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Triumph Sports Six Club

The Courier 411

SEPTEMBER 2014



September 2014

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# The Courier

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

No.411 VOI 37. SEPTEMBER 2014

Price £3.50 Free to Club Members.

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Bernard Robinson

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## COUNCIL MEMBERS 2014

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

## Honorary MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox. Dave Glead.  
John & Pam Griffiths. Pip Flegel. John Macartney.  
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.  
Frank Spencer. 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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# T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2014 EVENT INFORMATION TO TRUDI AT CLUB H.Q.**  
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## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### September 2014

**FRI SAT SUN 26 27 28 SEPTEMBER 2014**

**TSSC NORFOLK  
MILE OF TRIUMPHS**  
CONTACT MIKE 01502 476699

**SUN 28 SEPTEMBER 2014  
DUXFORD ALL TRIUMPH DAY**  
10AM TO 6PM. £13 PER PERSON,  
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ENTRY, ARRIVE IN YOUR CLASSIC  
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## CLASSIC CAR SHOWS (CLUB INVITED)

### September 2014

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### October 2014

**SUN 6 OCTOBER 2014**  
**NATIONAL RESTORATION SHOW,**  
STONELEIGH PARK, WARKS.  
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**REVIEW**  
STANDARD CAR  
INCORPORATING TRIUMPH SIX

**STANDARD TRIUMPH**

**REVIEW**

**STANDARD TRIUMPH**

**REVIEW**

**STANDARD TRIUMPH**

**REVIEW**

**standard triumph review**  
Magazine Archive 1959 to 1968

# CoMment

## ON & OFFline

BY SIMON MORGAN  
COUNCIL OF MANAGEMENT

**T**he last time I wrote this column your Club was in a bit of a state of flux having recently suffered from website issues. Since then your HQ Staff and Com Members have all been very busy and a lot has been put in place to make your Club a better place to be both on and offline! We've also had the success that was Spa, Classic Le-Mans and of course more recently TSSC TriumFest UK at Donington Park.

A huge 'thank you' must go out to Bernie and all of the Staff at HQ as well as the broad spread of volunteers from our Areas around the Country for making these such great events for all.

The website continues to be a popular place to visit at [www.tssc.org.uk](http://www.tssc.org.uk), indeed, since 1 May we've had a grand total of 123,746 page views made up from 46,270 unique visits, that's 46,270 different people consisting of 36,864 first time visits and 9,406 returning visitors i.e. people coming back for more! The site is being regularly updated by your Area Organisers with Events and News from around their Areas. Your Register Secretaries are also able to add Model News and Articles.

If you want to see something featured on the website, just let your Area Organiser or Register Secretary know about it and they'll do the rest.

Our Facebook Community is also thriving and continues to provide interesting snippets of news and photos from Members' activities, feel free to visit any time and add your news.

And the latest bit of good news is that your shiny new Forum is live at [forum.tssc.org.uk](http://forum.tssc.org.uk). This is **FREE** for all to use both Members and Non-Members. Please go there and register; it will become an invaluable resource for information.

If anyone has any feedback, preferably constructive please, about the Clubs' online



presence be it Facebook, the Website or the Forum please send it in to [info@tssc.org.uk](mailto:info@tssc.org.uk) and it will be considered for future inclusion / expansion of these important TSSC member services.

After all, it's your Club, we just try our



best to look after it for you.

Now quit reading this and get out there and ...

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# NEWS REVIEW

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

### Membership Rate Increase Official Notice

As Agreed at the 2013 AGM and started on 1st October 2013 we have to give official notice of the agreed annual membership fee rate increase of £2.50 which will come into effect on **1st of October 2014.**

This annual rate increase will be reviewed before the 2015 AGM where the amount of the annual rate increase will be announced for the following year.

**Ben Broadbent**  
General Secretary

### HQ 20th Anniversary Open Day at TSSC HQ

Sunday Sept 14th 10am to 4pm



It was 20 Years ago this month on 24th September 1994 that TSSC HQ was first officially opened By Graham Robson, so to celebrate this milestone we will holding an **OPEN DAY** and offering a Barbecue and some liquid refreshments (for a Small Donation) from the 'HERALD' Members Bar which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to

remember. You will be able to meet TSSC Staff & TSSC Honorary Members that will also be invited for the celebration.



Come and see the New Herald Timeline Display in the front Showroom (Featuring **TWO** Herald Prototypes)!

We hope you will generally relax and maybe use this as an excuse to use your Triumph **BEFORE** the season closes?



Come and see the Range of New Products on offer in the Shop. **The Club Shop will be Offering 10% Discount over the Counter** and for Phone orders on this day plus Free Postage (UK Only) Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as Spring offers.

**See you at TSSC HQ,  
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# HQ OPENING TIMES

**SEPT - OPEN AS USUAL**

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**OCTOBER - OPEN AS USUAL**

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

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

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## Council of Management Meetings

**SEPT 27TH 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: **Ben Broadbent** TSSC General Secretary, 28 Forshaws Lane, Burtonwood, Warrington, Cheshire. WA5 4ES. or email: gensec@tssc.org.uk*

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

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## Phil Willson



## Triumph Nuts on the loose?

**T**he main event recently was of course TriumFest UK that I managed to fit in at the end of my holiday after travelling down from Liverpool on my way home. It was an excellent weekend, especially as it was the first time at the new venue. Obviously there are one or two details to be ironed out so that next time it will be even better. The highlight for me was cadging a ride in **Rufus Crosby's** TR6 and doing two laps on the main Donington track – many thanks Rufus. The first picture was taken by me using Rufus' camera.



**Picture 2:** *Hub puller in action*

On the Sunday I did a spot of concours judging and was let loose on the Spitfires. Two Mk3s, a MkIV and a 1500.

They were all really nice examples and I would happily own any one of them, although the Mk3 would always be my first choice.

Other happenings: Photo 2 shows me dismantling a Herald rear hub using a puller of the type supplied by the Club. I managed two Herald and two Mk2 Vitesse hubs with no problems



**Picture 1:** *TR6 chasing a Vitesse*





**Picture 3:** *Watching Paint Dry*

though I was aware that the tapered Herald type as used on all the family apart from the rotoflex cars can sometimes cause difficulty. Applying the tension and then leaving to soak overnight in some kind of penetrating fluid can often do the trick.

After that I prepared and painted a set of front wishbones and Vitesse brake back plates. Such excitement at my place! The wishbones have since been fitted with polyurethane bushes.

After that I was asked to help with the engine removal on **Glenn Howard's** second Mk1 Spitfire that he recently acquired for spares. His first one appeared on the cover of last month's Courier. Just to show I've done it before, there

is also a shot of me doing exactly the same job on **Antony Wootton's** 1500 a few months ago. There seems to be a certain theme developing here!

At the time of writing this I'm now well into rebuilding the rotoflex rear suspension on my Vitesse. It



**Photo 4:** *Spitfire 4 engine lifting (photo by Glenn Howard)*

was obviously bodged the last time it was rebuilt a few years ago and horrors included a missing nut that should locate the rotoflex spider to the inner driveshaft. Also one of the



**Picture 5:** Spitfire 1500 engine lifting (photo by Antony Wootton)

main hub nuts was barely more than hand tight (should be 100 lbf or thereabouts). I suppose either could have suddenly come adrift at some point but they are the kind of things that are unlikely to be spotted by an MOT man.

I saw this on Facebook recently: **“Which is the most important nut on a car?”** After the usual cracks about it being the driver etc., the answer came back as **“the loose one”**. How true. A friend of mine had spent years rebuilding a 1930s Austin Heavy 12 and finally got it running earlier this year. To be on the safe side he planned to take

it to the place where we keep and service our buses, which is only about 2 miles from his home. However, on the way there a steering joint parted company and the car veered off the road and hit a tree, Quite a bit of serious damage was done to the chassis, steering and one wing (luckily not to my friend although his pride suffered somewhat). It was down to a nut that he had put on maybe 5 years ago with a view to fully tightening it later – but he forgot. It’s worth checking everything twice, especially if the work is taking place over a long time.

The Vitesse rear trunnions were also partially seized just as happens on Heralds. When it finally goes back together I will assemble it with copper grease, which I have always found to be an excellent way of keeping the joints moving. Pity it doesn’t work on people!

I would love to do a conversion to the Canley Classics CV jointed driveshafts one day but funds won’t allow at present. Getting all the other bits costs enough. So it will go back with new rubber doughnuts while I save up for the ideal system.

So many apologies for an almost completely non-Herald article, but what with holiday etc. that is the way it’s been recently. My 13/60 has been to a couple of shows and behaved perfectly so there is nothing to report!

I hope to have something more technical for next time but I hope there have been one or two snippets of useful information and advice in my ramblings.

*Phil*

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# *Welcome to* **NEW MEMBERS**

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



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

Richard Garrett	Beds	Simon Goldsmith	Middx
Colin Giles	Berks	Deborah Ansari	Norfolk
Will Flack	Berks	Anthony French	Norfolk
Malcolm Baines	Bucks	Paul Simpson	Northants
David Keehner	Cambs	Terry Brayshaw	Northumberland
Graham Hart	Cheshire	Mike Yeats	Oxon
Richard Ingleson	Cleveland	David Ruddick	Staffs
Clifford Cheeseman	Cornwall	David Townrow	Surrey
Adrian Booth	Cornwall	Alan Gourley	Wales South
Stephen Bellfield	Derbys	Joseph Edwards	West Mids
Charles & Susan Mann	Derbys	Martin Stevenson	Wilts
Neil Vaughan	Devon	David & Megan Jackson	Wilts
Charles Fogarty & Assoc	Devon	Robin Durie	Wilts
Simon Oakes	Dorset	Edward Piper	Yorks East
Neil Shotton	Glos	Andrew Coverdale	Yorks North
Walter Corney & Assoc	Hants	Nicholas Setchfield	Yorks North
Lascalles Heslop	Hants	Nigel Richardson	Yorks North
Mark Rudling	Herts	Gary Bradbury	Yorks North
Nathaniel Donnan	Herts	Didier Praud	France
Peter White & Assoc	Ireland	Michael Germann	Germany
Jarrold Larkin	Kent	Oliver Brammer	Germany
Nick Haig	Kent		
Anthony Preston	Lancs		
Mitchell Wood	Leics		
Tom King	Leics		
Carl Wright	Lincs		
Paul Crayford	London		
Roichard Porter	Lothian		

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

# CONCOURS



Tel. 07827 891471

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**Tony Simpson  
and Steve Taylor**

## 2014 Concours Results

**W**ell guys and gals our first TriumFest UK show is now here and gone and I hope you all had a good weekend which was blessed by almost perfect weather. This year's concours was slightly down on entrant numbers when compared to the record highs of the last couple of years but I was

particularly impressed with the standard of cars entered which is definitely improving year on year.

You will all have no doubt read my previous columns on concours and me keep going on about cleanliness, well it showed this year because there were certainly a few clean cars on display and even the hard to reach area's appeared to have had the 'full treatment'.

This year we opened a class for non-Triumph cars which was not as well attended as I might



**Best in Show Spitfire NBU 452L - Ray Nugent**

have wished for but hopefully with a little more publicity should be better attended next year. My friend and fellow concours organiser **Steve Taylor** won the non-Triumph class with his blue Mini Van - did you see it?, it has to be seen to be believed. Steve has just acquired a new restoration project so be expecting a new TR3A on the concours circuit in a couple of years.

This year's premier awards went to **Chris Gunby** and his beautifully restored Courier Van in the **Masterclass** and to **Ray Nugent** in his modified Spitfire who deservedly won **Best in Show** - well done to you guys and all the class winners who took home some silverware.

Ray Nugent also won the modified and modernised class and he was telling me that the engine he installed came from a Transit Van!!, and whilst not being an obvious engine choice for a Triumph it was certainly well engineered and put together to a high standard - it's been a while since a car from the modified class took home Car Of Show so well done to Ray.

At the other end of the spectrum to Ray's Spitfire was **Martin Johnson-Howe** who won the **People's Choice** vote with his magnificent 1935 Triumph Gloria Vitesse.

I suspect that the guys at Club HQ will already be busy working on the preparation for next year's show and I am sure that any niggles and issue's from the debut show will be ironed out ready for next year's event.

Finally my thanks go out to my fellow organiser **Steve Taylor**, the competitors for providing some excellent show cars, the judges for all their hard work, **Andy Sollis** for the excellent Pictures and especially to the **Class Sponsors** for providing the much needed funding required to put on such a show. Hopefully see you all again in 2015.

**Tony and Steve.**

*TriumFest UK Concours Organisers*



Andrew Misseldine of Lancaster Insurance (right) presents Ray Nugent with the Best in Show Trophy  
Sponsored by Lancaster Insurance

## TriumFest UK Concours Class Sponsors 2014

<b>Best In Show</b>	Lancaster Insurance
<b>Master Class</b>	Triumph World
<b>Best Spitfire</b>	James Paddock
<b>Best GT6</b>	Rimmer Bros
<b>Best Vitesse</b>	Chic Doig
<b>Best Stag</b>	E J Ward
<b>Best Herald</b>	Jigsaw Triumph
<b>Best TR</b>	Moss Europe
<b>Best Restoration</b>	Classics Monthly
<b>Best Unrestored</b>	Peter James Insurance
<b>Cruised &amp; Used</b>	TSSC
<b>Best Mixed Triumph</b>	Chris Witor
<b>Modified/Modern</b>	Yorkshire Triumph
<b>Best Non Triumph</b>	Arnage Motor Care
<b>People's Choice</b>	Lavenham Press

# TSSC TriumFest UK Concours Results 2014

## Best Herald

Sponsored by Jigsaw Triumph



**1st Ian McCabe**  
**XWC 735 Herald Pick Up**

## Best Spitfire

Sponsored by James Paddock



**1st Chris Tickner**  
**RLM 504E Spitfire MK3**  
**2nd Robin Stead MHT 328L**  
**3rd Maria Chaborel RPO 811E**

## Best Vitesse

Sponsored by Chic Doig



**1st John Muschialli**  
**CYN 30H Vitesse Mk2**  
**2nd Chris Bates UNR 352H**

## Best GT6

Sponsored by Rimmer Bros



**1st Alistair Banks RRW 446h**

## Best Stag

Sponsored by E J Ward



**1st Neil Spencer WYO 575M**

## Best TR

Sponsored by Moss Europe



**1st Paul Griffies VPE 353M TR6**  
**2nd Ian Underwood VHN 74F**  
**3rd Jeremy Cox EPV 894**



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Concours is Sponsored by  
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All Photographs courtesy of Andy Sollis

## Best Mixed Triumph

Sponsored by Chris Witor



**1st** Martin Johnson-Howe  
**BXP 267** Gloria Vitesse

## Best Restoration

Sponsored by Classics Monthly



**1st** Michael Fletcher  
**NTW 568P** Spitfire 1500

## Best Cruised & Used

Sponsored by  
Triumph Sports Six Club



**1st** Dave Smith **RLY 451W** TR7  
**2nd** Brian Pringle **NLP 12L**  
**3rd** Paul Neville **JDJ 616K**

## Best

## Modified/Modernised

Sponsored by Yorkshire Triumph



**1st** Ray Nugent **NBU 42L**  
Spitfire MKIV

**2nd** Ian Cottam **FDU 746L**  
**3rd** Ian Viles **XER 336V**

## Best Unrestored

Sponsored by Peter James Insurance



**1st** Chris Winlow **PRU 402R** Dolomite Sprint  
**2nd** John Edwards **JMP 740V**

## Peoples Choice

Sponsored by Lavenham Press



**1st** Martin Johnson-Howe  
**BXP 267** Gloria Vitesse

## Masterclass

Sponsored by Triumph World

1st Chris Gunby **1678 VC** Courier Van



2nd Colin Payne **273 JWP** TR4

3rd Mark Coward **RNE 352J** GT6 MK2

## Best Non Triumph

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1st Sam Taylor **NAK 375X** Mini Van



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Ray Nugent **NBU 42L** Spitfire MKIV





# HQ 20th Anniversary

## Open Day at TSSC HQ

### Sunday Sept 14th 10am to 4pm

### Help us celebrate the 20th Anniversary of the HQ Official Opening

It was 20 Years ago on 24th September that TSSC HQ was first officially opened By Graham Robson, so to celebrate this we will be **OPEN** and offering a Barbecue and some liquid refreshments (for a Small Donation) From the 'HERALD' Members Bar which will, of course, include a Guest Ale for those of you who are not driving.

This Open Day is going to be one to remember. You will be able to meet TSSC Staff & TSSC Honorary Members that will also be invited for the Day.

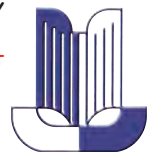
See the New Herald Timeline Display in the front Showroom (Featuring TWO Herald Prototypes)!

Generally relax and maybe use this as an excuse to use your Triumph BEFORE the season closes?

The Club Shop will be Offering 10% Discount over the Counter and for **Phone orders on this day** plus Free Postage (UK Only)

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## Colin Lindsay

# The same, only different

**G**oing to the Triumphfest this year was like visiting my Granny in a new house; many of the old features were there but there was a strangeness to it all that will take some getting used to. For a start I continually refer to it as 'Stafford', something that twenty years of attendance has burned into me and will take some adjustment I'm sure.

The venue itself was easy to find: I was staying in Ashby-de-la-Zouche and one turn took me straight to the motorway and on to Donington. There was a slight delay at the entrance while I patiently explained Triumph Classic Car Show to security - I think the fact that I wasn't in a Triumph confused them slightly - but then we were in and on our way. There was a tremendous feeling of anticipation walking up towards the entrance and then... ok so I was far too early and most of the cars hadn't arrived yet. Thankfully some earlybird autojumlbers were on the ball and I passed the time searching for treasures while the grounds filled up. What with the racing next door and the airport a short distance away it became incredibly noisy at times, but the sun shone and the air was full of that lovely oil and petrol smell that only old cars exude. I miss the grass of the old venue

but judging by the queue for the Heritage race loop a lot of others didn't, and were making the most of their new found freedom by driving at a speed that would have got them barred this time last year... and it was great to watch.

The cars filled up over the course of the morning and although the tarmac lake was quite a large, empty space we did our best to fill it, and with



Pic 2.

some tremendous Heralds too.

This Herald pickup was the most unusual vehicle I



## HERALD 948 -1200 -1250 Register



what i could see it's a well-made vehicle. The small sidelights, Herald bonnet lettering and even the registration number all point to an early 1200 - maybe 1962? - but the paintwork is definitely non-standard. It suits it very well, though, with the sign-writing for Lamb's Ltd being a lovely extra touch. I'll report on this one in full once I get the details; local member

**Frank Bell** has been in touch with the owner and is in the process of making his own pickup - an immensely practical vehicle but as this one sits, far too clean and perfect for me. That lovely wooden load area wouldn't last a week with me. I did covet the sun visor, ever so slightly...

My own personal car of the show had to be this excellent saloon, possibly a 948? As with all my favourites it's not perfect; a few rust holes and a smidgen of green mould over the Signal Red paintwork, but it's complete and it's here. I couldn't



locate an owner during the time I was at the

saw there; it's going to be featured in Triumph World in the very near future where you can have the full spec.

As for me.. I spent a lot of head scratching trying to work out what he had done with the fuel tank. Surely that little red can wasn't it... was it? It's not the first conversion of this type, but it's very very well done and really looks the part. I spent a

few minutes working out how things were done; how the tailgate hinges, for example, or how the roof was shortened, and from



show, but I suspect it's quite an early model. It actually looks very solid and is probably totally reliable, as good Heralds usually are.



... that's almost a Vitesse between them!

And of course, nothing would be complete without finding the odd little treasure or two... whilst I'm not a fan of bling I have been known to indulge more than once, and as these little gems were only a couple of pounds per pair I just had to have them. Stainless steel wind deflectors for my Herald wipers... if ever I reach the dizzy heights of speed where the wipers start to lift off the screen, these will help keep things where they belong, and should also act as a launch ramp for flies to come

This is the best way to maintain and restore a Herald - keep it in one piece, bring it to shows and buy the parts you need right where you can fit them.... simples!

This lovely blue model came from the same vintage, judging by the bonnet handle and bumperless valences on the outside plus the fibreboard dashboard and white speedometer on the inside - in fact on studying my photos of the red saloon I can see the same setup through the rear window.

A brace of 948s then, that's a total of 1896....



over the header rail of the Herald and into what remains of my hair. Of course, I have to reassemble the Herald first, but I'll take great delight in finally fitting these as it means the Herald will actually have wipers for the first time in seven years. I'll get there... eventually...

*Colin*



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# GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>  
e-mail. [gt6@tssc.org.uk](mailto:gt6@tssc.org.uk)



**Andy Cook**

## GT6's at TriumFest UK

**T**his month's article focuses on GT6's at TriumFest. I really enjoyed the event at Donington, unfortunately I had both my Kids that weekend so had to use my Dolomite which was a pity as I'd like to have been able to attend in the GT6 and take it on the Heritage Loop,



2.



1.

the rarest of the breed, however, it seems to me that a large number of them have recently been restored and the numbers on the road seem to be on the up. There were more MK1s built than the other versions, 15,818 were built compared with 12,066



3.

**Photo 1 GT6s at TriumFest**

GT6s to look at and enjoy including a few that I hadn't seen before.

### **MK1s**

What was really apparent to me was the number of MK1 GT6s at TriumFest, they outnumbered the Mk2s and Mk3s considerably. A few years ago the MK1s were

**Photo 2 and Photo 3  
Dennis Benson's recently restored  
press launch MK1 GT6**

For me the MK1 has the cleanest styling lines of all the GT6s, I love the MK1

interior especially the dark shiny dashboard with the quirky switch gear, however mechanically the MK2 and Mk3s were definitely an improvement. I reckon a hybrid of a MK1 body and interior with Rotoflex Mk2/3 running gear would be the ideal GT6.

Anyway there were some lovely MK1 examples at TriumFest. The outstanding example was **Dennis Benson's** press launch car. Anyone who knows Dennis will appreciate his attention to originality detail, he is a real Triumph anorak (and that's meant as a compliment Dennis not an insult!). The standard of workmanship of his recently rebuilt car is top notch.

One other Mk1 that I know well that was



4.

**Photo 4 Roy Lacey's MK1**

there was **Roy Lacey's** sorted MK1.

