him for years, a great guy who's company we all enjoyed throughout the weekend, thanks for joining us Phil. We then decided to have an early night (this is my version and I'm sticking to it!) to make sure that we were up and about early to set our cars up in the Avenue of Area's that had been organised and we had also volunteered to man/woman (or Barb will hit me) the entrance gates for 4 hours on the Saturday afternoon. In the morning it was reported that a



fox had been rooting around our camp (probably after Mike's cake) and had crashed into our fold up aluminium tables that had been stacked up high with empty beer cans, wine bottles and whiskey bottles (obviously by members of other areas when we were tucked up in our tents) making an unholy racket, apparently the 'fox' was called Bern!



Saturday morning arrived and after a breakfast of bacon rolls prepared by Rob we lined up our cars in the Avenue of Area's (wrong place and facing the wrong way, but at least we made the effort) and spent the morning walking around the show and buying the odd part, our TR4 - 6 Reg Sec took some spares to the bring and buy stall and was extremely impressed by Roger and his crew for the marvellous service that they provided throughout the weekend, thank you from all the S. Wales members.

Mikey J, Young Eddie and even Younger Mo arrived around 10am, they had been delayed slightly by the Welsh border guards who had caught Even Younger Mo smuggling her "Welsh Crown Protected" pasties into England, but luckily the guards were female, so after Young Eddie left them his phone number the charges were dropped and they were allowed to continue their journey (the risk of a 10 year prison sentence for smuggling Mo's pasties is one worth taking) it wasn't long before the pasties had all disappeared, thanks Mo. In the afternoon we manned/woman'd the gate and I could tell that Action man was a professional when he had to contact "control" on the walkie talkie. I think that I should point out that it wasn't an official condition of entry for the young lady visitors to give their phone numbers to Young Eddie! I had to leave the group for the AO meeting (and missed Paul Watson arrive for a few hours visit) and met up with them afterwards in time to find



our old leaky Gazebo in its place, but as it only rained during Saturday afternoon this caused no problem.

Mikey J, Young Eddie and even Younger Mo then said their goodbye's, it had been great to see them. We then had some very bad news, Ant received a phone call from his son Matthew to say that their house had been burgled and along with Mathew's guitar collection (which he plays professionally), Amber's X box and lap top had been stolen, our hearts went out to them, but they had no option other than to pack up and return home to Cardiff, what a way for a lovely family to have to return home from holiday, we all wished them well and the four of them were badly missed for the rest of the weekend. We did our best to help them pack up before our BBQ.

After a great meal of hot dogs, ribs, chicken, chops etc we dressed up in our costumes for the evening, though Stephen The Hammer soon coaxed me to lend him my old biker clothes and helmet with horns as Stephen has an interest in motorcycles. Mike then sliced up his beautiful cake and everyone appreciated his culinary offering, thanks Mike. We spent the evening in the club with the disco and band which was a great combination then retired to our camp where Mike The Bass played his guitar for our entertainment and we sat chatting into the early/mid hours of Sunday. Mike The Cake thought that he had had his tent, sleeping bag and air bed stolen as he slept, but then found he had just fallen asleep in the field just outside the Gazebo.



The daylight came and once again Rob rustled up bacon and mushroom rolls for all those present, top man. We then all had another walk around the show before we had our final tea or coffee of the day which was supplemented by a Paul G fruitcake (a masterpiece) we then started packing our tents ready to start off for home at about 2:30pm. The weather was once more absolutely beautiful and all soft (and Surrey) tops were down apart from Rob & Pete's as they had to have their roof up to keep the contents of their car in place. Mark's Frogeye developed a rough running issue, but he kept it going and left our convoy at Brecon to make it safely home, Phil peeled off at Leominster in his GT6.