Not only is this nicely turned out and subtly modified it is also used extensively on hardcore Club Triumph driving events like the Round Britain Reliability Run and the 10 countries run. Roy keeps in tip top condition despite his high mileage usage. Some of his mates joke that he has his own personal parking space at TD Fitchetts as he lives close by and spends lots of time there buying parts for his pride and joy! Here are some of the other MK1s at TriumFest, not a tatty one in sight, all were lovely cars.

*Photos 5, 6, 7 & 8,*



5.



6.



7.



8.

## Now onto MK2s

Here's one MK2 that I've known for years. It was originally restored by Essex area member **Bob Hyde** back in the early 90s when I used to be the Essex Area Organiser. More about this in the pictures from Cookie's archives later in this article!



9.

**Paul Steel's Mk2 restored originally by Bob Hyde**

The car is now owned by **Paul Steel**. A couple of the concours winning cars



10.

were also MK2s. **Alistair Bank's** Mk2 was unusually finished in Lichfield Green. Although this is a Triumph factory colour I'd never seen another GT6 in that colour so I checked up and Triumph stopped the colour in 1967. As MK2 GT6s were not manufactured until 1968 it would not have been in that colour from new. However the



11.

colour does suit the car and it was a nicely restored and modified example including triple webbers. Alistair won best GT6 at the show so the concours judges agreed! *Photo's 10 and 11 Alistair Bank's MK2*

Then there was the red MK2 of



12.

**Mark Coward**, this won the Masterclass at the concours and is a nice original example. *Photo's 12 Mark Coward's Masterclass winning MK2*

Another Mk2 which caught my eye was **Andy MacLeod's** modified 2.5L white



13.





14.



17.

### Finally Mk3s

One MK3 that I'll be writing a full article on some time in the future is the Volvo T4 Engined MK3 owned by **Ian Cottam**. Ian had a lot of the engineering work on this car completed by **Yorkshire Triumphs**. I'll go into all the modifications in a future article but for now let's just say it's extremely well sorted and it kicks out 270BHP so it's a real Porsche eater.



15.

car. This looked really Sport with it's racing 68 numbers on the doors and anthracite minilite wheels. *Photo's 13, 14 and 15, Andy Macleod's 2.5L MK2*



18.



16.

It also sounded gorgeous and was pretty quick around the Heritage Loop Track and he was not afraid to give it some stick. *Photo's 16 and 17, Andy giving his car a work out on the Heritage Loop*



19.

*Photo 18 and 19 Ian Cottam's Volvo T4 Engined MK3*

A couple more MK3s. Firstly an unusual light metallic green coloured MK3.



And then to finish off a Saffron Yellow MK3 just because it's exactly the same colour as mine!

## From Cookie's Archives

Now back to the MK2 owned by Paul Steel that was at Donington TriumFest. As I mentioned this was originally restored and owned by Bob Hyde from Essex. Back in the late 80s Bob made a really nice job of restoring the car and kept it in great mechanical condition. He had been a keen amateur rally driver in his younger years and I have had some interesting trips in

convoys trying to keep up with him to and from club events, boy he could drive fast! Bob had a nasty accident in the car in Germany on one of our area European touring holidays and had a head on collision. The car was close to being a write off but was rebuilt with a replacement bonnet and chassis. The new bonnet wouldn't quite clear the front carb as he had SU carbs fitted and the bodyshop had beaten a beautiful teardrop in the bonnet top a real work of art. Having seen how skilled they were I had some accident damage repaired myself in the same bodyshop when another member drove his Dad's TR4 into my GT6 in the car park at a club event at Lydden circuit. The rear wing with the filler cap was damaged and unavailable at the time so I wanted a bodyshop that could craft in the filler recess from my old wing. I don't think the bodyshop are in business anymore, they were John Downes of Southminster Essex and were Austin 7 restoration specialists, very talented and skilled guys.

The picture below is of my MK3, Bob's MK2 and a red MK1 owned by a guy called Tony from Kent. I'm afraid after all these years I can't quite remember Tony's surname! Anyway, a nice comparison photo of the front ends of the 3 versions of the GT6, taken in the late 80s/very early 90s. Certainly before Bob had had his accident in Germany above as there is no teardrop in the bonnet. I think the venue was the TSSC Anglia Triumph Show at Meldreth Manor Riding school organised by the TSSC Cambridge area.

*Andy*





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# SPITFIRE I - II - III Register



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## Suzie Singleton



## Autumn Register Round Up

I will plead a house full of chaos for the nature of this month's article, ie not a lot of substance, as Guy is currently dismantling the kitchen in order to re-build it, thus, somehow, spilling over into the rest of the house. I think there's one small unaffected corner of the house somewhere – probably the cupboard in the spare room!

I've received a few bits and bobs in response to earlier articles so thought I'd have a bit of a Register round-up here.

You may remember that in my June article I touched upon the subject of Flying Cars – as a follow up to April's story. **John Davies** sent me



his photo of a Flying Triumph...  
...well, that's his story – and he's sticking to it!



And something else I found in a 1955 magazine which, at first glance appeared to be another flying car – but on reading further I discovered that those were doors – not wings However, this vehicle had actually been produced by an aero-



THE MOTOR CYCLE, 4 AUGUST 1955



The Dornier Delta four-wheel cabin scooter is referred to on this page. Passengers sit back to back with maximum leg room

**W**HAT is there about cabin scooters that appeals to the German aircraft firms? After Messerschmitt came Heinkel, and now Dornier have entered the lists. Is it that the design problems involved—low weight and the need to get a great deal into a small space—are comparable with aircraft practice, or is the reason purely one of hard

**CABIN SCOOTERS**

economics? Each of the cabin scooters I have so far encountered has its own points of interest, and the Dornier is no exception. Called the Delta, because of its near-triangular side elevation, it is a four-seater in which the two bench seats are mounted back to back, with the engine sandwiched between them. Although it results in almost identical exterior aspects front and rear, the layout has much to commend it.

An upward-swinging door at each end gives unobstructed entry and exit for all occupants. Because of the concentration of load in the middle, handling should be good; all the passengers' heads are together, so the roof line is short and body weight thus cut down. Leg room need not be restricted, since the legs extend into the uttermost corners of the body. In fact, for a given overall length, the back-to-back scheme provides the maximum accommodation; but would it be so acceptable to the rear-seat passengers? They cannot conveniently see where they are going and, whereas some would regard ignorance as bliss, others might object. By the way, the Dornier is a four-wheeler.

nautical company, Dornier in fact. Well, after reading this, I had to go looking further to see if it ever made it into production – and yes, it did. And as you can see it could even carry a family of 4 and their dog!

Last month I bemoaned the rather more boring



roundabouts we tend to have in the UK after seeing some attractively decorated ones in France. **Liz O'Kelly** balanced the books by telling me about two in Dorking with sculptures, the Dorking Cockerel, which I understand is famous in its own right – and has been further decorated at times, such as with its Easter bonnet, and one of cyclists which was erected near Box Hill to commemorate the Olympics cycling races in 2012.

Looking back a bit further, if you go back to the March issue you'll have seen a story sent in by **Peter "Grumpy" Truman** in Australia about his daughter, Michelle's blue Spitfire. He has now followed that up with this snippet:

*"As I indicated to you in emails the founders of the Triumph Enthusiasts Guild (TEG) nicknamed ourselves after the 7 Dwarfs, I won Grumpy & I'm proud of it!"*

*The cartoon over the page is self-explanatory, re the Grumpy caption I not only have had the number plate presented to me by Dopey, but a cap from Disneyland Paris from Mrs. Doc,*

## Beauty and the Beast ??

I had the pleasure of following Michelle's pretty blue Spitfire on the way to the Ampol ephemera display a couple of months ago. That car really does go well and Michelle seems quite happy to stick the 'boot' into it on occasions. Nevertheless, how funny did it look from behind? The very tiny and delicate frame of Michelle in the driver's seat and Grumpy's bear like frame on the passenger side, a head higher than the windscreen and spilling over into the centre of the car. The weirdest thing about it was that the little Spitfire sat quite squarely on the road, without the least hint of a 'list' toward the left.....go figure!

Terry (aka Sleepy)



*I really like that one. Yep, you guessed it, I like playing up to the name.*

*You cannot take yourself too seriously and you've got to be able to laugh at yourself"*

I can't let this issue go by without a big thank you and congratulations to the crew who laid on a great weekend at Donington Park – and even got the weather right! And, as a follow-up to last month when the cars were at Le Mans, thanks to **Mark & Co** at Jigsaw for bring ADU 1B out to play (I gather a lot of fun was had on the Heritage Loop) as well as well as looking perfectly at home sitting between 412 VC, (the prototype Spitfire which saw action as a rally car, and which is now sharing garage space with the Le Mans Spitfires), and **John Shirley's** white 1964 Spitfire4, which always

looks good with its hardtop fitted.



And finally, not quite flying cars, but can I really get away with a squadron of Triumphs in these pages?

*At the Farnborough Air Show last week the Royal Naval Air Service thrilled the crowds with their precision flying in Scimitar jet fighters. Their ground transport—Triumph Tigress scooters with 249 c.c. overhead-valve twin-cylinder engines—was rather more gentlemanly!*

## “News Update from the DVLA” by *Del Holman*



I expect most members have read that the DVLA is making changes to some of its systems. Here are the details that have been published in the FBHVC News Magazine.



### Windscreen Tax Disc

This is to be abolished as from October 2014. But there are complications – and I'll refer to it by its correct name – the Road Fund Licence or indeed RFL.

When any car is sold for which a valid RFL has been paid and is in force, its validity ceases. If the RFL is to be passed on to the new owner, the new owner has to apply for it to be re-validated and passed on to him/her. As usual the seller can reclaim the unexpired months' RFL, but not the part month in which the car is sold.

The new owner has to inform the DVLA of the change and apply for a new RFL.

### Historic Status

The rolling date for Historic Status now changes annually for vehicles made over 40 years ago. The current date is 1st January 1974. But you must apply the DVLA, Swansea, SA99 1DZ for the change to be registered on your new V5C keepers form. DVLA is prepared to accept that vehicles first registered up to and

including 7th January, were made in 1973 and are Historic. For any later date you must provide evidence. The appropriate Club's Register Secretary may be able to help if we have a record of another vehicle whose chassis number is very close to yours.

It is questionable whether the RFL and new status can be applied for at a Post Office. DVLA has said it can, but e-mails that the FBHVC has seen, say otherwise and that the above Swansea address must be used. If attempting to use a PO, don't forget to take your insurance and MoT paperwork. DVLA has both of those stored electronically.

### SORN

In the past, the Statutory Off Road Notice had to be registered at the DVLA annually. No longer.

A SORN now runs until the DVLA is notified that the vehicle is scrapped, disposed of, or taxed (sorry RFL applied for!).

I hope I have transposed the FBHVC News correctly.

If you believe otherwise, do let me know.

*Del.*





e-mail.

[tr4-tr6@tssc.org.uk](mailto:tr4-tr6@tssc.org.uk)

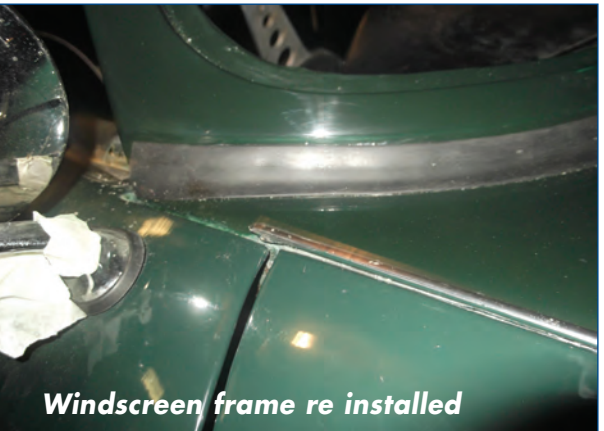
**Bernard Littlewood**



## Wind Screen Frame Repair. Part 3

**T**he final instalment continuing from previous month's. With the frame and air vent put carefully to one side to let the paint harden for a couple of days I turned my

attention to top coating the scuttle, as I was spraying this inside my garage, I used my air fed fully enclosed face mask and a powerful extractor fan to take over spray and paint fumes out through the partially open door. Even though I used a tack rag to take away any dust from the panel and its surrounding area and I also dampened the garage floor to keep dust to a minimum I still noticed some contamination after I had given the scuttle a dust coat of paint followed by a good coat of paint around the edges, followed by another four coats of BRG, but I knew that this would come out when I sanded and polished the panel. I used my hot air gun to warm the panel before each coat of paint as although I was spraying inside my garage conditions were far from perfect and the October air was damp.



*Windscreen frame re installed*

### **1 hour**

I gave the paint on the scuttle 24 hours to dry (not long enough really, it should be at least 48 hours and preferably a week before sanding and polishing, but as it was only a small area and I wanted the car back on the

road I felt that it was worth the risk, also I didn't want to use wet or dry paper near the new rubber seal that goes between the frame and scuttle when it was all assembled) and after sanding back the scuttle and the bottom of the windscreen frame

with 1200 grade wet or dry, wet I cut the paint back with T cut and luckily all the bits of dust came out without the need for harsher cutting compound. With this done I then re installed the frame using the new seal, I had been told that this was "a pig" of a job to do, but using a Teflon based lubricant and my windscreen installation tools I managed the job with no problems and the new seal makes a very positive improvement when compared to the old semi perished one, especially with the new paint.

**1 hour**



The next part of the job was to re install the trim to the inside of frame, so I applied contact adhesive to the frame and the trim and glued them in position. With the help of my son Jack I then installed the windscreen and although the supplier of my new windscreen seal had assured me that they only sold the type that had the correct moulded forms for the corners, when I examined it I could see that it had been cut from a straight length of moulding and joined! It was difficult to keep the seal on the windscreen, but between us we managed to do so and we installed it into the frame, I didn't have time just then to fit the chrome finisher.

### 2 hours

The finisher was a bit awkward to fit in around the corners of the windscreen seal as the groove into which it locates was virtually closed up in those areas due to the seal not having "formed" corners, however, I managed to finally get it to sit in nicely and with the windscreen finisher clip in place it looked excellent. I had to buy a new O/S washer jet body as the one I took off was in poor condition, but with these fitted with a coating of sealant to prevent water ingress into the plenum chamber and the air vent flap re fitted the car was starting to look good. I then moved to the interior of the car and installed the carpets and my 12v socket along with the door seals.

### 1.5 hours

And finally, a half hour spent fitting the rear view mirror, sun visors and cleaning the windscreen and I took the TR for its first run for a couple of weeks. Although the colour on the frame and scuttle is yet another different shade of green, you have to look really closely to notice the very slight difference between the scuttle and frame and the front wings and doors when the car is in natural daylight, but you could see the difference between the scuttle and the bonnet. (This has since been rectified when I painted the bon-

net the same shade as the frame and scuttle.)

### 0.5 hours

As you can see the whole project took less than 30 hours, but this was spread over nearly three weeks due to other commitments



and paint/filler drying times and although I am very pleased with the end result, if I had thought things through and planned a bit better I could have completed this job in far less time. Even though the set back with the shade of paint that I had mixed not being to my liking and then applying BRG only taking a matter of hours, in real time it equated to a few days as I had to wait for the paint to harden. I have two other Triumphs to use, but if I only had the TR I would have been inconvenienced and probably would have rushed the job.

### TSSC S. WALES Le Mans Run 2014

I'm sure that there will be many accounts of Classic Le Mans 2014 in this issue, but after a great trip with the S. Wales area it would be remiss of me not to mention it myself. From a TR owners point of view my trip started dismally. I had packed my 4A the day before departure and taken it out to fill it with fuel; the car as it worryingly had done for the last 12 months ran perfectly so with the first meeting point only being 5 minutes from my home I started off 10 minutes



### Queing for the Ferry for Le Mans

beforehand. I started the TR and as I moved it from my garage onto the drive the exhaust note rose thirty fold! In a mad panic I jacked up the car to find that it was only the exhaust

I was also able to help father and son Steve & Tristan who's Vitesse wouldn't select all its gears (I hope it got you home lads) with a temporary repair.

The HQ staff worked tirelessly throughout the long weekend and on behalf of S.Wales area – **THANK YOU.**



### Tristan & Steve flank some willing TSSC helpers

centre joint that had parted; phew! After contacting the others who were travelling to tell them to carry on I placed the car on stands and using a new clamp and jointing paste I reconnected the pipes. I don't know how or why they



### TriumFest UK

parted and as I went on holiday the day after we returned and was going to Triumfest

about. I took the Stag Saloon because I had not had the time to check the TR over after Le

Mans and also because two other members (Alan Gourley who had bought a Spitfire recently but has some recommissioning to carry out and Ant who is restoring his Herald) and my daughter wanted to go to TriumFest. But it turned out well as oddly enough I had the only Stag Saloon there and although I use it as a workhorse it did not look too out of place in the line up of Stag Convertibles.

We had a great weekend thanks to all those who organised the event and worked tirelessly throughout the weekend.

**TR4 For Sale At TriumFest UK**

At TriumFest there was a very nice red TR4 for sale, not immaculate, but at an asking price of £13,250 it was an absolute bargain.

It had a steel Surrey top (the front O/S edge of the roof needed a repair) that could be sold on for £2,000 if the buyer needed to re coup (pardon the pun) some of the initial purchase cost.

It needed a repair to the rear O/S wing

near the bottom in front of the road wheel and there were a few small corrosion areas on the door bottoms, the current owner had a quote of £600 to have these repairs professionally repaired and painted.

The car also had over drive and an immaculate interior I thought.



I am not sure if the car sold, but the owner gave me their e-mail address to pass on if anyone was interested.

Remember.

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



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## STAG

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Track rod end GSJ157	£11.50
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Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
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Service exchange drive shaft 311914	£160.00
Recon rear hub assy (exchange)	£110.00
Recon Brake Calipers (exchange)	£56.00
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Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£35.00
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## TR6

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Water pump 216939/GWP128 (exchange)	£29.50
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Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£235.00
Recon steering rack exchange	£55.00
Track rod end GSJ158	£9.50
Steering joint 142140/FAM1718	£22.50
Steering lock 216449/UKC2719	£85.00
Fibreglass Gearbox Tunnel Cover	£37.50
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
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Gearbox tunnel retaining plate 608383	£1.80
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Hoods vinyl inc zip window	£160.00
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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
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Boot floor carpet Mk III 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)	£55.00
Seat belts	£65.00 pair
Recon (exchange) water pump GWP201	£29.50
Manifold banjo bolt 145155	£9.00
Fibreglass Gearbox Tunnel Cover	£37.50
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	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk III/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
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## TRIUMPH 2000/2.5 PI/2500

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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 2000C/2500TC - ZKC1552	£65.00
Dash veneer set 2000C/2500TC - 730397	£65.00
Interior grab handle ZKC 701/711	£20.50
Boot carpet 728551	£22.50
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£55.00
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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Dolomite 1300/1500 recon exch distributor	£47.50
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Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£59.50
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	£35.00
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
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Recon steering rack (exchange)	£55.00
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Anti-roll bar mount bracket 153669	£12.00
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Brake pads Sprint	£12.50
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Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
Tank sender 1500HL/1850HL/Sprint 215652	£27.50

T. D. FITCHETT Ltd Fitchett (Redland) Industrial Estate, Station Hill, Oakengates, Telford, Shropshire TF2 9JX

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**Paul Lewis**



## Le Mans Classic 2014

**A**fter the rush to get the car ready it was quite nice to finally load her up ready for the pilgrimage to Le Mans. The idea was to travel down to my co driver **Gary Law's** house in Denmead Thursday night in preparation for the 08.15 ferry from Portsmouth to Caen. I had been using the TR daily on my travel to work but only travelling a round trip of 12 miles but was confident (funny word to use with a TR) that she was indeed fit for the journey ahead.

Thursday evening came and I bid my farewells to the family who had suffered with my absence for the past few weeks in the garage and set out.

Things were going well and the car was running great. I turned onto the M40 at Junction 15 and brought the TR up to cruising speed, looking down at the temperature gauge I saw it rising slowly from its normal halfway position. Warwick services were not too far away so I planned to pull in and check her over, not a good start as you never want to overheat a TR7 alloy head. At the services I checked over the cooling system but could not find any problems. I left her to cool and started on my journey again. By the time I had left the services the M40 was stationary due to a lorry fire at Junction 11, I was planning to pick up the A34 at Junction 10.



**Temperature Climbing**

Slow progress was made until after 4 hours travelling 25 miles I exited the M40. The TR had not overheated and the temperature gauge was reading half way. As I started to make progress on the A34 back up to cruising speed the temperature gauge again started to climb to  $\frac{3}{4}$ . As I slowed the temperature came down, I now knew the problem - partially



**Re pack at Gary's**

blocked radiator. I continued on to Gary's house monitoring the gauge arriving near mid-night. We settled down for the night ready for an early start.

Now I knew the problem I could at least drive to a speed to keep things under control. Anyway, morning soon came and the re distribution of the boot area was first priority, Beer, cool box, umbrella were soon fitted in the boot then Gary produced his enormous bag. This is unusual for Gary as he is a Yacht Skipper and is used to small spaces and travelling light and he also owns a TR6. Anyway all was packed and we set off on the 20 minutes' drive to the ferry.

We loaded the car on the ferry and settled down aboard for the 6 hour crossing.



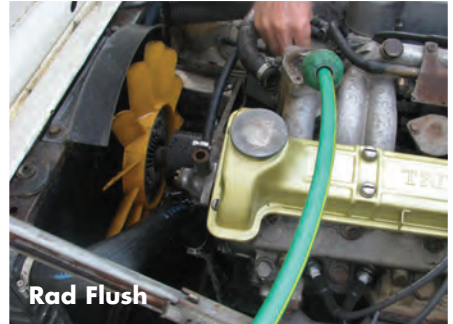
Ferry Crossing

Coming off the ferry we travelled the 106 miles to Le Mans and the welcoming sight of the TSSC hospitality area manned by Bernie and crew. The TSSC are by far the best set up Club at Le Mans with a raffle ticket bar area, TV and a food van available for members. We had to stop en-route a couple of times to let the car cool a little and enjoy the warm French sunshine. That evening Gary and myself



Le Mans

stripped out the radiator and flushed it through several times at the fresh water



Rad Flush

taps that are dotted across the camp site. The coolant had turned brown and watery. The racing and the atmosphere at Le Mans is fantastic and apart from a couple of heavy showers the weekend was great.

On the Sunday we checked over the car again to find that the clutch fluid was very low, running round other members we managed to acquire some clutch fluid and embark on the return leg stopping off at a hotel in Caen on the Sunday night ready



Hotel in Caen

for the 0830 return to Portsmouth on the Monday morning. Monday morning came and the TR was not idling very well but we managed to get her to the ferry using the handbrake as the main source of deceleration when manoeuvring. Getting back to Gary's to drop him off we again flushed the radiator and adjusted the idle speed then I left, returning home that evening.

Tuesday night I stripped the radiator out

## New Radiator



Well, new re-cored radiator fitted, reconditioned clutch master cylinder and slave and the TR is ready for this weekend. Le Mans was fantastic and the route we had chosen was relaxing (apart from the M40).

Many thanks to Gary for navigating us there as last time we drove around Paris for a few hours and again thanks to Bernie and the crew at the TSSC for making our stay a home from home.

*Paul*

again and tried sourcing a replacement, the usual suspects were quite expensive and the cost of shipping was high especially when they want your old radiator in return. I managed to find a local radiator specialist in Coventry called Longford radiator services limited run by a guy called Paul. He was cheaper and altogether the experience was excellent and old school, just what you want. Paul did save me the bar of soap sized deposits that had been blocking the radiator.



**The Blockage!**

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# BIG SALOON Register



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**Mark Blease**

## Change of Pace

**I**t's the oft-used phrase uttered by those suffering from one-too-many the night before: "*never again*" and it sums up my current relationship with owning a classic car. Of course, just like someone suffering from a hangover, I don't actually mean never again, but I am taking a break from classic car ownership for a while.

Over the last eight years we have been lucky enough to be the temporary custodians of a 1973 Stag, a 1972 Mk2 2000, a 1981 Dolomite, a 1983



**Our 72 Mk2 2000**



**Our 73 Stag**

Acclaim and most recently Syd, our 1966 Mk1 2000. They have been eight years of fantastic highs: the joy of driving them, seeing people smile as we pass, the sense of satisfaction of knowing that you're keeping a piece of British motoring history on the road. It has also been a period of dramatic lows; of head gasket failures, of leaks and breakages, of seizures and rust, of misfires and backfires, punctuated I'm afraid by

## BIG SALOON Register



1981 Dolomite

So, I'm taking a break. It may be for a year, it might be for two or perhaps even more, but to set a date would defeat the object. I have to feel that I'm ready, I need to have the enthusiasm, the energy and the excitement back. I'm sure it will prove to be an itch that I will just have to scratch....

### Situation Vacant

I have thoroughly enjoyed being the Big Saloon Register Secretary for the last four-and-a-half years, and hope that

occasional journeys in the comfort of a recovery truck's luxuriously upholstered crew cab.

To be fair to Syd, with the obvious exception of the bullet-proof Acclaim, he has been by far our most reliable Triumph to date. Following some re-commissioning work early last year necessitated by his lack of regular use, he has rewarded us with eighteen months of trouble-free motoring, uncompromisingly taking us and our caravan to TSSC events around the country. His recent head gasket failure was both understandable and easily rectified, but unfortunately proved to be the *"straw that broke the camel's back"* – I had fallen out of love with owning a Triumph.



1983 Acclaim

my articles have been informative, enjoyable, or at least just readable!

Since for the foreseeable future I won't have

my own tales of Big Saloon ownership to tell, I am hoping that another member may be interested in taking on the role in a **JOINT** capacity, so that between us we can continue to provide monthly articles for Big Six owners.

Please get in touch if you are interested, the email address for me is: **bigsaloon@tssc.org.uk** or my contact details are listed in the Courier.

Until next month!

*Mark*



"Syd" at TriumFest UK



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



## Dave Rumens

# Hot in Traffic & TriumFest

**H**ello folks, hope you all had a good time at the TriumFest in July. After the very hot weather this year I have been asked "Why does the Vitesse sometimes boil when stuck in heavy traffic?" The main reason is a large engine in a small space coupled with a lack of air flow. As a result the Vitesse cooling system has always been on the limit in hot weather when in

runaway occurs and the engine will boil.

After you have driven a Vitesse you learn to keep an eye on the temperature gauge when in traffic in the summer. These days there is nothing more embarrassing than getting stuck in a queue waiting to go into a classic car show and the engine boils. Regular flushing of the cooling system and fitting an electric fan helps reduce the problem.

I have seen references to the engine bay side screens being there to help the air flow. We



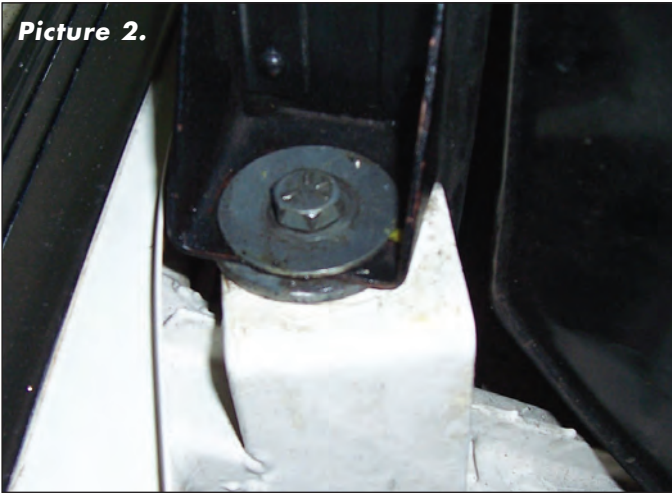
**Picture 1.**

need to go back to 1959 when the Herald was first introduced to find the real reason for their presence. The original Herald when introduced had no engine bay screens fitted which resulted in both dirt and water entering the engine bay. The car magazine reviews of the newly launched Herald at the time weren't too happy about this and Standard Triumph responded by fitting the engine screens. As far as heat is concerned I would suggest the reverse is more likely with the engine screens and they hinder more than help the air flow.

stationary or very slow moving traffic. Air is drawn through the radiator by the fan into the engine bay. The action of passing through the radiator heats the air which then mixes with the already hot air around the engine. As there is insufficient vents to allow the air to be flow out of the space-restricted engine bay the temperature will build up until thermal

Moving on, readers will remember a few years ago I noticed the bush now being sold to mount the radiator to the chassis was much thicker and made of rubber. The originals were a thin neoprene bush. *Picture 1*, the neoprene bush is on the right. After carrying out a number of tests I discovered using the replacement rubber bushes caused a higher engine running

Picture 2.



temperature. I then went one step further and used large metal washers instead of the rubber or neoprene bush to mount the radiator on the chassis, this further helped reduce the running temperature. Picture 2. Understandably this has raised a number of eye brows because in the purest sense a radiator works by convection i.e. airflow and not by conduction. However, from basic physics if the radiator frame is bolted down to a large metal object heat will be conducted away from it into in this case the chassis. This is the difference between pure theory and applied or when you bolt all the bits together it doesn't always work the way you thought it should!

The effect of the recent high temperatures, up to 28C, is a good opportunity to give some feedback on the results. When stopped in heavy traffic for a quarter of an hour the temperature gauge was showing a hair's breadth over the centre. After three quarters of an hour the gauge was reading three quarters where it remained. I was stuck on the M1 returning from Donington for over an hour, as we gradually edged forward the gauge rose and then stayed at three quarters. Though hotter than I would have liked at least the engine didn't boil, in other

words no thermal runaway. Maybe I should have checked the chassis to see if the heat transfer hasn't made it glow red hot! It should be said that when driving on the open road there generally aren't any problems as the forward movement increases the air flow sufficiently to both cool the radiator and force the hot air out of the engine bay. In my case the gauge was reading a third when driving in the recent hot weather. I must add both the

temperature gauge and sensor have been checked and were correctly calibrated. So if the problem is lack of air flow who's going to be the first to attach a large air blower to the front grill! Joking apart it would be interesting to run a Vitesse without the engine screens. I have done this in the past with a GT6 in very hot conditions and there were no overheating problems. I should clarify that and say though the engine didn't overheat I did, but to be fair it was over 30C at the time.

Next the switch from Stafford to Donington, **TriumFest UK**. It was good to see such a good turnout of Vitesse's. In fact the Vitesse appeared to have the highest numbers present, whereas a few years ago it would have been rows and rows of Spitfires. It's surprising to see the reduction in Spitfires as it was produced for

Picture 3.

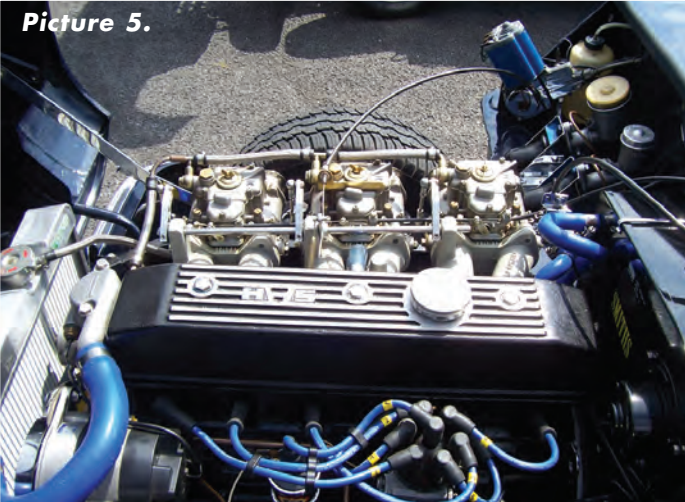


the best part of 10 years after the Vitesse ceased production. Maybe this reflects a change in the age profile of the club members. Leaving that subject alone I will rapidly move on to some pictures I took of Vitesse's on the Tarmac Lake. *Pictures 3 & 4* show the long line up of Vitesse's. *Pictures 5 & 6* shows a couple of hot Vitesse's which I

**Picture 4.**



**Picture 5.**



am sure would give your average hot hatchback a big surprise. *Picture 7* gives an indication just what Triumph left that space for under the controls on the MK2!

Finally *Picture 8* shows both a Saloon and a Convertible Vitesse 6 basking in hot sunny weather.

I would like to thank all

**Picture 6.**





Picture 7.

those who stopped to say hello and talk about Triumphs. It's always good to be reassured there are other people that enjoy owning and working on Standard Triumph cars. Everybody I spoke to had the view the change was a good thing and I am sure the club will build on this first TriumFest.

A big vote of thanks must go to both the organisers, Bern and Garth, and volunteers who made it run so smoothly on the day.

The weather was so hot that I left my anorak at home! Well that's it for this month.

Safe Driving and keep them running on all Six.

*Dave.*



Picture 8.



e-mail.  
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## Trevor Collett

# The Type 48

**L**ast month we talked about the real specials – one off cars designed and built by men in sheds. However these cars turn out, the fact that there is only one of each of them is a large part of their charm. Occasionally, however, this one-offness doesn't last.

As an example: there was once a bloke called Colin Chapman, who built a special based on an Austin Seven. Rather than this car just being referred to as just another Austin Seven special Colin decided, for reason he apparently never divulged, to call it "Lotus Mk1".

Ok, Lotus Mk2 wasn't just a copy of his first car, but you see where I'm going, and you know where Lotus went.

There was another bloke called Alan Hooper, he built his own car, based on a Triumph Spitfire. I saw Alan's first car, registered BRA 808L, and had a short drive, at the South of England Meet in May 1991, and I thought it was brilliant - so, apparently, did many others after reading about it in the Courier. Partly due to the response he received from my article, Alan decided to make some copies of his car's body available, and so a new kit car was born.

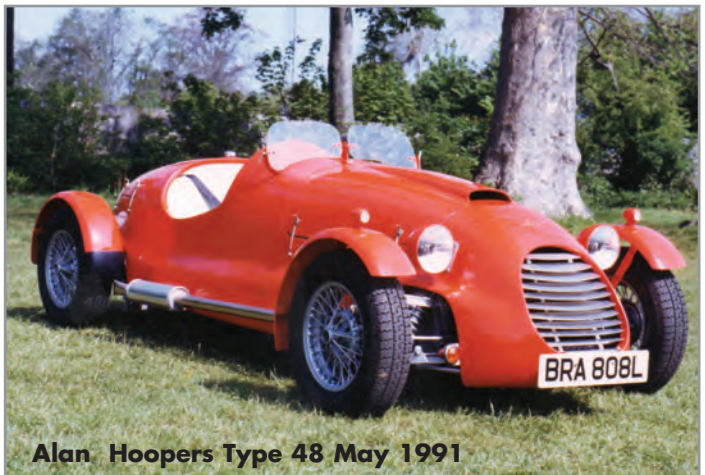
The Type 48 Corsa

Spyder, as Alan called his creation, is built on a lengthened Spitfire chassis with looks loosely modelled on the 1948 Ferrari 166 Corsa Spyder, which is the car that inspired Ferrari's racing heritage by winning the Mille Miglia and many other competitions, including Formula 1, in the late 1940s.

Alan developed the range over the following few years, culminating in the Type 48 Warrior, which shared the same body as the Spyder but this sat atop a space frame chassis with purpose-built suspension and serious Fiat twin cam power, not at all Triumph but very Italian.

In 1998 production and marketing of the Spitfire-based car transferred to a very nice man called Rob Askew, head of a company called D. G. Engineering.

Rob had a go at finding customers for the Type 48, trading as Reed Engineering, but



**Alan Hoopers Type 48 May 1991**



didn't seem to have much luck.

In 2005 a new name entered the story; a and its header graphic, a natty little flash file



Type 48 - May 1991

company called Fiorano, based in Bromley, Kent, took over the production rights, set up a web site and started selling kits. The web site [www.corsaspyder.com](http://www.corsaspyder.com) is still up today,

giving a really good smoking exhaust effect, features Type 48 Number 1, BRA808L. The picture, sans animation, with the aeroplane behind is reproduced here – I'm sure they won't mind.

Check out the site; you'll find a picture gallery of Type 48s, a bit on the history and some details of the kit. Here's a few words taken from it:

*"The building process starts with the donor vehicle. The body shell and seats (depending on model) are*

*disposed; everything else goes to the Corsa Spyder which is designed to utilise everything from the Triumph Spitfire. This saves a lot of time searching for donor parts. The Type 48*



Type 48 Corsa Spyder Number 1 - BRA 808L



*Corsa Spyder is a car that you build, not just assemble from parts that are simply bolted together. With a lot of flexibility inherent in the design, no two cars are the same. Everybody seems to have their own ideas about how they want it to be."*

Seems the opportunity still exists to build a new Type 48... tempted?

Just imagine the fun you could have, first building it and then driving it.

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\*All cover is subject to insurers terms and conditions, which is available upon request. \*\*Premium example based on: 1969 Triumph Herald. Value £3000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. An additional £10 arrangement fee will apply.

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# CLUB SHOP NEWS

Tel. **01858 434424** web. **www.tssc.org.uk**  
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by **Garth Jupp**

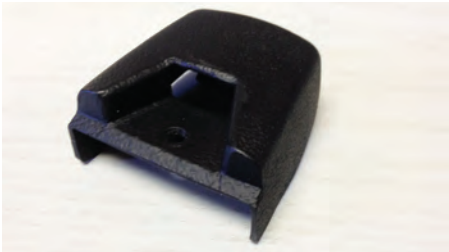
## The Club Shop Online Shop

I hope most of you will have had a look at the Club Shop on the Web, if not ordered something from it by now. There is still work needed on it before it is as we want it, the most obvious is that there are still a lot of products without an image. This is a big task to take the photographs and upload them, so please bear with us till they are all up.

To find a product if it is not on the first page, rather than having to wade through many pages of products, the search option works very well, just put the item description in the search box on the left hand side and then press return.

Eventually I hope to have the products grouped by the models they fit, but once again it is a slow process to get that set up.

Until such time please take the time to read about prospective new products and actual in-stock new additions to the ever growing range of items the Club Shop provides.



### Spitfire 1500 Seatbelt Stowage Clip ZKC1550

These parts have not been available for a long time and most of the second hand ones are broken or in as bad a condition as the ones you wish to replace.

After a chance meeting following my attendance of the 3D printing exhibition last year at the NEC, we have a prototype of a low volume replacement. I can't give a firm price but in low volumes these are not going to be cheap. However IF there is enough interest in these then we should be able to get the price down due to numbers made, so please let me know if you are interested in these and I can get a firmer price for a batch of them.

## New Items for the Club Shop

We now stock the front and transverse **Handbrake Cables**, cable forks, clevis pins and square nuts for the handbrakes on the small chassis cars.



104749	Handbrake cable fork end	£2.50 Inc. VAT
121766	Front handbrake cable, Herald, Spitfire, GT6 & Vitesse	£4.00 Inc. VAT
127311	Main H/B cable Herald & Vitesse 6 & MKI	£7.00 Inc. VAT
133915	Main H/B cable GT6 MKI	£6.00 Inc. VAT
149353	Main H/B cable GT6 Rotoflex	£7.00 Inc. VAT
151227	Main H/B cable Vitesse MKII	£8.00 Inc. VAT
159372	Main H/B cable Spit MKIV FH50001 on & 1500	£5.00 Inc. VAT
159848	Main H/B cable GT6 non Rotoflex	£7.00 Inc. VAT

**Herald & Spitfire Rear Brake Drums**

201246 Herald & Spitfire

£25.25 Inc.VAT each

**GT6 Non Rotoflex Rear Drums**

GDB101 GT6 MKIII Non Rotoflex, TR7 4speed & Dolomite 1.3,1.5,1850 £40.00 Inc.VAT each

**GT6 & Vitesse Cross Drilled Front Discs**

213272-XD GT6 & Vitesse

£45.00 Inc.VAT

**Oil and Air Filters Original Type**

GFE138 Original paper element for GT6

£5.95 Inc.VAT

GFE131 Original paper element for Vitesse, TR6, 2000, 2500

£3.25 Inc.VAT

GFE1051 Original paper air filter GT6, Vitesse, Dolomite, 2000, 2500

£9.60 Inc.VAT



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## Guy Singleton



# TriumFest UK 2014



**V**ery different from Stafford and that in itself was nice. It was a bit strange having to find your way around rather than know where everything was, as had become the case at Stafford, but good for there to be a change. It was more spread out, and unfortunate that the Concours and a few

of the traders were so far away from the main part of the event but I understand plans are afoot to tackle that for next year.

However, the big bonus for most people was simply the opportunity to drive their cars, whether on the full track, the Heritage

Loop or the auto-gymkhana – although I feel this was perhaps not in the ideal location as it was underused over the weekend.

Moving forward to things Equipe, it was great to have several Bonds at Donington over the weekend. On Saturday we had 3 Equipes, with **Andy Booker** and **Andy Belcher's** respective 4s' and my 2 litre convertible, and we also



had the pleasant surprise of a Bond Bug there too.

Then on Sunday we had 4 Equipes – **Bill Pounds'** 2+2, Andy Belcher's 4s, **Bob Bucky's** and my 2 litre convertibles. I thought Bill had the longest trip to the event but then found we had travelled further – however Bill travelled both ways in the same day so furthest driven

in a day and in the smallest engine car.

Anyway, the message is that if you like using your car then do everything you can to keep the TriumFest weekend clear on your calendar and bring your Bond out to play.

**Bob Buckby** had been going through some old car magazines



and he found the following article on the 2+2 which came from **Small Car magazine** (I understand this evolved into Car magazine). Interesting to see their comments on the rear spring – I have been trying to find out what rear spring was used – I always thought it was somewhere between a Spitfire and a Herald Coupe so not far wrong was I?

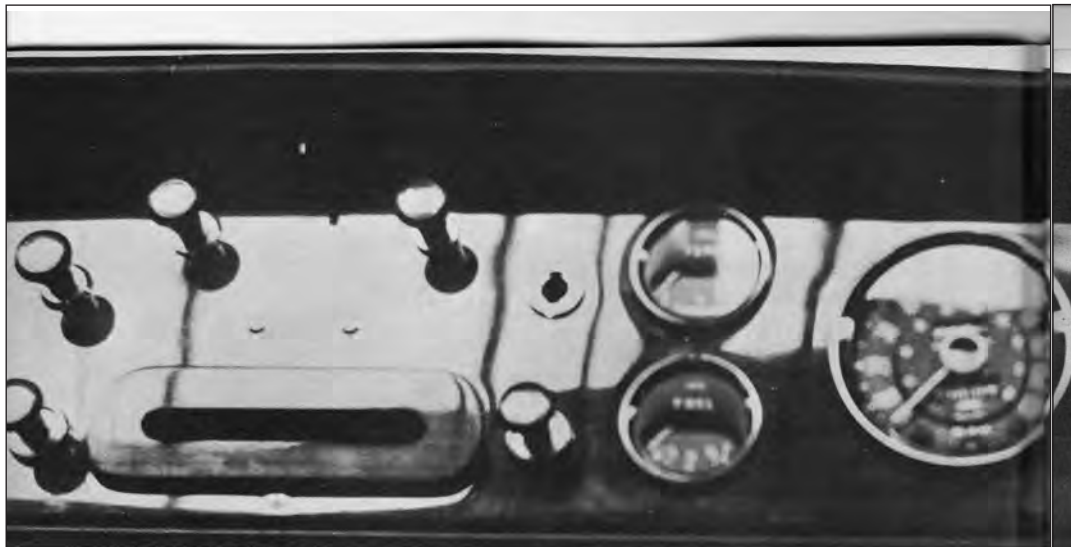
**Extract from article**

***“Bond also use a special rear spring, nearer in characteristics to the Herald Coupe than the Saloon.”***

***Hopefully Bern has reproduced the Article for you overleaf... PTO***

Finally you may recall that I have previously mentioned **Carlos Moreira** in Portugal who already had a 2+2 and a 2 Litre Coupe, I have

just heard from him to say that he has just bought a 4s. I understand that it is roadworthy but needs some TLC, which I believe Carlos has already started to administer with a front suspension rebuild. The car had previously been owned by a friend of Carlos’ in Portugal but he was particularly pleased to buy this one as he now has a full set – 2+2, 4s & 2 litre.



**H**OW does Bond's new Equipe GT go? We tried rally tactics and found a basic similarity with the Herald - which means of course that if you press it hard enough the tail will come round on a tight corner. But a driver used to the car should have no trouble. We think a Speedwell camber compensator plus Michelin X might tame it nicely.

The Bond people, who made such a surprising success story of selling those unorthodox three-wheelers at almost Mini-price, have really switched horses with the new Equipe. It hits the market at £822.

We made a flying visit to Preston in Lancs to probe the product, see it made, drive it and find out where they think it fits into the motoring scheme. It would be truer to say they have added a hunter to their hack stable, since the three-wheeler will go on and on they hope.