About 10 miles before Brecon Action Man's Red Tardis 13/60 developed an oil leak from his front sealing block (he had temporarily repaired a stripped thread to enable him to take the car to Stafford). The leak was bad and he was losing a lot of oil, but our TR4 - 6 Reg Sec came up with the idea of wedging a tightly rolled up piece of cloth between the chassis and the front of the engine, the theory being that the cloth would eventually become saturated with oil and then stop the oil from leaking, it was worth a try (well he is a member of British Mensa) so myself and Rob donated the 20/50 that we had in our boots for Action man to top up his engine while he ripped up Mrs. Action man's best towel and wedged it very firmly between the chassis and engine, PJPB and Mike TC went on ahead into Brecon town to see if they could find anywhere that was still open at 7pm and sold engine oil, no chance I thought, but in true area super hero style PJPB and Mike TC returned (both now wearing their underpants over their jeans) with 2 X 5 litre containers of 20/50, very impressive! Our TR4-6 Reg Sec also suggested that Action man turned his engine off and coast in neutral while going downhill (no servo to worry about) so that no oil was being pumped. With this in place we planned to stop in the next layby which was about 10 miles away, Action man checked where the oil was on his dipstick and when we stopped at the next layby he had not lost any more oil, fantastic! We continued home stopping at various locations for Action man to check his oil level, but he didn't have to top it up again.

PJPB turned off for home first then Rob, Pete, Action man and The Hammer Dyer, next was Paul and Barb G while Jack and I were followed to within 500yards of our house by Mike TC just off junction 30 M4. After I uncoupled the trailer and garaged the TR I sat down at 9:30 pm to my second beer of the weekend and reflected on what had been a great time with 23 members attending in total, not bad when there are many members away on holiday at this time of the year and once again what we had in numbers was exceeded by the quality of those who attended, thanks to every one of you for a great weekend.

*Bern*



## WESSEX . . . WEST MIDLANDS

### WESSEX

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Firstly I must apologise for the recent lack of Area News. Unfortunately, life has tended to get in the way of things and I have not been able to find time to put fingers to the keyboard. Despite the lack of Area news, we have not been idle in the Wessex Area over the summer months – we have been out and about in our Triumphs:-

Sunday 9th June saw us teaming up again with our friends in our neighbouring area Dorset South and the local region of the TR Drivers Club to put on a joint display at the Wessex Classic Car Show. This show is organised by the Dorset Region of the Jaguar Enthusiasts Club, which previously has been held at the Bovington Tank Museum. The change of venue proved to be a popular choice. We were positioned on the high ground giving us an excellent view of the varied selection of cars and the surrounding countryside. To our right there was a gap in the hills, providing an uninterrupted view of the sea beyond. Lulworth Castle itself is open to the public, and interesting to look around. The original castle burnt down in 1929 leaving just the outside walls. English Heritage have added to the walls where necessary and fitted a roof to provide a museum telling its history.

On the last Monday of June, Roger Jerry, Chris and myself ventured out to our neighbouring area, Dorset South's meeting at the Red Lion at Winfrith. The combined gathering of Triumphs was good to see and we had a good evening talking Triumph.

The following Thursday was our own monthly meeting which was the first of our Summer "Roving Meetings". For the June meeting this was at the Avon Causeway. Unfortunately the weather turned against us and we had to spend the evening inside. Nevertheless, we had a good turnout and we were able to arrange the forthcoming activities including an initial discussion about attending the 2014 Le Mans Classic – never let it be said we leave things to the last minute! Alan very kindly volunteered to take on the mantle of organising this trip again for us.

Over the weekend of the 6th to 7th July we ventured off into North Dorset for Janet's camping weekend. After a manoeuvre involving a left turn through the gate followed by a tight right turn around a Tree, we were able to park our cars in the back Garden. We then set about erecting our tents turning Janet's back garden into something of a traveller's site! Overall, we had a very good weekend with plenty to eat and drink – including what seemed like an endless Gateau! On the Saturday we decided to venture out and visit the Fleet Air Arm museum at Yeovilton. This is a very interesting place to visit and well worth the trip if you ever get the chance. Janet entrusted the driving of her beloved TR7 to Jon (Heavy Right Foot Jon!). I am not sure she was prepared for the double de-clutching / revving of the engine which ensued, but that car certainly went well!

On Sunday 21st July, we again teamed up with our TR Drivers Club friends to attend the Breamore Show. This year the weather was perfect, so unlike the previous year! We were able to enjoy a very relaxing day in the Sun. Jerry must have caught some sun along the way because around lunchtime he produced a very welcome buffet for us to enjoy – I think he may have set himself a precedent there!

July's monthly "Roving Meeting" was at the White Buck at Burley. The collection of Triumph's in the car park attracted a fair degree of interest from other patrons. This was a good choice of venue – albeit a little on the pricey side!

Our intended trip into deepest Devon to attend the Cristowe Show over the weekend of 17th – 18th August fell foul of uncustomary bad weather (well it was for this Summer!) The forecast wind and rain did not bode well for a camping weekend, so a decision was made to call it off. Typically, the weather returned to the dry, warm and fine weather promptly on the following Monday!

On the 29th August, we ventured into the New Forest to attend the Simply Classics show at Beaulieu. Again we had arranged to join forces with our Dorset South neighbours and also our friends in the local TR Drivers Club. Between us we were able to put on a display of 16 cars, which enabled us to put on a good showing of Triumph's. Unfortunately, the weather was not so good for us and hence the show was not as busy as last year. However, it did brighten up as the day went on and, it was still a good day with plenty to see and do ranging from the much publicised Bond in Motion exhibition of a range of the vehicles used in all the Bond Movies over the past 50 years.

The August monthly "Roving Meeting" was at the Alice Lisle. Unfortunately, due to the chilly weather that evening, we were not able to sit outside for long.

Whilst we able to secure an area in the Bar to ourselves, it was rather

## TSSC AREA NEWS



noisy due to the arrival of a coach load of German Students!

The next event on the horizon is the Swanage Steam Gala and Classic Car Show at Harman's Cross over the weekend of 6th to 8th September, which includes unlimited travel on the Steam Railway to Swanage and back. Also that weekend is the Annual Beaulieu Autojumble - fingers crossed for the weather!

Now the Summer months are over, we have decided to regularise our Monthly Meetings for the Autumn and Winter months. A Democratic process has resulted in a decision to meet at the **Avon Causeway** for the foreseeable future. So our meetings are now:-

**Avon Causeway Hotel, Christchurch. BH23 6AS.**

**Last Thursday of the Month 8.00 pm onwards**

Finally, I have a very important announcement to make. An announcement that itself, must count as a milestone in the chronicles of the Wessex Area. After a long period of time (I think we have all forgotten just how many years it has been) Jerry's Herald Coupe has passed its MOT and has returned to the Road!

That's about it for now - hope to see you at the meetings!

*Trevor*

## WEST MIDLANDS Tel. 07969 024999

September is here and we are slowly coming to the end of events suitable for classic cars. On checking the list in this month's edition of 'The Courier' I see there are only two events listed for this month, the TSSC Lincoln Camping Week End which has already passed as I write this report, and the 20th All Triumph Day at Duxford War Museum on Sunday 15th September 2013. I went to this event a couple of years ago and it's a cracking day out for Triumphs and you are also able to wander around the Air Museums viewing some magnificent aeroplanes.

One of our Midlands favourite events takes place on the 13th, 14th & 15th September, the Stoke Prior Steam Rally. As the name implies the main attraction is steam engines but they have an active classic car section and members are attending as well as camping for the whole week end. I will give a full report next month.

This year not as many West Midlands Triumph Club members attended the TSSC International Week End as they did the year before. I think this was as the result of holidays being taken and commitments in other places. I attended and assisted by Tim and Matt we manned the Bring and Buy Stall. It was a good job that the South Wales Area had organised a collection of members surplus parts for sale, and Tim and I also brought quite a number of bits which we put up for sale or the stall would have been a complete waste of time. Personally I thought the International Show Week End was not as good as previous years and I listened to quite a few traders who were complaining about the lack of customers. The organising committee are asking for ideas for next years show, so put your thinking caps on and let's try and assist. It's our Clubs main show of the year and we need top make it a glowing success.