The GT Equipe is basically a Triumph Spitfire with a built-on hardtop. Standard-Triumph's hard-bitten Stanley Markland thinks enough of the model to offer it through STI dealers with a factory

spares service. Big Chief Markland comes from the no-frills lorry world; he's not easily fooled.

Tom Gratrix, managing director of Sharp's Commercials which makes Bonds, says there's no GT car on the British market at the price he is asking for the Equipe and thus it has no direct competitor. In fact it is nearly £100 dearer than the Vitesse, which is a full four-seater. But it handles better and has a sporting appeal.

Bond's designers set out with the idea of making a glass-fibre grand tourer for everyman. They'd had plenty of experience working with the material in various applications. They rejected the idea of using a made-up chassis of tubes or what have you or sticking the mechanicals onto the body à la Lotus Elite. Instead they looked for a ready-made chassis on which to build their new shape.

Their reasoning is based on two premises: one that some other contestants in the field have failed because their car was too much of a bitza with no real spares service, and two that a one-piece glass-

fibre body is unpopular with insurance companies.

The Triumph Herald chassis was the obvious answer. Bondmen use the chassis frame plus the steel floor tray, scuttle and doors and make up their own front, roof and rear from glass-fibre. We think the appearance is quite attractive but not perfect: perhaps a little high over the screen falling away too steeply towards the tail.

Surprisingly, the new car at 14½ cwt weighs little less than the Herald Coupe (14½). But it has the Spitfire engine with 63 gross bhp against the 957-cc Herald saloon's 38 or the 1147-cc coupe's 43. Body-wise it is what Signor Ferrari calls a 2+2, offering accommodation for two adults and two children in the back. Instead of a hard bench as in most similar types it has a decently-upholstered seat which folds down to give vast luggage room. There is no independent entrance to the boot.

Up front are two separate rally-type hug-and-hold seats. Bond tried the Microcell product but felt they needed something less hip-hugging for the fuller figure. So they had





special seats made to allow for middle-aged spread and still give sideways location.

Driving position with the seat right back is as near perfect as makes no difference. Straight-arm driving is on for all but Texans.

We went on the road with two cars with Mr Gratrix and sales manager Roy Bamford, who intends to drive the Equipe in rallies, hill-climbs and whatever else comes to mind—an occupation at which he is no novice. Both were pre-production prototypes with a standard of finish probably below the final article and non-standard dash panels without the matching rev counter.

They sorted out some white roads for handling tests so we could see how much difference their suspension changes had made to the Herald's habit of tucking a rear wheel under and giving the driver a fright. The change consists in having one degree under (ie negative camber) on the swing-axle rear as per Spitfire.

Bond also uses a special rear spring nearer in characteristics to the Herald coupe than the saloon.

Roy Bamford flung the Equipe about for photographic purposes with some verve without losing it.

Performance, the makers say, is akin to the Spitfire's. They quote 0-30 in 4.1 sec on an uncorrected speedometer and 0-60 in 14 sec. We saw an indicated 50 in second and 80 in third but didn't have a long enough run-in to reach the indicated 90-plus in top which is undoubtedly waiting under the lid.

The good driving position allied to a lively engine and improved roadholding make the Equipe endear itself to the driver. It offers a 10-gallon fuel tank plus front discs and a Vitesse-type headlight flasher to prove that GT means something in Preston. All parts are Herald, Vitesse, Spitfire or Bond straight off the stores shelf without any of the puzzling Ford and Morris mixtures which do get in such out-of-the-way places on *those* kind of cars.

Bond workers from Gratrix down are enthusiasts at the job, it struck us. The Equipe is very much a hand-built carriage. Nothing peculiar happened to either car during our brief outing except

when we took corners with more valour than discretion (see above) and even then we lived to tell the tale. We can think of many vehicles which would have written RIP with their tails in similar circumstances.

Specification includes, by the way, a Les Leston woodrim wheel which is slightly smaller than the Herald wheel and thus raises the effective ratio. The wood-veneer dash, not the kind of thing we fall in love with, is nicer than some.

There are all the instruments you want plus safety-belt anchorages, carpet on the floor and trims to smarten the wheels. With an eye on the American market Bond provides rear reflectors of the same size and shape as stop-rear lamps.

The makers have also probed the insurance problem which is such a worry to go-faster people nowadays. They can offer a special deal with only (only?) a 50 per cent loading on normal 1200-cc rates. They say it works out at half the price of covering a Spitfire, all things being equal. But it doesn't take in Borstal boys with 18 drunken driving convictions... ●





*A Celebration of all things Triumph!*

# A FEW HIGHLIGHTS

by Bill Bate

*Pictures Courtesy of TSSC Facebook, Bill Bate, Andy Sollis, Magic Car Pics and Andy Cooke*

**A**fter all the hard work that went into the planning of our inaugural event we were not sure what would and would not work, but by and large it was considered to be a very successful event, we hope you enjoy reliving a few of the highlights.

Members started to arrive on Friday

pm, to enjoy improved facilities including electric hook up and hard standings for caravans and many friends were reunited in the glorious sunshine.



In the evening sunshine the real ale **Beer Festival** was enjoyed by most, the atmosphere was one of celebration in a relaxed environment, catching up with friends.



Early on Saturday Morning saw Triumphs arriving at our volunteer manned event gate and then sent onwards for display on the **Tarmac Lake**, each side of the Lake were



positioned the Triumph Traders and autojumbler stands, Triumphs were



displayed by model and looked most impressive. Members with their cars were



invited along with their car to discuss their experiences of ownership with our guest announcer of Triumph Canley fame, **Graham Robson**, over the PA system.



Our club shop was located in the Launch Pad and was for many the focal point and meeting place, a place to sit and have a chat with complimentary refreshments.



Outside **Trudi & Vivien** were busy booking people in for Heritage Loop Laps, Drive in Movie and Insurance Valuations.

**Dennis Benson's** immaculate GT6 was



placed outside the Launch Pad centre with great effect and drew a lot of attention in the process.

**Heritage Loop Laps** opened and cars were



initially grouped and then marshal led for familiarisation for one lap, (this was by Marshal

& TSSC Member **Mike Mayfield** in his Dolomite who put in an outstanding effort over both days to make this work and be safe for everyone taking part) then each driver had the



track to themselves for three laps to put themselves and their cars through their paces. **Jigsaw Triumph Display - Mark Field** and his team were successful at Le Mans, so it was

reported elsewhere, but as usual the standards were exceptionally high and we must thank Concours Organisers **Tony Simpson and Steve Taylor** for all their hard work ensuring it all went smoothly.



Much fun was also had with the **Fun Autogymkhana** (Held at the top of the Lake) where the blindfolded driver was required to manoeuvre around a coned course, driving upon instructions from their passenger. Quite a surreal experience for the driver and great fun for the passenger.

The Saturday driving events finished with a Marshal led **Triumph Parade** on the main

great to see him at our show, Mark has a long established relationship with our Club and **Alistair Pugh** drove Le Mans Spitfire ADU1B on the heritage loop and certainly didn't hold back.

**The TriumFest UK Concours** event was held up in the Exhibition Centre over both days. This will be extensively



Donington Racing Circuit itself, it was a great experience to drive on such a famous circuit, to obtain a perspective of the hairpin bends, to observe the tyre marks from the hard braking and the 'run offs' and judging by all the grins, it was really enjoyed by all who took part.

When dusk finally arrived the entertainment



continued up at the top of the Heritage Loop in the form of the **Drive in Movie**. The atmosphere for the drive in movie was a great experience, the film **The Italian Job** was chosen by popular demand and judging by the crowd reaction, enjoyed by all attending.



To finish the night off in style, **The Saturday Night Party** featuring popular band '**The Discovered**' who indeed were ever popular, performing their amazing cover versions of well known hits through the recent decades, they put a smile on everyones face and finally sent many off to bed happy.

**Sunday Morning** came round very quickly and once again we were blessed with brilliant sunshine, Concours entrants were encouraged to participate up in the Exhibition Centre and many were pleased they had as most picked up a well deserved trophy at the end. Chris Gunby was also busy up at the Centre organising the '**Coupé Sunday Display**' which



again was well attended with some lovely rare examples of the Herald.

The Heritage Loop, Autogymkhana, Trade & Autojumble stands continued apace during the morning accompanied by interviews once again by Graham Robson.

And indeed on Sunday morning on his way to a Rock gig, our Honorary TSSC President, **Fuzz Townshend** called in to say hello. He



had a humorous and informative conversation with Graham Robson, followed by a walk about to meet our members and sign a few autographs and like all Classic car enthusiasts, made a Bee line for the Trade Stands!

Graham Robson then moved up to the Exhibition Centre to cover the Concours and the **Trophy Awards Ceremony** and after this he thanked all who attended this **First TriumFest** and officially closed the show, wishing all a safe journey home.

**Conclusion.** A great experience for the organisers for an Inaugural Show, many good things were experienced, lessons to be learnt and improve upon for our 2015 weekend we have provisionally booked for **Next July 10/11/12**, we hope to see you there.



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# RUNNING ON A POSSIBLE CURE

by Darren Groves



**F**or those of you that have experienced their cars running on (often referred to as dieseling) even when the ignition is switched off and have tried all the usual remedies for this such as adjusting timing, fuel mixture or removing carbon build up in the combustion chamber, but still didn't manage to cure it. There is one cheap and easy thing to try, particularly if you have converted to an alternator and/or have had other modifications on the wiring.

What can happen is that when you switch off, your alternator pushes power back down the



**Pic.1.**

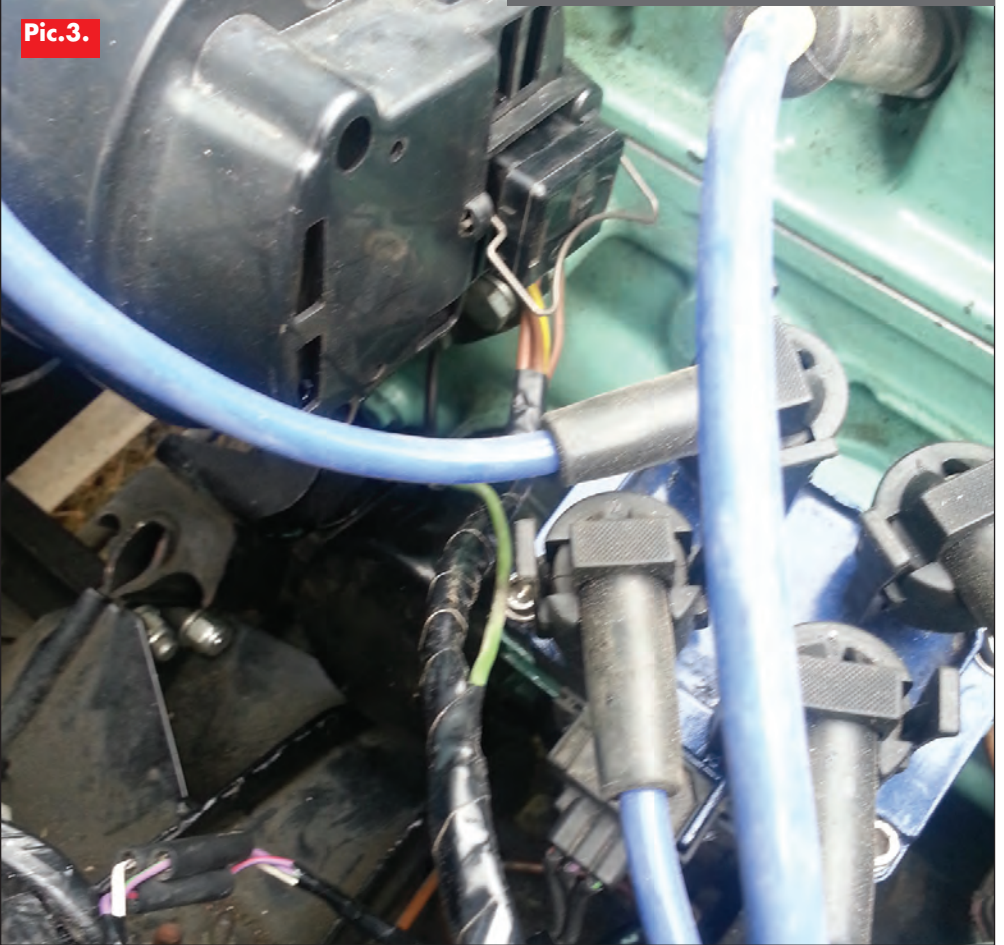
wire to the ignition warning light, then on to the ignition switch, keeping the circuit live



**Pic.2.**



Pic.3.



momentarily or in more extreme cases permanently, until such times you pull a wire off the coil to break the circuit.

To do this fix you will need a diode. I bought a **1N5822** diode from Ebay, just a few quid for a bag full. The diode is placed in-line on the thin cable to the alternator and allows power to travel in one direction only, towards the alternator and not back the other way. (Pic 1)

### Here's a little step by step guide:

**Step 1** – Pull off the connector from the back of your alternator, strip back the black sleeving and you should see either one or two thicker cables, these take the charge back to the battery, and one thinner wire which is from the

ignition warning light, it's the thinner wire that you want.

**Step 2** – Cut the thinner wire, trim back enough to allow the diode to fit neatly in-line, solder the wire to diode and protect with some heat shrink tubing. (Pic 2)

**Step 3** – Use harness or insulating tape to tidy up the cables and refit the plug to the back of the alternator. (Pic 3)

It's not always easy by looking at the diode as to which way the current flows, so you can quite easily fit the diode the wrong way round. If you do this it won't do any harm, but it will stop the ignition warning light from coming on, don't ask me how I know this!

*Darren*

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## In Practical Classics this month....

Danny takes his his grandfather's **Triumph 2000** out for a spin for the first time in 23 years. Neil and Sam find Jennifer Lopez, their old **Triumph Dolomite 1850**, in an Essex lock-up and buy it back without leaving the bar. Also featured:

Solve your **TR6** bonnet release mechanism woes and never get stuck again. On sale September 3.



# Area Showtime



e-mail.

[pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)

## *Pip Flegel*



## Trip to tour Vulcan XM655

By Peter Lewis (AO - Herts & Beds Area)

**V**ulcan XM655 is located at Wellesbourne airfield and restored by XM655 Maintenance and Preservation Society (M.A.P.S.) to keep the aircraft in fast taxi run operational condition, she won't be flying, but does fast blasts down the runway, 7 cars left sunny Bedfordshire to join 3 more at the airfield a run of around 70 miles, without any hitches and enjoyable countryside, we arrived in time to have our group of 20 split into in groups of 4 and then taken on tours around all the operations of the aircraft.

The cockpit is a wondrous array of old time

switches and small screens, amazing what these guys did in these cramped work places, Now where's the wiper switch!!

Just don't ask about the Loo!! More of a funnel and foot ball bladder!!!!

This tour has a donation of £10 towards costs and is the best tenner value around.

Thanks to all who made the trip, what an experience, this has to be pencilled in for a return visit in the future.

Thanks to Paul (who belongs to M.A.P.S.) and Pete to pull the plan together and Those who supported the run Jill, Jeanette, Kian, Steven, Ray, Brian and Son, Gordon, Kevin, Karen, Barry, Andrew and Son, Robin, Oliver, Butch, Barbara, Garth. What a brilliant day out!



**We just had to sort out a Photo Opportunity!**

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## Spetere



**1500 Inca Yellow.** 55,000 miles, overdrive, good condition, mot and taxed. Hard top needs refurbishment and a good Spare soft top. £3,250 ONO Phillip Crouch (Cambridge) 01223 834110.



**MKIV.** Recon Engine, Overdrive, Gearbox, Diff, Chassis. New Clutch, Tyres, Shocks. Seats Recovered. No MOT. Runs. Tony (Sidcup) 0208 3009839.



**MK III** 1968. Restoration project. Garaged since 1995. All original, new sills required, other minor body work required. Needs re-chroming. Not run since garaged. £950 ONO Paul Juleff (Exmouth) 07845870055.



**MK III.** Two owners, our family since 1987, 71,000 miles Professional Body work restoration 1991. Passed MOT without issue, good sound car maintained at no expense spared. £4,750. Richard Linthwaite (Ashbourne) 07554 005849.



**1500** 1979 Owned for 3 years, Mot'd until April 2015, taxed Oct 2014. Mechanically sound, body off restoration about 5 years ago but bonnet and doors are now showing signs of age. £2,000. Graeme Cassidy (Fife) 07456 070755.



**MK 1 CONVERTIBLE 1967.** White. 11,000 miles. Present owners since 2001, five previous. Not used for ten years, stored outside, until last two years. Paintwork basically sound, bodywork may need TLC inside and out. Needs new soft top. Full service history since mid 1980s. Offers invited. E-Mail. alison@tweedvalleyorganics.co.uk (Scottish Borders.)

## Herald



**1200 CONVERTIBLE 1966(E).** Long MOT. Good usable condition but needs tidying. Rearbelts added. Good engine etc. Owned 5 years. £2,500. Michael Dunford (West Sussex) 07766 950804.



**MK1 SALOON 1968** 2Ltr. Gunsmoke Grey. Full body off restoration last year. Real head turner would consider a swap for a GT6. £4,750. P Broomhall (Sandbach) 07983 268594.

**13/60 ESTATE.** White. 1 previous owner from new. Garaged 16 years +. Was running, 5000 miles on clock. Solid car for age. Viewing welcome. £1,395 ONO. Scott Wakefield (Gosport, Hants) 0782 5150770.

**Mk1 SALOON.** 1967. 14" Minilite Wheels/With New Tyres. Recaro Seats. Hi-Torque Starter. New Battery. New Carpet. Stainless Steel Exhaust. New Door Cards. Offers. Terry Barrett (Forest of Dean, Glos) 01594 543194.

## Vitesse



**CONVERTIBLE MK 1.** 2.0 Ltr. Original C.V. designation. Tax exempt. MOT. History. Heritage certificate. Rebuilt Engine. Resprayed. Lovely Car. £5,500 ONO Simon Canham (Cumbria) 07901 842248.

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## GT6

**MK1 1967.** Signal Red. 2nd lady owner since 1983. 67,600 miles. Always garaged, excellent condition. Wire Wheels. New Carpet. S/S exhaust. MOT till Aug 14. £16,000 ONO. P. De Havilland (Surrey) 01784 433519.

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## CARS WANTED

**VITESSE CONVERTIBLE.** Triumph enthusiast would like to find a good Vitesse convertible, with overdrive. Trim and detail can be attended to but not rotten body/chassis. TR6 needs a mate. Email best for first contact. ps@rodna.org Paul Leicht (Chelsfield BR6) +447840986755 UK +4915756385264 DE.

**GT6 Mark III Wanted.** Key is a solid, honest, driveable example. Trim and detail can be attended to but not rotten body/chassis. TR6 needs a mate. Email best for first contact. ps@rodna.org Paul Leicht (Chelsfield BR6) +447840986755 UK +4915756385264 DE.

**VITESSE CONVERTIBLE.** I am looking to purchase a 2 litre, Triumph Vitesse convertible, up to £4500. Preferably within 50 miles of Wigston, Leicestershire. Martin Ghilotti (Wigston Leics) 07951 245239.

**GT6 MK1 WANTED** Interested to buy a good GT6 Mk1. My budget is GBP £10,000. I am a Triumph enthusiast. Email busuttilmelanie4@gmail.com Martin Busuttil (Malta - Europe) 00 35699221064.

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**TRIUMPH BOOKS.** Various. Haynes 'GT6 & Vitesse', G. Robson 'Triumph TR's', Autobooks 'TR2000 Mk1 & TR2.5 Mk1 Workshop Manuals', Heritage Motor Centre CD 'Herald & Vitesse Technical Publications' £10 + £4 p&p or collect Adrian Lestrangle (Watford) 01923 224990.

**GT6 Mk3** Tailgate. C/w glass. Imported 1992 and stored since. Cosmetic TLC only required £50 David Jones (Rochester, Kent) 01634 726472.

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**1500/Mkiv HARDTOP** Needs some work but usable, all glass good. £20. Richard Robinson. (Horsham, West Sussex) 07904 072958.

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**ORIGINAL ROTOFLEX** rear spring 308499 for GT6 Mk2/3, refurbished, ready to fit. £60. Spitfire/Herald steering rack, 305932,

refurbished £35. Postage at cost. Lindsay Dearing 01409 253737.

**SPITFIRE Mk III** Spares. Various parts from dismantled MkIII garaged 25 years - heater, chrome bumper, wiper motor, steering column, chrome hub caps, dash instruments. Will split. £165 ono Graham (Salisbury) 07721 533682.

**SPITFIRE 1500.** Rear chrome bumper with good chrome work £150.00 and perspex wind deflector, hardly used £95.00. Geoff England (Bedford) 07831 815758.

**VITESSE MKII** Lever Arm Shock Links N.O.S. Part numbers 150842. 1 pair never fitted. £50. Gary Flinn (Derby) 07825 269136.

**REAR HUB PULLER FOR HIRE** for Herald/Vitesse & Spitfire/GT6 etc. Cost £30.00 including normal UK postage. Hirer must return within 28 days, and pay return postage cost. Call for more details. Paul Ballamy (Dumfries) 07833 908179.

**PAINT.** 3 litres of British Racing Green (Dark), TSSC club paint. Not needed now. £30 plus carriage. John. (Northants) 07748 113792 or 01933 388434.

**VITESSE MK2 BOOT LID** Used Boot Lid, some rust. Offers. Buyer Collect. Keith Power (Lancashire) 0759 4604 523.

**SPITFIRE Mk1/MK2** Tonneau Cover, brand new. MK1 Spit Bugle exhaust system S/S. Spit 1500/Dol Petrol Pump. Petrol Pump 1750 Dol. Buyer Collects. £ OFFERS. Mick Moore (Oldham) 0161 620 5151.

**HERALD 1200** Parts. Windscreen £50. Boot lid £30, Engine £50, Gearbox £30, Clutch £10, Rear Centre Valance £20, Left & Right Valance £20, Starter Motor £20, 2 Sills £20. David Walker (York) 07971 734754.

**HERALD 13/60** Set of Seats, Black Vinyl £25. Set of 5 Wire Wheels with Adapters £150. David Walker (York) 07971 734754.

**A refurbished Triumph 6 cylinder engine by 'Practical Classics'**, with new clutch. I have mags to show what work was done. £550 ONO. Terry Barrett. (Forest of Dean, Glos) 01594 543194.

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**ALLOY WHEELS.** Looking for a set of Alloy wheels for my Spit, will collect and Refurb if price is right. Tony Russell (Clevedon North Somerset) 01275 873152.

**TOW BAR WANTED** for Spitfire 1500. Do you have or gathering dust in your shed? Will Collect. Mark Bellamy. 07428 147600.

**GT6 MkIII.** Does anyone have a set of chrome radio mount screws, that holds the radio mount plate in place. Part No 515279. David (Maidstone, Kent) 01622 730572.

**VITESSE MKII.** I'm looking for a good condition black passenger seat from my mkII vitesse. Would also be interested in a driver seat as well. Robin (Hertfordshire) 07894 173149.

**HERALD 1360.** Looking for a soft top frame for my Herald, will consider one with a bad header rail as I have a replacement. Shaf Khan (W4 1HJ) 07988 476632.

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

## HERALD 948/1200/1250

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

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

## HERALD 1360

Phil Willson, 37 The Grove, Sidcup, Kent. DA14 5NG  
**Tel: 020 8302 0059 e-mail: herald1360@tssc.org.uk**

## SPITFIRE Mk I/II/III

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

**Tel: 01672 514241 e-mail: spitfires@cadley.org.**

## SPITFIRE Mk IV/1500

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

**Tel: 01495 240884 e-mail: spitfireIV-1500@tssc.org.uk**

## VITESSE 1600/ Mk I/ II

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## GT6 MkI/ II/ III

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## TR7/TR8

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## TRIUMPH ACCLAIM

Chris Gunby, The New Room, Church St, Stch Witham. Lincs. NG33 5PJ

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## STAG

TBC

**Tel: e-mail: stag@tssc.org.uk**

## TSSC TRIUMPH ARCHIVE

Ben Broadbent, 28 Forshaw Lane, Burtonwood, Warrington  
Cheshire. WA5 4ES.

**Tel: 07875 944541 e-mail: archive@tssc.org.uk**

## AMPHICAR

David Chapman, **e-mail: amphicar@tssc.org.uk**

**Tel: 01684 592985**

## INTERNATIONAL LIAISON SECRETARY

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

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

**Tel: 01858 434424 e-mail: info@tssc.org.uk**

## INTERNATIONAL CONCOURS ORGANISER

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**Tel: 07827 891471 e-mail: concours@tssc.org.uk**

## AREA LIAISON OFFICERS

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**e-mail: pipflegel2009@btinternet.com**

## TSSC PUBLIC RELATIONS OFFICER

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## CHILD PROTECTION OFFICERS

Vivien Thompson **Tel: 01484 541185**

Julie Hazell **Tel: 07813 589799**



September 2014



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

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# AREA DIRECTORY

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ENTRY IS IN GREY THEN  
PLEASE REGISTER  
OFFICIALLY!!!  
YOU ARE MEETING  
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INSURANCE COVER!**

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

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

Area	Area Organiser/s	Meet at	On the
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## SCOTTISH AREAS

<b>CENTRAL &amp; WEST</b>	<b>Gregor Graham: 0141 952 4624</b>	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a>	Last Thurs. Eves.

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	The Boundary Inn MANCHESTER M34 5HD	1st Tues. 8pm.
	<b>Pip Flegel: 01524 791607</b>	Liverpool Rd ECCLES M30 7SA	
<b>NORTH EAST</b>	<b>Mark Astley: 07917 738091</b>	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	<b>Geoff Dent : 07773 440201</b>	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
<b>LANCASHIRE</b>	<b>Mark Coward: 01257 482569</b>	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	Cottage Loaf - THURSTASTON	1st Tues. Eves.
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
<b>SOUTH YORKS</b>	<b>Alistair Banks: 07919 527450</b>	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
<b>WEST YORKS</b>	<b>Victor Thompson: 07800 551363</b>	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	<b>Roger Buck: 01623 487323</b>	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer: 07530 307371</b>	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00.pm
<b>LINCOLNSHIRE</b>	<b>Simon Oliver: 07841 450715</b>	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
<b>NOTTS</b>	<b>Adrian Hadfield: 07837 110325</b>	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	<b>Nigel Hill: 07976 163006</b>		
<b>NORTHANTS</b>	<b>Dave Richardson: 01234 740548</b>	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embery: 07701 049881</b>	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	<b>Bill Bate: 01952 581391</b>		
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WEST MIDLANDS</b>	<b>Roger Hayward: 07969 024999</b>	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	<b>Chris Allen: 07505 110922</b>	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
<b>WORCESTER</b>	<b>Vicky Dredge: 01527 894125</b>	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	<b>Barry Minett-Smith: 01242 522973</b>		

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> 01691 600215	The Plough Inn, GRESFORD. The Plough Inn, St ASAPH	1st Tues. 8pm. 3rd Wed. 8pm.
<b>SOUTH WALES</b>	<b>Bernard Littlewood: 02920 315260</b>	Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues.7.30pm

## EASTERN AREAS

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

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Paul &amp; Jacqui Robinson: 028 9029 2722</b>	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 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st 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 Rising Sun, WESTON, SG4 7DR.	4th Mon. 8pm.
ISLE OF WIGHT	Angela Cotton: 07884 006237 Elaine Hawkins: 07842 249591	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	John Macrow: 01689 829231	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 7.45pm
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	Berkshire Arms - Bath Rd MIDGHAM RG7 5UX	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Gooding: 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
DORSET SOUTH	Robin Nicholls: 07920 549474	Ring A.O. Details	1st Sun. Lun
GLOUCESTER	Jane Rowley: 07802 171227	The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
SOMERSET	Derek Giles: 01934 515376 Steve Hopkins: 01278 653888	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	The Swan - COOMBE HILL	3rd Mon. 8pm.
WYEDEAN	TBC	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
		Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm
		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	
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	Robin La Barre: 0041 523451805/0041 79 296 69 46	Switzerland	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
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	Dave Eaton: 00 1 360 459 1919408	Revere Court Lacey, Olympia - WASHINGTON 98503.	



# ALO REPORT ANDOVER / NORTH WILTS . . . SOUTH BUCKS

## TSSC AREA NEWS

**AREA LIAISON OFFICERS**  
Tel. 01524 791607  
e-mail: [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)



First we would like to Thank Dave Richardson and his crew for the fantastic weekend he put on at Silverstone I believe it was awesome, we certainly appreciate it Dave, sorry we couldn't make it as it clashed with Triumph-Fest UK Donington this year. (Only)

Triumph-Fest was brilliant the sun shone all weekend which was an added Bonus, the weekend program was packed Beer festival, Triumph Parade, Heritage loop, auto-gymkhana,

rock band (Discovered) drive in movie ("you were only supposed to blow the bloody doors off") concours, valuations, Donington museum, Triumph displays, Club Shop, the list goes on. On that note can I say a massive thank you to All the volunteers and staff that helped to make Triumph-Fest a success and a special thanks from us to all those that spent the weekend on the gate with us Suzy & Guy Singleton, the Walkers, Vivian & Victor, Julie & Mickey Hazel, South Wales, Manchester Area, Worcester Area, not forgetting the reserves, Thank you to you all.

Congratulations to all the winners of the concours there were some amazing Triumphs on display and I know members worked hard shining their pride & joy over the weekend.

Congratulations to Coventry Area for "Winning Area of the Year" thoroughly well-deserved for all the hard work above & beyond during the year. Well Done!!!

We also held an informal A/O seminar where Simon Morgan announced the imminent launch of the long anticipated Forum which should have gone live before you get this edition of the Courier.

I also asked for feedback on Triumph-Fest, the feedback was mixed, although more positives, than negatives, therefore those of you that attended Triumph-Fest please can you email us your feedback both positives and negatives and your suggestions if you have any, so I can take this to our wash-up meeting in September.

**We hope you kept your program as the winning number drawn was 00159.**

Looking forward to hearing from you.

*Pip n Frank*

**ANDOVER** Tel. 01672 514241  
e-mail: [guy@bondequipe.org](mailto:guy@bondequipe.org)  
**Meetings Cover Swindon/North Wilts area**

A very good turnout at Grateley in July with 4 club cars in the car park and 11 people around the table including some new and relatively new visitors.

Norman and Elliott had been to us before, their Stag is a long term project, waiting until the Mini is out of the way before they can start work on it properly. Carl was finally able to come in the Spitfire, the ongoing problems with the brakes, horn and electrics finally resolved so it was with some satisfaction that he turned up at the pub in the car. And Richard Tomlinson joined us for the first time in his Dolomite. We hope to see all of you again throughout the year, with or without your Triumphs.

The meet at the Bruce Arms was a quiet one with just Graham, Bob and ourselves at first but then John came to join us again. The weather not being quite as good as he previous month Graham had come in the Eurobox, it not being quite bike weath-

er, as he was still having problems with his brakes on the Spitfire.

**Next meetings/Events:**

**Sat & Sun 6th & 7th September - Beaulieu Autojumble**

**Thursday 11th September - The Plough, Grateley,**

**SP11 8JR**

**Wednesday 17th September - The Bruce Arms,**

**Easton Royal, SN9 5LR**

**Sat & Sun 27th & 28th - Sywell Classic at Sywell**

**Aerodrome, Northampton**

*Guy & Suzie*

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

Hope this edition of the Courier finds you and yours well. As we head towards the last shows of the year, I would be the first to say what a good summer it's been so far! Fingers crossed we get a bit more sun and keep the next shows in the sun!

Tue 8th July, Dan and I attended the Ace café classic car night. Good night, well attended and highlight being a good friend of mine brought along a 1957 Mercedes Benz 300SL gullwing. WOW! Stunning car. Value? You are in the £1 million ball park! He should have told me that before allowing me to get into and out of it! You will probably know I am over 6ft tall and have size 12 feet and 48inch chest. These dimensions are not what you need to look cool and elegant getting in and out a such a car!

Wed 16th saw the monthly meet on a lovely summers evening, but must have been too nice as only a few in attendance. Paul & Liz and the sheep, Robin and his dog Ted, Phil and myself. Still, good food and drink and two Triumphs in the car park with Rob's Mk2 Spit and my 2000. Thanks to all that attended.

Sunday 20th was the Uxbridge show which Mickey and Julie now organise the TSSC stand. A great mix of models on display including several 2000's, Stag, Herald, Vitesse and TR6. The show itself was well attended but is reducing in size each year, but still must have been several hundred cars on show. Thanks again to Mickey and Julie for the hospitality as always, its much appreciated.

I was on holiday from 26th July to 3rd Aug so missed the TriumFest and a local show at a local school and the show at Windsor. Planning is the key! Hope they all went well if you attended. If you do attend a show, please let me know so we can share it with members to let them know if it's worth attending.

Wednesday 6th was the classics on the green at Croxley green. It starts in the afternoon and carries on through till late, which works reasonably well as people come and go over several hours. Several hundred cars attended and great to see so many Triumphs, including a Vitesse estate car in superb condition. Superb weather conditions helped, but this show seems to be as popular as ever. They do a Sunday meet too in September.

So, speaking of September, here are some dates for your diary...

**Bank holiday Monday 25th August, classic cars, country fair show at Maidenhead**

**Tue 9th Ace café classic car night from 7pm**

**Sun 14th Classic cars on the green.** Croxley green nr Rickmansworth. Classic cars and a fair at the far end. Starts at 10am and it does get busy, so if you want to be on the main field, you have been warned!

**Wednesday 17th South Bucks monthly meet at The Squirrel, Penn Street village from 7pm on.**

**Sunday 28th All Triumph day at Duxford war museum.** If you haven't been, it's a superb place with a huge collection of military equipment and usually a large number of Triumphs too! It's a good discount if you take your Triumph too. Post code CB22 4QR.

Take care,

*Carl*

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

## CHESHIRE CORNWALL . . . COVENTRY



### CHESHIRE

Tel. 01625 425845

www.tssccheshire.webspace.virginmedia.com

e-mail: cheshire@tssc.org.uk

### TSSC AREA NEWS

Our run to Donington was pleasant and uneventful apart from an attempt by Jemimah Gnat Sav to send us down a bumpy farm track near Ashbourne and through a ford. All 3 cars survived getting the wheels wet! But apparently the GT6 was unhappy and needed one of the carbs fettling on arrival (and the other on return to base) possibly due to running very low on fuel earlier in the week. Jemimah was sacked on the way home after saying 'you have arrived' just after we turned off the A50!

We're still making our minds up about Donington. We'll talk about this at the meetings.

The cast iron collection in Macclesfield has increased with the addition of a 1500 engine, possibly destined for the front of Hark the Herald (together with an overdrive gearbox). That means there are now 'how many' spare engines in Macclesfield? Unfortunately said recently acquired engine may require extensive attention to rescue it from the apparent status of being close to scrap iron.

It's quite some time since this column mentioned small Peugeots nearing the ends of their lives at Chateau Adrian, usually at the hands (and feet) of Adrian's daughters. So I was surprised and perplexed to visit the other day (to recover some parts of Triumph and of course to aid in the consumption of tea) to find a small red Peugeot outside the garage with its bonnet up. Admittedly this is a more desirable small Peugeot, bearing the legend 1.9 GTI on the side (132ps, interesting), but its presence was unexpected. After careful enquiry, it seems that at least two of the aforementioned daughters had persuaded someone to buy this car for them. And return it to roadworthy status.

My events list for September is currently blank!

Our August meeting and run out was attended by five Triumphs and another car which has a powered folding roof but definitely wasn't a Triumph (and also wasn't a Spitfire mk8). Dave has got his brakes back (very nice and shiny) so was in his Vitesses and Roy was treated to his first 'proper' run round the narrow lanes, hills and potholes. We had a good run round the countryside, we didn't leave John too far behind on the hills, the lead car didn't make any wrong turns, and there was just room at the Hanging Gate for us all to park. The Stagfordshire department had got there a little earlier, the giveaway being the Spitfire mk6 and the Stag in the car park. I must also note that weather elves had definitely read their evening schedule and supplied us with sunshine (while the sun was still above the horizon). One of the less disciplined elves had turned the sprinklers on over Macclesfield in the morning, which was definitely not in the published schedule.

Our next meeting is on **Thursday 4th September at the Cock and Pheasant**. Summer is over, the long warm evenings with late sunsets are also over, so it's back to the 'normal' format of Cheshire meeting, with the 'Organiser' appearing around 8:30.

*Henry*

### CORNWALL

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Phew, what a weekend! Friday 25th July I met Carol just after 6am for the 300 mile drive north to TriumphFest. We met up with Devon Area members at various stages along the route for a lovely roof down drive to Donnington Park. We arrived without incident, pitched our tents and settled in. It was then that we realised that the campsite was on the end of the runway to West Midlands Airport! Still, the beer festival that evening in the Oak Room was well received, washing down the road dirt and preparing us for a night's sleep.

Bright and early the next morning, rooves down and waking Adrian, who had arrived during the night in his lovely new 2000 Mkl, we headed for the Tarmac Lake. This is a huge expanse of tarmac, as the name suggests, where most parts of the show happened. In the centre were the lines of cars, to either side were trade and autojumble stands and at the far end was an

Autogymkhana. Next to the Lake was the Heritage Loop where all weekend Triumphs of all types were seen roaring around for free. There was also a coffee bar nearby where the Club stand was situated and later the party happened. The Concours and museum were some way away, so we queued for the mini-bus. Unfortunately there was only one bus and it was very small, so we had quite a wait. Eventually we went to a huge hall to see the Concours preparation, but all we saw was about a dozen cars being cleaned and two Master Class entrants. We then walked up to the museum, where half price entry had been arranged. The museum was well worth the walk, full of historic racing machines of all types. Adjoining it was a cafe, so we lunched, then I rushed back down the site (in the mini-bus) for the AOs meeting.

That evening we had a drink in the Oak Room and then walked to the party room, past the Drive In Cinema. The band started, but it was early and there was no atmosphere, or decent beer, so we walked back to the Oak Room for another drink. We did go back to the party later, but we ended up doing a lot of walking.

Sunday was another sunny day, so off we went to the Lake again. We kept ourselves busy including having a go at the Autogymkhana. When I was last at Donnington in 1982 I attended my first TSSC event, the 'TSSC National Day'. I was held in a field where the Melbourne Loop now is. I had a go at the autogymkhana then and won, so I thought I'd see how 32 years had changed my driving and autogymkhanas. Well, mainly thanks to Adrian, I won again! Unfortunately I didn't help Adrian in such a good fashion (tactics) and he lost to me!!! That evening we went off site to a local pub and had a very good meal.

Monday we packed up early and headed for home and the most exciting part of the weekend, unfortunately. On the M5 just south of Bridgewater Carol's Spitfire decided to break a driveshaft. She dived for the hard shoulder, as did I, and she stopped safely very shaken. We got recovery on the way, which took her to Taunton Deane Services, where I left her to await the recovery home.

It was a nice weekend amongst friends, but the various areas of the site are huge, swamping the event and they are very spread out. However, I'm sure the new hardworking team will sort this out and next year's event will be even better. A very big WELL DONE to Bernie, Garth and the Team for undertaking such a mammoth task and making it such an enjoyable event.

Our monthly runs out to pubs continue, so more of that next month. Here are some dates for your diary;

#### SEPTEMBER

**Fri 5th – Sun 7th Swanage Folk Festival, Dorset – Graham & Karen Whiting**

**Thursday 11th Meet at BP station Victoria, Roche 7:30pm to run out to a pub.**

**Sunday 28th Route 38, Trerlefoot**

#### OCTOBER

**Thursday 9th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 12th Sunday Lunch TBA**

I hope you're all enjoying this incredible driving weather, my Stag has done more miles this year than almost any other year ... and most of it with the roof down!

*Mike*

### COVENTRY

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Hi Everyone. A busy July started with the run to the pub for no apparent reason at the Gate Inn at Nether Whitacre on the evening of Wednesday the 2nd, this was a Jaguar Enthusiasts event to which we were invited, it was a nice evening and a nice run to get there, The "Sniffy Spity" was joined by Rikk & Jeanette in their fabulous Austin Pearl, Paul & Joan in their Spitfire & Clive & Paul Jones and family in their Jaguar XF's plus of course approx 20 other Classic Jaguars, a great night for a noggin and natter.

Next was Hollowell on Sunday 6th again joined by Paul & Joan for the journey there, an excellent show with over 50 steam traction engines on show plus numerous model ones, must have been at least 500 other vehicles including cars, motorbikes and com-

## Coventry Continues



mercials, lots of stalls and attractions for all the family, one of the best shows in the country well worth a visit.

Monday 7th The MVPS meeting at Bagington was cancelled due to monsoon type rain.

Tuesday 8th The Heart of England meet at the Griff, the day had been nice but as we arrived at the meeting the rain started again, Tuesday nights must have the most rainfall of any nights, still 40 vehicles came and went and of course another good night of noggin & natter was had.

The Birdingbury Country Show was next on the list where we joined the Heart of England Club on their stand along with Paul



& Joan (Spitfire) & Steve and Sharon (Herald Convertible) a lovely small show with a few Steam traction engines, a lot of Tractors and static engines and a good show of commercials, army vehicles and of course cars and motor bikes, always something going on in the ring, the weather on the Saturday 12th was scorching, on Sunday 13th a bit cooler but still very nice. Had a little problem with the "Smiffy Spitty" petrol started to pour out of one of the carbs, the float valve needed replacing, luckily we had a new one in the tool box so soon fixed.

Then onto our favourite The Dalos Day (Drive and lunch on Sunday) Run on Sunday 20th, this months being planned by Keith



& Trish, we were down in numbers for this one due to holidays etc, only 8 of us in 3 Triumphs and a Mazda Eunos MX5, down in quantity but right up there in quality, a great run starting in Nuneaton and taking in some very narrow lanes and picturesque villages and towns such as Over Whitacre, Atherstone, Hurley, Bentley, Baxterly, Baddersley Ensor, Warton, Shuttington, Clifton Campville before concluding at the Unicorn in Orton on the Hill where we had a smashing Sunday Lunch at the incredibly reasonable price of only £5.95. Terrific value.

Well done Keith & Trish once again a great day out in great cars and great company.

Tuesday 22nd the second HoE meeting at the Griff and what a

fabulous turn out, the bright sunshine bought over 115 vehicle out, of course in that was a good representation of Triumphs and TSSC members.

The weekend of the 26th & 27th it was of to TriumFest at Donnington, where we camped for the weekend, yes we had a good time and made some new friends but was a little disappointed with certain aspects, still it was the first one and we are certain they will only get better in the future. We also received our Area of the Year Trophy at the Presentations which made us very proud, it makes all the hard work worthwhile.

Sunday 3rd August it was off on the Mary Anne Evans Hospice Run, an annual run from the hospice in Nuneaton to raise funds, the day started with a bacon butty and hot drink provided for all the participants by the hospice before leaving on a 38 mile run (which included the obligatory stop for refreshment at a hostillery) ending up at Bosworth Water Park to display our classic cars and for the judging of them. There was approximately 150 vehicles taking part in the event and our group consisted of 2 Spitfires, a Herald convertible, a TR6, a Mazda MX5 Eunos and an Armstrong Siddley, a very enjoyable day out in excellent cars and company.

Tuesday 5th August our monthly meeting at The Bull & Butcher at Corley Moor, the day had seen a mixture of weather but the evening brightened up a little, resulting in 13 classic cars on show, a special welcome goes to Greg Styles joining us for the first time in a very nice 1974 Saab 96 & to David Rose in his excellent Vitesse Mk2 even though it was a little late in the evening still good to see you. Again we must thank Ann the landlady for allowing us to use the field adjacent to the restaurant and gardens it certainly makes the display more accessible to the other customers. Once again our evening started with an excellent meal beforehand in the restaurant, great value as always.

On August Bank Holiday Monday the 25th we will meet at Stanks Services on the A46 near Warwick at 9am to travel in convoy to the Pershore Plum Festival.

Our **Dalos Day on Sunday 31st August**, being planned by Steve & Sharon, we will meet at the Murco Service Station on the A46 Coventry eastern bypass at 11.45am ready to leave at 12 noon, there will be a stop half way through which will result in a car parking fee of £1.50 so bring some change ready. If you want to join us on this great day out we must know the numbers by

**Wednesday 27th.**

**September 21st Dalos Day** we are after a volunteer to plan the route. Looking forward to an even busier September

Regards

*Phil & Lyn*

**Forthcoming Events :-**

**Sunday 31st August Dalos Day** to be planned by Steve and Sharon, Meet at Muo Service Station on A46 Coventry Eastern bypass at 11.45am ready to leave at 12 noon. Bring £1.50 for car park. Must know numbers by **Wednesday 27th**

**Tuesday 2nd September our monthly meet at the Bull & Butcher** 7.30pm Fancy a good meal before arrive early and join us in the restaurant.