Our September meeting at the Drakes Drum was in one word spectacular. We had 21 Triumphs on display as follows:- 5 Vitesse Convertibles and 1 saloon, 3 Herald Convertibles and 3 Saloons, 3 Spitfires, 3 GT6's, 2 Triumph 2000's, 1 Stag and an ex MG owner who tries to curry favours with us by coming on a Triumph 900 motor bike. (Still it betters than coming in a MG).

I didn't have time to count heads but there seemed to be about twice as many people as cars, so well done everyone it was great to see everyone having a good time. Fortunately it was a nice evening so everyone was quite content to spend the whole evening outside which we had to do as 12 of the Drakes Drum Miseries crept into our room and set up their domino tables and claimed the room for themselves. I made our feelings known to the manager on duty and informed him that if the room was not made available solely to us next month we would be looking for a new venue. He has a choice. Sell a maximum of 12 pints to domino players or 40 pints to Triumph Club members. He assured me that he will make the necessary arrangements next month.

As I sit typing out this report Monday morning, three of our members are coming to end of their 10 Countries marathon. Chris Allen, Steve Hudson and Jayson Murray set off on Thursday 5th September in Chris's Triumph 2500 to take part in Club Triumph's 10 Country Rally in which they expect to cover 2000 miles visiting 10 Countries. We wished them well at our last meeting and hope to have an interested report later in the year.

On Sunday 9th September 2013 a mixed classic car event was held



## WEST MIDLANDS . . . WIRRAL WORCESTER . . . WEST YORKS

### TSSC AREA NEWS

## West Midlands Continues

at Middleton Hall, near Tamworth, Staffordshire. They found themselves short of cars to take part and following an 'e' mail from the general manager seven cars from the West Midlands Club attended and took part. It was a great day. Middleton Hall is a site of Scientific Interest, the home of two Great British Naturalists with building from 1285 to 1825 and rich in historic associations. I believe with our assistance as well as assistance from the MG and Jaguar clubs the event went down very well with the public attending. They informed me they will be organising similar events next year and I have assured them of our support.

The 3rd Tuesday in the month meeting at Tally Ho Training Centre on Tuesday 17th September will be the last one this year at that venue. I have organised a **Fish and Chip Supper for the 3rd Tuesday in October, Tuesday the 15th**. This will be at Chamberlains Fish and Chip Restaurant on the Wolverhampton Road at the junction with Hagley Road. Post code B68 0LH. This is the restaurant where we held our Drive it Day meal. You will have the choice of 12 main courses 2 main meals for £10. Starters, Desserts and Drinks will be extra. The food is great, the staff helpful all it needs now is you. Let me know at the meeting on **Tuesday 1st October 2013** if you want to come. Places will be reserved on the forecourt of the restaurant for us to park our Triumph Cars. There is plenty of other parking for modern cars. PS - No smart digs about Honda Triumphs

Well, I think that's about all for now apart from one important announcement. The meeting on **Tuesday 5th November 2013** will be a formal meeting on the lines of an **Annual General Meeting** to talk about and decided the future of the West Midlands Triumph Club. As you are aware I have asked for someone to either take over or assist as area organiser for this region. As yet I have had no one come forward to volunteer their services. I volunteered and took over when the last area organiser quit and I know think its time for someone else to take the helm. I intend to be out of the Country next year visiting my daughter in Australia and also visiting friends in America, someone needs to volunteer their services. Please give it some thought. Cheers for now.

*Roger*  
the Dodger.