**Sunday 7th September Dudley Classic Car Show, Himley Hall, Nr Dudley DY3 4DF.** www.transtarpromotions.com

**Sunday 14th September Heart of England meet at the Griffin Inn Bedworth** from 11.00am. Now back to the second Sunday of the month till next spring.

**Sunday 21st Dalos Day**, Any volunteers, Details to follow.

**Saturday & Sunday 27th/28th Sywell Piston & Props, Sywell Aerodrome, Northants, NN6 0BN** phillyncovtssco@mail.com

**Saturday 6th December Heart of England Christmas Dance Bulkington Working Men's Club**, 7.30pm til late, tickets £6.00 includes buffet, live music. Contact Roger Perkins 02476 362208

**CUMBRIA**

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**e-mail: roy.anne@tiscali.co.uk**

**www.tsscumbria.co.uk**

It has been a busy month for the area with shows etc. Anne and I could not make the Distington show as we were on our biannual trip to the Le Mans classic, which proved again another exciting event. The next one will be held again in 2016 at the beginning of July.

Phil Evans has sent me a few words about Distington show. We had eight Triumphs on the stand this year and not a red one

## DERWENT VALLEY . . . DEVON



### TSSC AREA NEWS

in sight - a first for several months/years! Blue Vitesse convertible, Blue TR6, Yellow Dolly Sprint, Green and Blue 1500 Spitfires, Grey Courier Van, Silver Acclaim and Gold TR7. Helen managed to find some bunting to decorate the tent and we had two flags up. One was the Queens colours but she was not in residence having a cuppa with us!! Apart from one significant downpour the weather was great. Arena entertainment this year included a Viking re-enactment group and a tug of war both of which were good fun. All in all another enjoyable show at Hayescastle.

PS - We did not win Club Stand award but Helen and Roger got their pictures taken and appeared in the local paper the following week. Stardom at last!!

Only Tony, Helen and Roger went down for the TriumFest, as a few of us had decided that we had done enough camping for one month and so went to Ripon show. Others were at the Commonwealth games. Only four cars on our club stand Ray and Gill, Anne and I, Mike and Ester and Alick. Apart from a shower it was fairly warm for a change and there were over 1000 cars in attendance, the most we have ever seen.

3rd August was the Millom Bike and car show at the green. As last year we were the only club stand and a lot of interest was shown in the cars. Unfortunately the day's attendance was spoilt with the weather but it did not deter us taking 9 cars along.

As you read this the Lakes camping weekend at Pooley Bridge will have come and gone. To date there are 20 cars coming and hopefully the weather will be kind to us and there will be a full report next month.

For those who have not followed us on facebook, I have sold my GT6 for a good price, without having to advertise it and hopefully should have added a 2Lt Triumph based Spartan to my collection this week. The work now starts stripping and rebuilding the Mk3 Spitfire.

Forthcoming events: **Barrow bike show 7th September. 21st Sept Selkirk.** I have six entry passes, if you would like to go please let me know. Camping is available. Ray, Gill, Anne and I have booked a B&B for Saturday night.

Safe motoring

*Ray*

## DERWENT VALLEY Tel. 01623 487323

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Hi everyone. Is it too early to start looking back on a busy summer of events and shows? I know for Derwent Valley we have been to a number of events both large & small and at the time of writing there are still more to come. We have been to Old Manc Donalds Farm, Northants & Silverstone, The Peak Run and of course Triumfest just down the road at Donington Park, which has of course taken the place of the International at Stafford.

I would like to take this opportunity to say well done to the organisers at transplanting an event to a whole new location and all of the headaches that this will undoubtedly bring. I particularly enjoyed taking my old girl on the Heritage loop which was originally used for racing in the days of the Auto Unions back before WW2. It was well run and marshalled and all for the princely sum of £5 my poor old thing didn't know what had happened when I came off the circuit.

It's not only the major events that we attend as a club but also the smaller local events that make just as much of a difference. For a number of years several Derwent Valley members have been supporting a local village church Fete in the Long Lane area just on the outskirts of Derby which we were told about by one of the TSSC members Des Jackson who is also a long time supporter of our very own Peak Run.

It's a fantastic traditional fete with skittles and a coconut shy and a chance to guess the name of the sheep and various stalls and side shows including a bottle raffle where you can win anything from a bottle of ketchup to champagne to body lotions and potions as



you can see from the pic of our very own Knock off Nigel Wright and one of his winnings. Perhaps one of the biggest draws of the night is always the food, they always have a hog roast with loads of stuffing, crackling and apple sauce and a wonderful supply of homemade trifles, we certainly make the most of the hog roast and there is often disappointment if the trifles sell out before we get there!

At the August meet we were a little thin on the ground with members but there was still a good turn out with 3 classics in the car park, thanks very much to Karen & Eddie in a lovely pair of spitsys and Karl & Lisa in their Herald.

Also I would like to say well done to a new visitor Nick who came along with Nigel Wright who managed to keep up the tradition of winning well in the monthly raffle, we look forward to seeing you again.

As the nights are starting to draw in now im not sure what the plan for the next meet is but please keep an eye on the Website & our facebook groups.

All the best

*Richard*

## DEVON

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We had a brilliant display at Powderham Show in mid July. Joined by 6 immaculate cars from Leics and Rutland Area, fresh back from Le Mans, we had 28 cars on display on Saturday and a massive 38 on Sunday. We created a vintage 'garage' scene with Sam's Mk1 in the 'garage', Ian's Herald pickup and Dan's Estate done up as an AA recovery van. There were cars 'for sale' on the 'forecourt' at the original prices, and we had to refuse to sell a number at the advertised prices! Thanks to all who helped put on the display, including our grass cutters - could not have done it without you. Jane was kept busy all weekend valuing our members' cars for the Club insurance scheme and a big thank you to her.

Neil and Chris from Leics & Rutland joined us on a sunny evening for July Club night, and in addition to their cars, the numbers were swelled by Tim's Burlington Arrow, and Morten & Lillian's Rover 3.5 powered TR4A on their annual visit from Denmark. We even had more cars out than June, 16 Triumphs in all. We welcomed new members Neil & Sharon with their Honeysuckle 2000 to their first Club meet, and also there for the first time was John Lewandowski's 1500 Spitfire.

'Devon on Tour' saw a convoy of eight Devon & Cornwall cars leave Exeter en route for Donington Park for Triumfest 2014. Led by Dan and his Portafold, we had Mike Crewes bringing up the rear. We really enjoyed the weekend at a new event, with plenty to do and see, individual track laps and cavalcades on the main GP circuit and on the Heritage Loop, Autogymkhana where we drove part of it blindfolded, Drive-in Movie of the original 'Italian Job' under the stars, added to the Beer Festival and party on a good number of traders there. Not many entered the Concours, but we were delighted to see Ian's Herald Pickup victorious. Yes there are tweaks to be made as with any new event, but we are looking forward to next year already.

For once Mt Edgcombe Show at the beginning of August was dry, but the usual traffic problems meant a slow journey home. A lot of Triumphs there, including that of new members Andy & Sandra with a very nice late 13/60, ac

ording to its paint code Sienna, but it looks darker than that. Welcome to the Club to Andy and all the other new Devon members who have joined recently.

COMING UP

**Sunday 7 September** is our annual **Scalextric Championship**. Hosted this year at Princetown by the Northcott family, we will meet at Parke, Bovey Tracey (HQ of the National Park on the Manaton road) at 10.30am for a drive over the moor. **Wednesday 17th is Club Night at the Star Inn** where all members are welcome, especially if you have not been before, and **Sunday 21st**



# Devon Continues

is the second of this year's **Southwest Triumph meets** organised by Andy Moss, this time at **Route 38 the American Diner at Treruefoot**. As usual, the Devon contingent will meet at 10am at Pear Tree Cross, Ashburton but if you go straight there, we gather from 11am. **On Sunday 5 October**, we intend to have a run and lunch in the East of the county, and will email all our contacts nearer the time with details of the venue.

Looking ahead to **November**, we are hoping to have another **inter-Club Skittles match against the Stag Club**, more details soon but the date is expected to be **Sunday 22nd** in the evening. **CHRISTMAS** is coming – our evening meal will again be at the **Dartmoor Lodge, Ashburton on Saturday 6 December** so keep the date free and we will shortly have the menus and will be asking for numbers and deposits!!

### DEVON DIARY

**Sunday 7 Sept Meet 10.30 am at Parke, Bovey Tracey then BBQ and Scalextric.**

**Wednesday 17th Club Night at the Star Inn TQ12 6EZ**

**Sunday 21st Route 38 Cafe meet – Southwest Triumphs informal meet**

**Sunday 5th October East Devon run to be arranged**

**Wednesday 15th Club Night at the Star Inn**

**Sunday 2 November Annual Treasure Hunt**

*Sue & John*

**ESSEX** Tel. 01375 672072  
[www./sites.google.com/site/tsscessexarea/](http://www/sites.google.com/site/tsscessexarea/)

Well this month, have I got a tale of woe? It starts on the Sunday of the super 70's weekend as we come out from afternoon tea the sky has opened and it is raining like you would not believe. Quick, banners down, everyone in to their cars, start up, thumbs, up from every one and of we go. The rain is that bad that the we are both wiping the windows and with out lights on you could not see if there was a car behind you! 3 miles down the road we turned right and one of the cars following turned with us we had lost 3 cars somewhere. Then the road disappeared under water and I hit a puddle I had not seen, the engine died. I then managed to start it but too late the damage was done, I got out of the puddle and into a drive way with the engine running on two cylinders and making banging noises. You guessed it, it had hydraulised up and was terminal.

As I lifted the bonnet, water was pouring out of the air filters and just then a car wanted to get in the drive we had parked in. A stroke of luck, as we could as then find out where we were and to let the others know and get the breakdown out. He gave us the post code and invited to use his land line as mobile reception was poor.

We contacted Peter James and the breakdown man was on his way, we then set Mike and Marian off with our map and some instructions from the man of how to get to the main road and they then went of and made it home ok.

Now to try and phone the rest of the Essex team to try and find out what was happening, he was right you could not get a signal all the time but I eventually got though to Ian, and now for part two. Ian had stopped just out side the show ground and could not get started he had a local car enthusiast with a tarpaulin over his car trying to dry everything out but the alternator that had played up on Saturday, now would not play at all and the battery was now flat, he was close to a local hotel from where he made a call the very nice man that recovered him to a local garage. Ian and Cheryl then booked in to the hotel for the night, the next day the man at the garage fitted a new alternator and Rosie (Spitfire) made it home under her own steam.

Back to Janet and I, we waited for the AA man to pronounce it terminal then call out recovery, the chap in the house took us in and gave us with coffee, when the recovery man came he said he would take us part way drop us off then another recovery firm

would take us the rest of the way, just as we were leaving we said thank you to the man in the house, his wife came out with a carrier bag with hot sausage rolls ,sandwiches and some drinks, saying you may need this! There are still some nice people out there. We eventually got home at 01:00 the next morning. Two cars damaged, one terminal but all occupants safe and sound if a little tired.

Throughout all the troubles and tribulations Lesley and Ray's Stag (Winifred) ran perfectly after her heart transplant and cosmetic surgery. Even managing to find time to do a prom run with a proud nephew and friend in the back.

My office - As you can imagine this has been very busy this month with an engine swap to get to Donington. THANKS to all the lads and the stud that helped with changing the engine and a special THANKS to Kirk for loaning me an engine (silly boy) but the tail of woe doesn't end there, at Donington's drive in movie, as it finished, I turned the lights on and had a fire under the dash panel, melting some of the cables.

Thanks to the CoM's member David Embery for his help. I got it out and got the car to the camp site and waited for day light to get it going, I managed to get the brake lights & indicators working, and the engine running which was enough to get us home.

Wiring sorted one dead engine to go.

Out and about - Super 70's weekend. Great drive up on Saturday lunch to the Bridge, Wroxham, then on to Latham's at Potterheim for a bit of shopping then on to the Hotel for a relaxing Bath for some of us, then to drinks on the terrace, a nice meal, watching the sun go down over the beach, 13 of us in all, some of us even went down to the beach for a midnight stroll.

Sunday on to Wroxham Barns for a 70's fest, lots of cars and groovy music before the rain then!!!!!!!!!!!!

Engine swap

Thanks again to the gang that helped and the brave soul that lent me an engine (it is still running ok honest)

Galleywood Common Mid week meeting report by Marian Smith (as we had no engine in the Spitfire)

Marian and Mick went and saved a place for Stewart and Kerry. The common filled up very fast being such a lovely evening, Brian was there with Lightning and came over to see us. It was very tight for Stewart to get in the space we had saved but he managed it. We decided that once parked up we would try to find the Fish and Chip shop so started walking and bumped into our neighbours with their MGB and their Daughter and Son in law with his kit car. All eight of us walked to the end of the lane and asked a couple about the Fish Shop and told it was closed so back up the lane we walked to see that whilst the Pub had run out of food inside they had prepared a BBQ out side, we all lined up but by the time we got there they only had one sausage and three rib eye stakes on the BBQ but they got more out and Kerry and Stewart managed to get some. Fed and watered we had a good look round the show and found another neighbour had turned up with one of his classics. So about a 12th of the street was at the Common for the evening. Someone came to ask about selling their sister's Spitfire which had appeared in a film and is sitting outside due to a marriage breakup. A gentleman came over to talk to Stewart who then disappeared for a long time talking about 1600 Vitesses.

All in all a very good night.

Club Meet - 6 Triumphs 3 Spits, 1 Toledo, 1 2.5, Herald Coupé, 15 people lunch and check over the engine on it first trip all ok, the rain clouds started to gather so after our last experience with rain we all left a bit early to get home. Mike and Marian had another very wet trip home as they drove straight into the storm and experienced high puddles, but all was well.

Donington

A great week end, stopped at the OK café on the way up for lunch on Friday, got in trouble for buying bits in the Club Shop as it was not supposed to be open, very nice evening meal in a local pub, a glass of wine back at base and off to bed.

Saturday we were one of the first to arrive got a good spot booked in for everything, a few of us did the Heritage Loop, great fun playing with our cars, then valuations for some, car bit shopping for others, then back to the nice local pub for dinner and back for the parade lap of the race circuit and then on to the Drive in Movie "The Italian Job" ( you only supposed to blow the bloody doors off!) great fun, then lights on and a fire!!!!!!

Sunday got a lift back to site from Phil Willson, sorted the wiring enough to get me home then the passenger door would not shut. I must have had the lock out and in 15 time before managing to



## GLOUCESTER HERTS & BEDS . . . WEST KENT



### TSSC AREA NEWS

- Sat-Sun 6-7th Sept The Beaulieu autojumble.
- Wed 10th Sept Pub run to the Cat & Custard pot.
- Fri-Sun 12-14th Sept The Goodwood revival.
- Sun 13th Sept The South midlands autojumble at the livestock centre, Ross on Wye.
- Sun 14th GSWR steam and classics at Toddington railway.
- Sun 14th Shelsley wash breakfast club.
- Mon 15th Area meeting at the Swan.
- Sun 21st Prescott breakfast club.
- Sun 6th Oct National restoration show at Stonleigh park.

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

Hi the sun shines, doesn't it just, we have had a real heatwave for a change, on club night in July, Nigel and Natalie made the Publicans choice of the cars on show and having a fight to get down to the best three decided to make our Best Area Car 'Kingfisher' Award to Jo and Derek's pristine Stag, yes they have won a few prizes but this is our local recognition, so well done, and surprise the Buffet was well attacked but despite 2nds there was some food left for some poor souls breakfast!!

20 cars arrived at Kimbolton, where we joined many more from Northants and Peterborough to make a surprising display of Triumphness, a wonderful sunny day with lots to see, the re-enactment made us all jump, some pretty noisy muskets and cannons, this is all for charity and run by Sporting Bears, some wonderful cars on display.

We had a full booking for our guided tour around Vulcan 655 at Wellesbourne airfield on Aug 9th with 25 members attending, see report on page 67 this issue.

Those who went to Donington TriumFest had a good time and any reports I have forwarded to HQ, new ventures have teething problems amongst the good, the move from Stafford seems a positive up grade.

I will be asking for volunteers to work at **Duxford 28th Sept**. This year is our 21st event here, we will be working the kiosks so need some extra help, if you wish to work for a couple of hours let me know, traders are never easy, so far we have watches, tools, leather, camping, sausages, cheeses, models, RAF, plants, jewellery, TSSC Club Shop, cars on mugs, and more.

I will need some help marking out on Saturday to align the parking, trader layout and posts for bunting etc.

Duxford advert is in the Courier, volunteers get in free !! but you will have to work for it, not all day but certainly a few hours.

The next **pub meeting is Aug 25th and Sept. 29th**  
Keep Smiling

*Pete*

**WEST KENT** Tel. John 01689 829231  
www.tssc-southeast.org Tel. Del 01732 743747

Well, what a brilliant turn-out of Triumphs at the end of July meeting. When I arrived I expected just to have to do Colin's valuation – but the arrival of two superb Vitesses added to that valuation work.

Easy really, when the cars are in such superb condition. But it was the overall excellence of the turnout that was most welcome. Three Vitesses – all convertibles, of Richard, Chris and Malcolm; and Andrew's 13/60 convertible, Spitty's of Colin, Alan, Colin and Dave, 13/60 Estate of Phil, and Charlie's Dolly Sprint. I hope I've mentioned everybody. Next month if Malcolm brings his Vitessie you must ask him to show you what he has done during his full restoration. It is superb and has some extra gizmos that do not detract from the originality of this car. Embarrassingly, MoTs for my Vit and Spit had run out so they had to stay in the garage! Nobody had much to say about the first Triumfest International at Donington. My personal opinion is that we have a lot to learn from this first meeting at the new venue. It had a lot of good points – especially laps of the Heritage Loop – but there will be improvements and re-arrangements to be made. And rest assured that they will be made.

get it to work but only from the inside but at least it stayed closed. Janet jumped in and out over the doors to make life easier, as she had seen the girl do in the film the night before. I think she is getting jealous of the Stag  
Thanks Bernie and the team for a fantastic weekend.

Orsett heavy horse and classic car show - A sunny early morning we met just up the road near to the showground. 8 triumphs and a mini left in convoy, the few hundreds to site. 1x 2.5 2x Stag 2x Toledo 3x Spitfires and a Mini! We arrive on site to be shown in to position, but were quickly moved when they realised there were 9 cars, to a bigger pitch by the show ring. We set the gazebo up and soon were settled in with the kettles on. There was plenty for the ladies in the craft market, we all did a parade of the ring and got a lovely horse brass and the commentator was obviously used to talking about a different type of horsepower. The weather was kind all be it a bit windy, several of the lads had a sleeping session!. The day ended about 4.30pm and all agreed it had been a lovely day.

- Up and coming
- Sat 6th Vintage fair Rayleigh (no cars just a visit)
- Sun 7th Colchester lower castle park Club Stand Booked
- Sun 21 Club day
- Sun 28th Battlesbridge
- Sun 12th October Canvey Island Bus Museum  
(we will be on holiday ourselves)

Birthdays this month Ian Eustace on the 7th Mike Smith on the 15th Cat Sims on the 19th Lesley Goldstone on the 22nd and Dave Bullman on the 28th. Jack one of our youngest members will be 3 on the 28th think we might have missed Toby on the 25th August, sorry to Toby our youngest member who was 2.

*Alan & Janet*

**GLOUCESTER** Tel. 01452 790126  
www.tssc.org.uk/gloucester

Ok I know Vicky got a report in last month but here's this months roundup.

LeMans, wow, fab, brilliant, and all the bells and whistles, it's every two years and you've got to do it, the Gloucester area and guests absolutely showed Tertre Rouge how to "Glamp" and believe me it's the only way, make sure you come to the review night at one of the autumn meetings and you'll get to see all the pics.

Once again club night brought out a great mix of cars and the car park was swollen near to breaking point, a lovely summer evening works wonders but there is always room to squeeze in a few more so come on out before the good old british weather works to keep us indoors.

TriumFest at Donington was as Stafford used to be, a lovely lively gathering and we rose to the challenge set up camp and made merry, DJ Bev provided an excellent mix of 45's to be enjoyed with our Friday evening supper and the refreshments and merriment began.

The weekend whizzed past and a few things passed me by so I'll have to be more organised next year so I get to do the Heritage Loop.

The drive in movie was great fun as was the whole weekend. Thanks to all that joined us and helped to make the weekend the fun it was and of course thanks to all at HQ for the efforts put in to make the event happen.

We had a mid week pub run out to Upton on Severn and yet another super evening gave us a nice drive to and from with a refreshing beverage in between. It was nice to catch up with Simon now that his 13/60 gremlins have been dealt with even though he did the walk of shame having left the pub without paying his supper bill and returned looking very sheepish, don't worry Simon I won't tell anyone.

Several area cars are still ticking along, Matt was at Donington buying seats etc and Spencer is just about to remove engine and gearbox to facilitate more access to restore his chassis, good luck both and thanks to Martin Brown Orry Delgado is now the very proud owner of a Mk2 Spitfire project so we watch expectantly to see how that progresses.

Still lots going on so look out for any of these that take your fancy and we look forward to seeing you all out and about soon.

*Andy*

**Events.**  
**Thurs-Mon 4th-8th Sept A trip to Holland.**



**WEST KENT**  
**LANCASHIRE . . . LEICESTER & RUTLAND**

**TSSC AREA NEWS**

**West Kent Continues**

During August Steve will have lead the run to the Dering Arms at Pluckley, and coming up, if you have the time, is the full weekend at the **Mile of Triumphs at Winterton, Norfolk on 26,27 and 28 September.**

And finally, commiserations to Anne, who has broken her pelvis and is housebound.

Have a speedy recovery Anne – we missed you !

*Del*

PS

Don't forget the **Duxford All Triumph Day, Sunday 28th September**, £13 which also gets you in to the entire Duxford exhibition. It's at J10 of the M11, and at CB22 4QR, about an hour from West Kent.

**LANCASHIRE** Tel. 01257 482569  
www.tssclancashire.yolasite.com  
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Facebook:TSSC Lancashire Triumph Sports Six

On the 8th July we attended a car meet at the Canberra Club were 200+ cars attended from MG's, Mini's, Triumph's etc. The club had put on lots of food and drink which was enjoyed by all and Andy had a couple or three burgers.