## WIRRAL

Tel. 0151 339 4150

Hi everyone. There is very little for me to write about this month, I missed most of our events due to being at work, the downside of working shifts!! There were a couple of runs out with the Wirral Triumph Appreciation which were very good I'm told, at least this summer we seem to have had better weather for such events. I did manage to attend Stafford on the Sunday, and whilst I enjoyed the day looking at the cars and catching up with people, it was obvious that this event needs a shake up. As most of you will know, the preparations for next years Shakedown are under way, with rumours of a change in venue and format, I'll wait to see what happens with much interest.

One of our area members had a very successful result in the concours this year, so congratulations to Paul Griffies, who won the Masters Class with his superb TR6.

The September area meeting was well attended again, although now that the nights are drawing in, there is no more chatting in the car park whilst looking at the cars, we are back in our usual corner of the Cottage Loaf. That's about it for this month, take care and see you soon.

*Andy*

## WORCESTER

Tel. 01527 894125

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

Not sure what to write for this report as due to a holiday of a lifetime I seem to have missed the last five weeks (however if you want to know about Route 66 I can give you a few pointers!). I know that a couple of pub runs were done, and the same number of Shelsley Walsh breakfast clubs. We have gained a couple of new members who have joined in these runs and I understand they will be back to the next meeting -

we must have been on our best behaviour.

August Bank Holiday saw the usual run out into Wales but this time the weather behaved itself and sun cream was the order of the day rather than raincoats and I'm guessing that those that didn't do the run went to the Pershore Plum Fayre or Webb's Classic Car show, both good days out.

I also missed the International which was conducted with the usual style and panache which has come to be expected of the Gloucester / Worcester tent - BBQ and banter on Saturday night and tea and coffee available during the days.

I did manage to get back in time to go to Holland (thank you boss) and what a spectacular 4 days it was. Thanks to Jane who generously let me sit in the passenger seat of her fabulous Mkl Spitfire in order to go to the International Dutch Spitfire Weekend. The run down was uneventful (we managed to bypass Antwerp this time), the campsite was well set out, the two planned runs were excellent (instructions were in Dutch so mine were "follow that yellow Spitfire in front" - it seemed to work), winding thru the Dutch countryside and taking in more windmills than you could shake a clog at and the autogyrmkana an absolute hoot. This was the second time we have been to this event and I have a feeling that it is already on the calendar for next year. If you haven't been to Holland I do urge you to try this one out, the Dutch are fantastic company and so welcoming that you really don't want to leave.

I think I've covered most things but I am writing this whilst sat in a hotel in Frankfurt getting ready for the motor show (don't tell my boss, he thinks I'm doing research) so apologies if I've missed anything. We have a few things left to do this year so if you find yourself twiddling your thumbs on the first Monday of the month now that the nights are drawing in, pop along to The Peartree at Lower Smithe (just off the M5) and see what we get up to.

One last thing, thanks to Bev for helping hold the fort in my absence, that was a great help.

Cheers

*Vicky.*

## WEST YORKS

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

Many thanks to everyone who came along to our September meeting. We had a good turn out, and a pleasant evening was had by all. Hopefully by the time you read this we will have had a good visit to Stannedge Tunnel, so I will put something in the October news letter.

The show season is definitely drawing to a close with just the occasional event coming up such as the **NEC Classic Car Show**. Hopefully we'll have plenty to keep you entertained at our local Area meet, and we'll have to put our thinking caps on about Sunday lunch time meetings and places to visit, it you've got the appetite for it (sorry couldn't resist).

Welcome to new members Trevor and Kath Carpenter and Ian Wormald (both Spitfire owners/restorers) and welcome back to David and Rhona Broadhead, thanks for your support and offer of help, really good to see you.

Next year is the **25th West Yorkshire Dales event**, I want this to be special and a full weekend event, so ideas, suggestions and help will be much appreciated, please don't be shy or sit back for other people to take the initiative; we should all want this to be a success, so to use a much abused phrase, you Area needs **YOU!**

See you all at **October's** meeting,

*Victor.*

## NOTE to ALL:

If I don't reply to your email  
I Haven't received it!! Bernard, Ed.