A number of us attended the TriumFest at Donington which we all thoroughly enjoyed and all the organisers did a good job and have a foundation to work on for next year. Unfortunately the concours event suffered with low numbers but the judging of the master class was very fair as he had a difficult job with the 3 cars being different makes of Triumph. As with anything new you can't please all of the people all of the time.

In **September the Canberra Club** will be putting on an event for all makes of cars similar to last year, I will let you know more details next month.

That's all for now.

*Mark*

**LEICS & RUTLAND** Tel. 07530 307371

First off, I would on behalf of the Leics & Rutland gang like to say a big thank you and well done to all the head office gang who devoted so much time and effort in to putting on "TriumFest" at Donington this year.

We had 8 camping units on the camp site and it was so much nicer being on a "real" site with all the facilities.

The beer festival on Friday evening was excellent with a really nice atmosphere to the whole thing. People were gathered around in groups chatting and laughing away with no loud music to contend with. On Saturday night you had the option of the Live music, the drive through movie or back to the beer festival area if you wanted to sit and chat. The weather was kind (maybe a bit too kind) to us and we all thoroughly enjoyed it.

There are of course a few things that need tweaking but I am not going to start criticising here because there is nothing I could say that the guys at head office don't already know about. Simply, well done and take a pat on the back.

The L&R gang did well for silverware. I came first with the Stag. (came last as well). John Muschiali came first in Vitesse with Chris Bates coming second though to me and others that was too close to call. Dave Smith came first in cruised and used, with John Edwards coming second in unrestored. Chris Gunby of course won the Masterclass. It was a shame about the very low number of entrants but this is one of the issues that the club will be looking in to for next year.

Powderham castle in South Devon was a good event and already on the calendar for next year.

We had 5 cars at a new event on Sunday 3rd August, The Ulvercroft Grange classic car show.

A lovely location in Leicestershire and a very friendly event put

on by a local charity that caters for the elderly and disabled by giving them a day out at this great location. We will return again. Some of the guys were at Silverstone but I haven't had a report back from anyone yet.

By the time this is in print we will have had our own event, the "Sunshine Rally" in Rutland.

I, along with a few others, are like expectant fathers over this event. We just need some more good weather as lots of people don't book but wait and see what the weather is doing. If you are reading this and you came along then thank you and we hope you enjoyed yourselves.

My own car woes have taken a turn for the better today! My 1972 Mk2 2000 has been giving me grief ever since I bought it last year. It just wouldn't run right and no-one could work out why though everything pointed to the Stromberg carbs. I don't like Strombergs at the best of times though some people swear by them.

Anyway, the cure in the end came when our own Roger told me a tale about a Herald he had with a Stromberg carb that would not run right and he was told to put SAE20 oil in the dashpot. SAE20 is basically 3in1 oil. I had been using ATF that is very thin, and most people seem to use 20/50 but once SAE20 was put in it ran as it should.

If you run a car with Stromberg carbs then try putting SAE20 or 3in1 oil in and see if you notice a difference.

My Stag ran fine on ATF, but when I put SAE20 in instead it was a vast improvement on acceleration! The needles just lift a lot quicker and it will now spin it's wheels quite easily (it's an auto.)

I even washed and polished the 2000 today to celebrate!

My 2.5 Pi is nearly at the end of it's weldathon at E.J.Wards and will soon need to pay a visit to Surface Processing in the West Midlands for a dip and "E" coating. Just got to find the money for it now so the Stag might need a new home soon.

Several other of our area club cars are re-appearing out of body shops etc.

Chris Bates Vitesse has been away for a while at Jigsaw but is now back and looking good. Gary has had some more paintwork spruced up on his already superb Vitesse.

One of our cars, a 1500 Spitfire has changed hands within the group as Sheila and Stan have passed their one owner Spitty to Bob who I am sure will cherish it.

Andy Musch on the other hand has taken his Herald/Vitesse off the road for a renovation that hopefully won't take too long because we will now have to suffer him turning up in a Subaru! All Japanese cars should be banned!!!

A Report From Howard Now. Bruntingthorpe Sat 9th August Asda's charity day for Orchid, Fighting Male Cancer and Wishes4kids, a charity for children and youngsters who are life limited

Only three of us from the club were there, Mike, Sue in their Vitesse and myself, but what a feast of entertainment. The weather was in the middle twenties with high white cloud and a background of brilliant blue.

Entry was £10 plus two food cans all for charity, the place was packed, hundreds of classic and performance cars. You could be entertained or scared witless by being a passenger in a choice of rally cars (for a fiver), they are mad mad mad, two cars had their rear tyres ripped off on the first corner that's before they got to the track. Drive an articulated truck round the track, with assistance, go off roading as a passenger in 4x4 Landrover or a lap around the airfield in a high performance car, all a fiver. The high performance laps raised over £3000 on its own.

Flight entertainment was 4 Brielting wing walker bi-planes, American Mustang fighter, the Super marine Spitfire, a Dakota DC3, and 2 acrobatic bi-planes. If the weather is good next year this is a must for your diary. Howard

Finally I must mention John Edwards Spitfire that he has marked up as WW2 Spitfire with Johnny Johnsons D day markings. He was credited with the highest scoring western allied fighter pilot against the German Luftwaffe. He was also a local lad.

Thnthsats all folks.

Keep running on 4/6/8.

*Neil*

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

## LINCOLNSHIRE . . . LIVERPOOL . . . M25 EAST



### TSSC AREA NEWS

**LINCOLNSHIRE** Tel. 07841 450715  
[www.lincstssc.co.uk](http://www.lincstssc.co.uk)

Let me start by saying a huge "Thank You" to everyone involved with TriumFest. It was an absolute success gauging the response from the Lincolnshire attendees. Plenty to build on for next year, and very few negatives.

Despite the lack of local members cars on the road, we managed two Herald 13/60s and a Vitesse at the August Lincolnshire Area meeting (it was good to see you and your car again Mick!). If you're a local enthusiast, please do drop by our informal meets and say "Hello".

The number of people enquiring about the Lincolnshire Camping Weekend has been really encouraging. We made a decision to not hold one this year due to Garth having to cease being the Area Organiser and a lack of time to prepare. We are now focussing on next year, and looking to do something a bit different and shake things up a bit. We aim to keep it as the last weekend before the school year starts and be laid back, but probably in a new location with a new format. If anyone wants to get involved, let me know...

The date for the next "Tea and Tools" or "Triumphs and Tinkering" day has yet to be set, but it looks like both myself and Carl may have work to do on our cars, so hopefully we can arrange another garage day soon. If anyone wants some hands on help with their car, please get in touch. We are currently on the lookout for a 13/60 and a 2500 engine if anyone has one sitting around.

Hope to see you at the next meeting,

*Simon*

**LIVERPOOL** Tel. 0151 5491267  
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Not surprisingly July proved to be our busiest month so far this year, with our meeting well attended, attracting a fair number of Triumphs in the Derby Arms car park. Myself, Steve and Cath attended a small charity event at Willaston, Wirral. Like most of our shows this summer we had wonderful weather, and on this day we were also assisted by the bizarre site of a group of Morris Dancers bouncing around our cars. The following day, the Lydiatle Classic Car and Bike Show once again proved to be a great success, with an eclectic mix of vehicles on show. The date has been set for next year, so place 5th July in your diaries. We then attended the Speke Hall Vintage Festival, making the wise choice of Sunday, rather than the horrendously washed-out Saturday. Speke also saw the debut of our new gazebo, which was purchased via the funds from our Woodvale "Best Of Show" win. Mighty fine it is too. Our rejuvenated Area banner has made a comeback too, amazing what can happen when you win a prize. We had a small presence at Triumfest, with myself and Lee camping for the week. We had a great time, the highlight being a couple of attempts at the Heritage loop. Lee thought his laps were slow, until he saw me! I may have been hindered somewhat by dodgy 2nd gear selection, that's my excuse anyway.

There's a few shows and events we are attending that stretch into September, please have a look for more details on our website [www.triumphliverpool.com](http://www.triumphliverpool.com)  
See you next time,

*Alex*

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Hi all, I trust you having a great summer, so far. Right, where shall I start. Oh yeah, that little event we went to - Le Mans. I won't go on too much about it as most of you are by now sick to death of hearing about our antics ha ha. All I can say is - what a fantastic 5 days we had. Lot's of laughs, beer and food. We've got a few video's of our trip on our Facebook page and loads of photos too, so if you haven't by any chance heard about our exploits,



check them out. Now we've broken our duck regarding foreign travels who's up for a trip to the Spa Classic next year ?? A couple of words of thanks before I get on to other things. Firstly, we had a breakdown on the way home, in the midst of deepest France, electronic ignition packed up on one of the cars. We were all giving assistance to the stricken car when another club member stopped and gave us a hand. I've seen the chap before and am sure his name is Nigel Hill, forgive me if I've got it completely wrong. But anyway, a big thanks to you mate from all of us. The biggest thanks though must go to the lads and lasses who gave their time for the whole event in our hospitality tent. Big thanks from all at M25 East, you all deserve medals!! Oh, and thanks to all the M25 East gang for my birthday cards n prezies, baked beans and Harriers, what more could a man want.

After recovering from our Le Mans escapades the next outing was to the reasonably nearby show at Cressing Temple. A nice show in a very nice setting but the weather was a bit iffy. Something really wierd happened here though - I picked up a stone chip in my windscreen on the way back from Le Mans and although it took a chunk of glass out I thought no more of it. I've had lots of little chunks chip out of



it over the years and nothings ever happened. Well, as we were sitting behind the car it rained and then the sun came out and got really hot. Then 'pop', the windscreen shattered, very strange! It was a fun drive home with no screen, very breezy but thankfully we had no more rain and it was reasonably warm.

Polhill Car Show was a bit of a mad dash for us as it's an evening show, getting home from work and all that. Anyway, we had a pretty good turn out - Vitesse's of Brian, Malc, Bob and Phil, Heralds of Andrew and Phil and Colin's Spitfire, oh and a Fiesta ST that managed to sneak in ha ha. Once again most of us went for dinner at the carvery over the road before heading back to the event to mooch round the cars while the girls went 'en masse' to the garden centre.

My new windscreen was fitted just in time for the Galleywood Car Show, another evening event. The event seems to get bigger every year and this year must have been the biggest yet, the glorious weather obviously helped. A couple of ice cold shandy's went down really well. The BBQ, unfortunately run out of grub pretty quick, Barry wasn't impressed ha ha. We had a good chat with the lads from Club Triumph Eastern regarding the Spa Classic next year. They've been a few times and say it's a really great event. So, now we've dipped our toes in foreign waters, let's go for it.





# M25 EAST MANCHESTER . . . NEWBURY

## TSSC AREA NEWS

### M25 East Continues

All of a sudden and we were into August, blimey it's racing along this year!! We attended the big Military Show in Upminster, handy as it's only a mile from home, well for us anyway. We managed 10 cars over the 2 days and got very, very dusty. Don't think I've ever seen our cars look so filthy. Richard, at one point looked as if he was about to burst into tears ha ha. A cracking show though. Well that's about it for another month. All the best

*John.*

- September Events**
- Saturday 6th - The Buntingford Classic
  - Sunday 7th - Gears of Change & Military Show
  - Sunday 14th - Kents Classic Car Show
  - Sunday 21st - St Christophers Classic Car Show
  - Sunday 28th - Battlesbridge Grand Motorbilia Day (Clubstand)

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

Events are coming thick and fast and we have just spent the weekend at Triumph-Fest Donington. A fantastic weekend the sunshine shone all weekend a great campsite shared with old Triumph friends and new. Bern and H/Q staff worked really hard to bring something new to the table and they didn't disappoint. Where do you start? Was the drive in movie the best? (You were only supposed to blow the bladdy doors off)



Racing the Heritage loop? What about the parade? Or the auto-gymkhana? Or the rock band (Discovered) they

were awesome! So much to do the museum, concourse, valuations, auto jumble and the club shop. phew!!! Roll On 2015!! Congratulations to Jez & Debs



for winning a trophy in the Concourse for his stunning 1956 Blue TR3 (claimed by me in his will Tee Hee!!) and also Congratulations to Mark for receiving his Trophy for **Member of the Year!!**

I would like to thank the Manchester Area who stood up to the plate and volunteered to help with gate duty, valuations and

judging you were brilliant, we are dead proud to be Area Organisers of such a fantastic area.

Our Area meeting was quite well attended with 25 members present we welcomed a visitor from Gatwick Area who is working up Norf, it was good to meet you John we hope you enjoyed the meeting.

We will be leaving Elm cottage at 10am prompt to make our way to Cholmondley classic car show. If any member requires one day visitor passes for £10 only (on the day price £15) for Event City please get in touch before 12th September. We will have done Rostrevor in Northern Ireland but too late for the deadline so a full report will be appearing in the October edition. This is the time of year where you need to be considering our Xmas Do? have a think and let Janet know your thoughts it's not that far away.

I know we keep saying how special some of our members are in the Manchester Area but we think even this takes a beating. Frank and me live in the middle of nowhere surrounded by fields with a very large and sprawling garden which we struggle with. After attending our last COM meeting we came home to find our garden was full of flower pots, planted window baskets, paths weeded, new greenhouse, Niggy Noo Noos secretly placed around the garden and plants, plants and more plants everywhere. Our spies tell us it took four of you 5 hours of hard work and had to go to the local services for refreshment as we were all locked up, and all this to say thank you for all we do for the Club. Our Garden looks fantastic thank you so much; you know who you are...

- Dates to remember in September**
- Area Meeting The Boundary Inn 2nd September
  - Classic Car Show Mcr Event City 27/28th September
  - High Leigh Garden Centre 27/29th September

*Pip x Frank*

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

We had good weather for Cars in the Car Park so we were able to get out and look at the cars on a nice sunny evening. The winner was Andy with his Vitesse convertible, second was Lloyd with his Spitfire and third was Dave's Vitesse saloon. Congratulations to all. We also had a visitor from Cumbria. No, Des did not drive all the way down especially; he was in the area! It was good to see him and his red Mk3 Spitfire which he uses a lot.

At the next meeting we welcomed another long-distance guest - Martyn from Scotland in his GT6. He had been to Le Mans and was driving back to Scotland, stopping at Newbury, TriumFest, and other venues on the way.

Here is Dave's report on Donington TriumFest. As normal the start point was Waitrose car park in Thatcham. For a change I arrived there first in the Vitesse. After a while I heard the sound of a Triumph straight six approaching, it was Ian in his TR6. Ian had forgotten to bring some sun screen so we stopped off at Tesco en route. I can understand Ian forgetting as we normally have to take stuff to keep the rain out and not to keep the sun off! Then with the sound of two straight six engines we headed out of Newbury going north up the A339, the time was 10.20am. When we got onto the A34 from the very heavy traffic it was obvious we were going to have a slow journey up to Donington. At the Harwell Bridge there were Andy and Nigel waiting to join us. We dropped the MPH off to allow then to catch up.

This year the traffic was much heavier and it took a good 10 minutes before all four Newbury Area cars were together on our way to Donington. Nigel had his TR7 and Andy his Bond Equipe. As Andy has replaced the 1300 engine with a 1500 he had no trouble towing. After many years travelling to Stafford the switch to Donington gave us a welcome change to the route. The new route meant we needed to come off at junction 10 on the M40 to make our way using the A43 over to the Junction 15a on the M1. The problem was the junction was blocked with traffic which delayed us by twenty minutes. Once we were on the A43 we sailed on without any delays. In fact the two TR's went off and had a play, whilst Andy and I just plodded on at a steady pace. Having had their play as we got closer to the M1 the TR's rejoined us.

The final run up the M1 to Donington went without a hitch and we arrived at 1.20pm. The weather was very warm and we all got



## TSSC AREA NEWS

rather hot on the way up so this called for the traditional can opening session before the tents were erected. That's our story anyway! We then chilled out in the shaded area where we had erected the tents. The camp site had both food and a Beer Festival available, so as you would expect we had to test the food and beer. After a number of pints we all agreed the real ale was up to an acceptable standard and very welcome particularly on a hot summer evening. I can't remember what we talked about this year, Hmm must have been the real ale!

After that it was back to the tents. The aircraft taking off from East Midlands Airport through the night did make getting any sleep difficult. The next day we had a look at the auto-jumble and from there we walked up to the exhibition hall, then in the hot sunshine on to the F1 museum. The museum was packed with racing cars with associated memorabilia from the 1930's on and well worth a visit. As the day was very hot we hitched a ride back to the camp site in a very welcome air conditioned shuttle bus. We fired up the BBQ at 5.00pm which worked well this year with no smoke and lots of heat. Plus this year we had a dry warm evening with no rain. Another change was Andy didn't have his normal half a cow, instead he had a large salmon which looked very tasty. After that we rechecked the real ale and then the Band up at the launch pad centre. It should be noted that none of Nigel's alternative parallel International was seen as yet!

Next day we packed up the tents and after a quick look around the site we were on the M1 making our way home. As we got within two miles of junction 22 the traffic stopped. The day was very hot and with all this heat Ian's cooling fan failed. This meant we had to leave Ian on the hard shoulder. Unfortunately the M1 was shut past junction 22 and it took two hours to get off, this was mainly caused by people barging into the single lane from the outer lanes and not allowing others in. After we got off the M1 we took the A42/M42 route down to the M40/A34 and not the M1 diversion, to get home. Once Ian's engine had cooled down he carefully made his way home, getting there at around 8.00pm.

We all had a very enjoyable time and thanks must go to Bern, Garth & team for a well organised event.

**Shalbourne Classic Car Show will be on Sunday 5th October** at a new venue – the Sports Field. There are no more details at the moment. **Thatcham Classic Car Show on Dunstan Green, Thatcham will be on Saturday 11th October.** This is a 'Just turn up event' and make a charity donation if you wish, starting at 10 a.m. You can stay for however long you wish to be there!

### Meetings

**10th and 24th September at the Berkshire Arms starting about 7.30p.m.**

### Events

**5th October (Sun) Shalbourne Classic Car Show  
11th October (Sat) Classic Car Show,  
Dunstan Green, Thatcham**

Keep 'em flying

*Mary and Dave R*

**NORFOLK** Tel. 01502 476699  
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[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

July has been hot and sunny in East Anglia so there has been ample opportunity to use our Triumphs and enjoy some top down motoring for those of us with ragtops.

On 11th, 12th & 13th July the Essex Area invaded Norfolk with the group staying in Gorleston On Sea and using their hotel as a base for touring south Norfolk. I met up with everyone at Wroxham Barns where the Essex group were displaying their cars at the 70's weekend. There were some lovely cars on show and it was nice to see a very active group who obviously enjoy each other's company sampling the delights that Norfolk has to offer. You are welcome back anytime. It was good to see Kirk's "Kermi" in the metal too. I heard that the trip back was quite eventful but easily sorted in time for Triumph Fest with the help of some good Triumph friends.

On Friday 17th July a group consisting of 4 Triumphs (TR7, Vitesse and 2 Spits) plus Laurie's MX5 and Colin's Renault met at Easton for a Fish and Chip run up to Cromer. After calling in at East Dereham we made our way up to Cromer via the B110 through some lovely Norfolk villages and countryside. The evening was glorious and balmy so it was top down all the way. When we arrived at Cromer we parked up on the cliff top car park and made our way

down to the town centre for fish and chips. The first chippie had a huge queue but Colin's local knowledge prevailed and he directed us to another chippie just around the corner with a much smaller queue. We then settled down on benches on the cliff top just above the pier to enjoy our meal whilst watching the crowds and the sun slowly setting over the North Sea. Walking back to the cars ensured that we saw a glorious sunset with the sun setting in the distance over our parked cars.

Then there was the big one with Paul Girling and myself representing Norfolk TSSC at TriumFest over the weekend of 25th, 26th and 27th July. What an absolutely fantastic weekend, it was a credit to the hard working army of officials and volunteers who laid on a great event. Superb campsite, Track laps, The Heritage Loop, Drive in Movie, Autogymkana, Real Ale festival, superb Saturday night band and so much more.

A great first attempt to live up our International weekend and I am sure next years will be even better.

Pencil it in your diaries next year you will not be disappointed.

On 14th July our combined meet with the Wensum TR Register again saw a packed car park with TSSC member's cars swelling the numbers. Again 30+ classics on show well done everybody who could attend a terrific turnout.

Future Events:

**Monthly Meet Friday 7th September drive up to The Wildfowler Gayton Rd, Kings Lynn** for a meet with our more northerly members. Meals available.

**THE MILE OF TRIUMPHS 26th, 27th & 28th September** to be held at **The Hermanus, Winterton on Sea.**

See the flyer in this months Courier for details.

There is still some accommodation available as follows: Prices are for two nights Fri & Sat, Sunset Spray Breezes 6 berth £145, Apartments 4 - 6 berth £90, Chalets 9 berth £135, Chalets berth £104.

It's a fantastic venue right on the beach, come and join us for some or all of the festivities I can promise you a warm Norfolk welcome.

*Mike.*

**NORTH EAST** Tel. 07917 738091  
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<http://tssc-northeast.blogspot.com/>

Hi all. Much bigger turnout at August's meeting, new faces and new (to the meet cars).

First off, everyone who went to CLM made it, Joe's Vitesse had distributor issues eventually located by Geoff and he carried on successfully and wants to thank Geoff for sorting it out. Gavin tried to make the journey more interesting by not having fully inflated tires for the first 100 miles! The general consensus was that the Newcastle ferry route wasn't a nice once on the continent due to the roads and amount of traffic. Also, it's likely that the next trip will be to the Spa classic rather than Le Mans for a change.

Chris Fish brought his Dolomite Sprint out to its first meeting, I had a little drive and it's very nice. There are a couple of issues requiring sorting to really make it a pleasure, however it's still a lovely car, shame it got a bit too hot on the drive back down to Bowes. Chris brought along a support crew as well, Pauline and Greg. Greg is a Scimitar man, but Pauline has a Herald 1200 and 13/60 convertible. Nice to see you. Returning from a while ago is Ken who's rebuilding a GT6 Mk3, now at 80% of welding done in 18 months, not far off being ready for paint.

A quick congratulations for Deryck who had a birthday recently, also best wishes to Martin who's now got knee problems after recent shoulder problems as well. Hope it all gets sorted soon.

A reminder that we'll need good quality images (over 1Mb file size) for the next area calendar. They'll need to be submitted by October to give us time to arrange printing and distribution before January. So far we've one Spiffire picture, please send to Geoff if possible or bring in on a cd.

We'll be having our AGM in November again, volunteer/nominations needed for the AO post I'll be vacating before then, anyone interested in that let us know, likewise if any of the other elected area officials are wanting to step down, let me know so we can



## NORTH EAST . . . NORTHANTS PETERBOROUGH

### TSSC AREA NEWS

### North East Continues

seek replacements.

The pub we meet at is going to undergo a refurb in the near future expected to last 7 weeks. As soon as we find out when we'll email out, hopefully we'll only lose one meeting at the venue, not quite sure how it'll affect future meetings once it re-opens either.

Other news, Andy has his eye on a new project car and is also buying an MX5 I gather so there may be a Toledo for sale soon. Not much else for now. See you in September hopefully,  
All the best

*Mark.*

TTOTM, Rear tire pressure of 24psi is EACH not shared between the 2.....

### NORTHANTS

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After a Thursday evening trip to set of the TSSC Clubstand, Silverstone Classic was upon us. We all arrived in brilliant sunshine on the Friday morning and parked up in our spot. A good spot this year on the outfield with much footfall to the stand which generated a good deal of interest in the cars. With the Friday being the quieter of the 3 days, we were able to make the most of the shopping village, free fairground and other attractions without the swell of the crowds. Nigel and Tracey also got a lap of the track under their belts taking part in the MX5 Anniversary lap. We arrived back at the stand just in time for Anglia News' visit. Dave did a sterling job on camera which was included on the News that evening along with shots of our stand and "racing machines" (eh Angie). After much socialising back at the stand, we eventually headed over to the Stage area in the evening to listen to the live bands and watch the balloons glow. Saturday was another hot one with many more exhibits on the stands. Every make and model from AC to Zephers seemed to be represented and, on track, every era and class of motor racing was present. We spent a lovely hour in the Woodcote stand watching John Cleland's Vectra racing against a Dolly Sprint, now where else would you get that! An access all areas pass round the National Pits and, after dinner, back to the stage for more live music including Bonnie Tyler. Sunday dawned and thankfully it was a little cooler, just time to head over on an open top Routemaster to the International Wing and Pits to see the Harrier Jump Jet which was up for auction and the racing activity in the pits. Such a wonderful, friendly atmosphere and truly superb event. It was nice to meet both new and old friends. Thank you to everybody who attended and stopped for a natter. Many thanks to Dave, Angie, Nigel and Tracey for organising the Club's presence. Can't wait til next year! Full report and event photos will appear in a later Courier.

Then there was **Earls Barton Classic Car Meet** (or EBCCM as we prefer it).

What started out a few years back with a few classics meeting up in a field once a month has evolved and this month broke all records with over 700 cars turning up for an evening in the sunshine. Held on the last Wednesday of the month from April to September (4.30-8) in the field next to **White's Nurseries on Northampton Road, Earls Barton**, it has become more and more popular. We went along in the 2000, Nigel and Tracey in the Dolomite and Tony and Jenny in the Stag. It was a lovely evening with a chance to chat to old friends and look at all the varied marques on show. You can grab a coffee, an ice cream or even fish and chips on site. At only £2 entry, it is well worth a visit if you can. Last one for this year will be **Wednesday 24th September 2014**, weather permitting, it may well be another big 'un! Hope to see you there )

*Chris and Jane*

Just back from Swanage and remembered Area News! Silverstone first then. I haven't received any feedback but gather that the weather was very good and judging from the photos on Foulbook a good time was had by all, hopefully some new members may be forthcoming? Next years dates hopefully won't clash but won't comment further.

Our own 'do' at Donington went well with some minor hiccups but as it was the first time, no doubt these will be ironed out for next year. The 'Drive In' movie *The Italian Job* (original) went down well but apparently finished a tad late for the entertainment in the Launchpad Centre. Another comment was that the beer up there was all canned, NOT a good idea for most unless it's Lager. The Beer Festival (Friday) went down well but some thought the cider a bit vinegary (course it is . . . . peasant!). Weather was good but attendance could have been better. The Concours was some distance away in the Exhibition Hall so lots of the attendees didn't get to see them. Never mind, next year might be closer.

Those camping were treated to the drone of planes for most of the night so ear-plugs could be the order of the day! All in all a success though. Thanks must go to the TSSC team of Angie, Bernard, Garth and Trudi for all the hard work they put in behind the scenes and of course the Committee. Just a last comment, THANKS to the members who stole the BANNER from the entrance, just another expense for your club.

*John.*

### NORTHERN IRELAND

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Not much to report this month. July is the start of the holiday period here and with so many people are away we do not usually organise much in the way of runs.

As usual we have been helping each other to either get cars back on the road or keep them there. Alan French has been helping Bert Gault with his GT6 (very much a long term project) and Paul was able to identify the a problem with Basil Hutton's 13/60 Herald which has been driving him mad for a few months. If you need a hand or have a query do not hesitate to get in touch, we are always happy to help.

There have been two more rounds of the Northern Ireland Hill Climb championship - Eagles Rock, near Limavady on the North Coast and Craigtantlet Hill climb on the edge of Belfast. Paul and Michael Hudson competed at Eagles Rock and thoroughly enjoyed themselves. Phil Bolton from Letterkenny cam along in his Vitesse to see the fun (and take a few photos). The course is extremely challenging and this year we had the added difficulty of lots of loose gravel. However the weather was perfect and both Michael and Paul set new personal best times. Michael's best time was 104.28 seconds (1.42 seconds faster than in 2013) while Paul was very happy with 107.24 seconds (5.23 seconds better than his previous best).



*Michael Hudson coming out of the hairpin at Eagles Rock*

Craigtantlet at the beginning of August was a very different story. Paul and Christel (Triumph 2.5 PI) competed and it rained, and rained, and then rained some more. It was so bad that some competitors refused to do the first practice run. However Triumph owners are made of sterner stuff and both Paul and Christel gave it their best shot. Michael Kernahan was marshalling on the last corner and was well placed give Paul feedback on how well he took the corner compared to previous years (it was Christel's first time at Craigtantlet). However despite being faster off the line than many of the other cars in the historic class (including two Mini Coopers) and taking the last bend faster Paul's best time of 75.62 seconds was over two seconds slower than his previous best. Christel did very well and her best time was 74.78 seconds.

## SCOTLAND CENTRAL WEST SOMERSET



### TSSC AREA NEWS

## SCOTLAND CENTRAL WEST

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The August Area meeting did not have a great turn out and the planned run afterwards was abandoned as there were only two club cars. Bert Gault sent his apologies. The main item on the agenda was the run on the 11 August and Alan French provided an update on what was planned.

I will let you know next month how it turned out.

Regards

*Jaqui & Paul*

## PETERBOROUGH

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Another fantastic turnout at our August meet, despite the best efforts of Hurricane Bertha's tail-end to disrupt our summer! Perhaps everyone had heard that my Vitesse is now back on the road after some 2 ½ years as 'SORN'ed'. After all this time it would have needed a full-on hurricane to stop me driving her to the club meet and I have to say she is driving as well and smoothly as ever – I do love that 2 litre straight six!

Although summer is now well advanced, there are still plenty of opportunities to get out and about with our cars. By the next meeting we should have seen some of our members attending the Maxey and Stamford Classic Car Shows so look out for reports next time. September also sees plenty of activity. Locally we have 'Classics in Uppingham' on **Sunday September 14th**, followed by **The All Triumph Day at Duxford on Sunday September 28th**. Sadly this clashes with **The Mile of Triumphs at Great Yarmouth** over the same weekend, which is a shame but for me Duxford is more local and a really great day!

All these events however are somewhat eclipsed by the main event for everyone associated with the Peterborough area.

### **Peterborough Area Celebrates 30 Years!**

The main focus of this meeting was to finalise a very important event in our area's history. Our regular **September meeting on Monday 8th September will celebrate the 30th birthday of our area with a big party!**

The Peterborough Area of the TSSC would like to invite members old and new as well as other local areas to join us for this very special celebration. The area was actually formed towards the end of August in 1984 and our September meeting is the closest to the actual date. Our main objective is to try to get 30 club cars along to celebrate this milestone in our history – one for every year we have been in existence.

On the evening we hope to have one or two very special guests. Mark Field has been approached about bringing his Le Mans Spitfire ADU1B along (still to be confirmed) and Chris Gunby will hopefully attend with the oldest Herald currently registered and on the road. This car was actually at the very first Peterborough area meeting in 1984! We have also invited one or two guests from TSSC HQ and we are trying to contact some of our former members and AOs.

A special birthday cake has been commissioned for the occasion and we will also have a birthday tea with food supplied by Marie at the Red Lion. We are also planning to splash out a bit on the raffle so there will be some decent prizes to be won – not that our normal prizes aren't decent!

It is all due to kick off a little earlier than usual at 7pm so we can hopefully get some good photos of the club cars before it starts to get dark. Please if you haven't been to a meeting in a while, or if you bump into someone who we haven't seen for a bit, do come along, or ask them to try to get along. Members from other areas are also especially welcome to come and join us.

We really look forward to welcoming as many people and cars as possible along to help celebrate our **30th birthday** and hope it will be a real fun evening!

For the benefit of those who may not have been before, the full address of the **Red Lion is: 48 King Street, West Deeping, Lincs, PE6 9HP**. Remember we are partying from 7pm on **Monday 8th September**. See you there!

Cheers

*Paul and Doug*

The August meeting was moved yet again due to the Lochinch car park being full. We moved to the nearby Cartha Rugby Club, with a variety of cars:

Herald Estate, Herald Convertible, TR7, Vitesse Saloon, Vitesse Convertible, Spitfire Mk3 and Spitford (Zetec), Rover 2000, Mercedes and moderns. The football match at Lochinch was I'm told a one off. All should be back to normal next month. We had a brief look at all the cars and headed inside as it is now getting colder and wetter. Steve turned up at the meeting as a result of meeting us at Erskine, complete with photos of his GT6 which is dismantled for restoration.

There have been a lot of trips over the last month.

Report on Le Mans. From those who managed to go. The Scottish contingent all eventually met at the campsite after leaving at different times on different routes. From all accounts everyone enjoyed the whole Le Mans Experience. Thanks to Jane and Gloucester Area for adopting Michael. The Scottish flag was flying. Go Cams were doing overtime and some good footage was uploaded although a little wet. There may be an Area Excursion to Le Mans in 2016.

Report on Erskine.

Nine cars turned out for this show in aid of the Veterans Hospital, we managed to get the cars displayed on the grass around the new event shelter, along with other clubs and enthusiasts. Great day just meeting and catching up with people, some stalls. A very good turnout filling the available space (a bigger venue is being sought for next year). Raising just over £5k for the hospital. Well done everyone. There is Drone footage from the event on their website, showing the extent of the show.

Report on Donington. I was fortunate to get a lift in David's Vitesse for this one. We had planned for this event sending an advanced party (John, Herald and Ian, Spitfire Zetec down with their Teardrop caravans the day before. The remainder of us met up and travelled down on the Friday (2 Vitesse, 2 Spitfires + 1 Trailer). Good run down and camp was soon set up. Thanks to John and Ian who had set everything up in a good spot, now known as the Scottish Corner complete with thistles. Now, Donington is new and different, but, we liked it (not the Aircraft though). A new concept, the different beers were sampled on the Friday night along with Karen's fabulous cooking. Saturday (waking time 06.23) was time to explore with autojumble (well what Bob left for us), traders and a chance to drive part of the Heritage Loop unrestricted (definitely need to take my own car next time). Some ventured to the Exhibition Hall and on to The Donington Collection (I'm told it is very good, but expect to spend a couple of hours at least in there), either via car, shuttle bus or walking. A brief AO meeting was called, good to see all of you again. Distances on site were longer but not impossible, just the way things are set out on site. The weather was very warm and sunny (rain would have put everything in the one hall) so we were a happy bunch. Saturday night saw the younger of our group Euan, Kenny, Iain, Head for the Drive In. Iain had to move as a larger vehicle was in front (very Pixar Cars). We passed just as they were blowing the bl\*\* doors off, on the way to the evening's entertainment. Cool venue, not crowded, good band and sound system. Scottish chivalry excelled as I bought the band drinks due to catching the lead (female) singer fumbling in her purse. Back to camp and more drink flowed, but I think the heat during the day was tiring most people out. Sunday (waking time 05.27) and more of the same auto jumble but the Hall was now Concours. Beautiful cars. I did see a Litchfield Green GT6 which is going to be the colour of my Mk 1 Spitfire. Nice. Thanks also to Ian for 2 laps (passenger) of Donington in his Spitfire (Zetec) Good circuit even at Pace car speed. Event closed with awards in the hall. John's Herald suffered a loose ignition connection, on the Sunday night at the campsite. Luckily before our long journey on the Monday (waking time 06.something). A good trip back home. All over too quickly. Thanks to Karen who cooked and shopped all weekend, very much appreciated, the food was brilliant and just right for the

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



## SCOTLAND CENTRAL WEST SOMERSET . . . SOUTHERN

### TSSC AREA NEWS

## Scot Cent West Continues

hot weather. Perfect. So there you have it, the first Donington. We enjoyed it, same again next year, but earplugs (see waking times) and a folding bike.

The next few months have fewer events but there should be a report on the Lakes Weekend and Kirkintilloch Canal Festival next month. We are already looking at future events. Islay camping is coming next year. It depends on major event dates, and of course Donington.

Some Remaining Dates for 2014.

**Selkirk Rally 21st September. See Roy, Cumbria Area.**

Anything else will be down south. IE Stoneleigh or NEC etc.

**NEXT MEETING will be on Wednesday 3rd September 2014.**

If we are not at Lochinch we will be at the Cartha Rugby Club still within Pollok Park. Come with thoughts and ideas, broken bits and spares. Remember to take pictures of all interesting cars (or in our area, Teardrop Caravans) you find. Enjoy your Triumphs while we still have some sunshine.

That's all from the Big G in Glasgow.

*Gregor G.*

**SOMERSET** Tel. 01278 653888  
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Hi all! July started with myself and Richard in the GT6 meeting up with Colin and Jacqui in their Vitesse and setting off for Le Mans. The first part of the journey went without a hitch and we arrived with plenty of time at Portsmouth for the ferry. The South Wales and Gloucester areas both arrived on mass at the ferry terminal overshadowing our 2 cars. Things started to go a bit awry on our departure from Le Havre, first we decided we would follow the Gloucester lot, who we very quickly lost sight of and then we decided we would use the sat nav instead with 'avoiding tolls' selected. One hour later on a very scenic route to Paris, the decision was made that perhaps avoiding paying a few euros to cross a bridge was not our best decision, so reluctantly we paid toll fees and made good progress with only a few navigating errors before arriving at our destination.

Congratulations to the TSSC organising team who again kept us fed and watered, some of us more watered than others. "Jacqui" in particular who seemed to need several afternoon naps. Great to see the Jigsaw Spitfire running on the track and I'm sure anyone who witnessed the start of the 1970's cars at midnight on the Saturday cannot have failed to have been impressed.

It was also great to meet up with Pete again whose spitfire seems to function as some kind of Tardis, he always seems to have a bigger tent than anyone else and all the comforts of home (except the kitchen sink)packed into a Mk IV spitfire.

We left early on the Monday morning and almost immediately ran into problems with Colin's vitesse, a couple of plugs fitted and we made out way to Le Havre without incident and after overcoming our initial fear of motorway tolls we made good progress. All in a great 6 day trip and I am already looking forward to 2016, lets hope some more of you can join us.

As I have spent the rest of the month in the USA for work I have missed TriumFest and a host of other events but I did stumble across a very nice TR8 in a St Louis car show on a Sunday morning , so its over to Derek to report on what the Somerset area have been getting upto.

*Steve.*

While Steve and others were enjoying themselves 'en France' some of us Somerset members were flying the area banner in GB. 3 cars went to Powderham on 13th July to help boost the numbers on the Devon stand at this great show. As always there were at least 35 cars on the stand, many thanks to Sue and John (Devon A O's) for letting us join them for the sunny Sunday!

Two weeks later on 27th Eric and me went to Paignton Green for the TOWC show where we had a (6 car) stand, pity Martin felt unwell as I am sure he would have enjoyed the day long sunshine! I would recommend this show to any Somerset member

and as I always book a stand as soon as entries are issued there is room for a few more!

I am not sure if any Somerset members went to TriumFest (Donington Park) 25/27th July but I hear it was a good alternative to now defunct Stafford. Perhaps next year something can be arranged for some cars to attend.

By the time you read this, we will have had some cars attend the Bridgwater Classic (10th Aug), also Donniford Bay (17th Aug) and Living History (24/25th Aug) at Oaktree Arena. There was also the Thornfalcon gathering (31st Aug)!

I don't think I have missed out anything, so hopefully see as many of you as possible at the **next club night 9th Sept.**

Cheers for now,

*Derek*

**SOUTHERN** Tel. 01252 722432  
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Hi folks, yes yet another month flies by. Mike, David and myself have been kept busy by all the happenings. Saturday 5th July saw us travel to Locks Heath in uncertain weather. We encountered a few spots on the way (rain) luckily we missed all the showers during the day despite looking very threatening. Some nice cars turned up from Locks Heath Club, chatted to a good many of the drivers and the public alike. The precinct had a good atmosphere and we had a very enjoyable day. Thanks to Neil for the hospitality.

The next weekend saw Ash Fun Day on the Saturday. We were joined by Mark, Vanessa and the kids as well as Mickey and Julie from the Thames area. There were about 15 cars in all, the event being a fete for charity, a pleasant day with lots of sun.

The weekend of 19th and 20th saw us attend the village gala at Ripley on Saturday. Lots of cars, a very nice day all round and met up with three of the Thames area. The Sunday saw us at Amberley Picnic Classic Car show and once again we were joined by Mark, Vanessa and the kids. Quite a few cars we hadn't seen before. Being that I have been denied of a good pint for a long time, I strolled down to the nearby hostelry and enjoyed my favourite lunch, a bowl of chips washed down with a decent pint.

Friday the 25th saw Mike and Val in the Healy, Barb and myself in the Stag travel to Netley Marsh to the steam and vintage show, a really good show with a classic car element. Anybody who has not attended I would thoroughly recommend it. A very enjoyable day rounded off with a meal on the way home. PS one Mike will not forget. Woof Woof.

Well enough of my ramblings for this month. Percy is back from his holiday and is in fine form. So here he goes for onward transmission.

*Mike*

Donington Park 2014 the first time the TSSC has used this venue for our annual gathering. It might have been a new site, but there was nothing new in traffic chaos for the journey up on Friday having allowed four hours for the 154 mile journey hoping to arrive around two it was well after four before being welcomed by Suzy and Guy at the main entrance and exchanging my plastic token for the usual arm band and a program, oh by the way I still haven't seen the draw number.

Having unpacked the car and erecting the tent breaking a pole in the process went in to Donington Castle for a few vitals and a couple of bottles of the good old red.

Spent a very pleasant evening on camp with friends of old and quite a few new ones, plus the continual traffic from East Midlands Airport only 50-100 feet above us.

Saturday dawned having had a small amount of rain over night, by 9.30 the car was dried down and we were off the exhibition hall where I was to spend the next seven hours prepping and re-prepping eventually moving Esmeralder in to display position. Back to camp, heading down to the Oak room for an evening meal who should I meet but Brian whence I find the Mark was here as well, me believing that I was the only one from the Seven Stars. Having eaten, over to the Launch pad Centre for the Saturday Night Party very very good band, "The Discovered". Good reason to have a few more reds and dance the night away.

Another poor night having lost the air from the mattress at least the flights above had stopped.

Again Sunday dawned as a beautiful day and found myself up with the larks, having showered and eaten hitched a lift down to



## NORTH STAFFS . . . SUFFOLK



### TSSC AREA NEWS



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the exhibition hall (the shuttle bus wasn't yet running) one good final dust over and off for coffee until the judging started. Having got that out of the way it was off to the bar and food. Not bad for a small bar. Come four o'clock the results, the usual thanks to everyone and the presentations Wow a second I could not really believe it, back to the camp. Wash and brush up and off site for a good evening meal.

Monday again dawned fair with heavy dew so breakfast, break camp and head for home, really good run at just on three hours.

**Robin Stead.**

Thanks Mike and Robin and well done on the second placing in the concours.

I had a little jolly up to Telford a few weeks back, to collect the parts I had ordered from TD Fitchett's. I left Waterlooville at 3.40am and had a wonderful drive up to Warwick services where I stopped for breakfast. It was a joy to drive with so little traffic on the roads. I reached Fitchett's at 7.40 am and was greeted by Andy who runs the place. After paying for my order he gave me a guided tour of the unit, which is large. They have a number of cars at the back of the unit which include an early Herald with 3000 miles on the clock, an x reg Mini with only 300 miles done (Tom Fitchett bought it because he liked Minis but after only 300 miles he didn't like the driving position and it's been parked up since.) An Austin Healey 3000, an early TR5, an MGB roadster and a TR7 body shell.

Just before I left I asked to use the loo, "upstairs, be careful as you go and while you're up there have a look in the showroom" said Andy. More cars, an MG Tf, a TR4 in bits and a MGB GT again in bits. These were a couple of projects that Tony Fitchett was working on before he passed away. There were also about 30 motor bikes dating from the 60's and 70's.

Onwards then to Canley's near Coventry to pick up the front panel for the Vitesse. Not the easiest place to find as they use someone else's postcode, and then back onto the M40. I stopped at Cherwell services for a drink but noticed the traffic coming off the M40 from the opposite side was tailed back 400 yards on the motorway. After I had gotten through Oxford the traffic northbound had come to a standstill, this "car park" was several miles long. These jams were caused by the sheer weight of traffic and a lot of it was bound for the Silverstone classic, so somewhere in amongst them was probably Robin Stead.

Our monthly meet at the Stars was a very well attended meeting which included our guests from the MG owners club, this year we outnumbered them 12 cars to 9. It was good to see so many classics in the car park and we also got a lot of good comments from the pubs customers.

Neil will be emailing the Xmas menu so you can make your choices and email them back to him. The meal will be on the 2nd of December.

Also in October we will be starting our Sunday lunch meeting instead of the roaming meets the venues are yet to be decided.

#### Up and coming events

- September 2nd Regular meet, Seven Stars, GU32 3PG**
- 18th Roaming meet, The Jolly Drover, GU33 7QL**
- 27th-28th Kingsfold Vintage Rally, Wattlehurst Farm RH12 3SD**
- October 5th Goodwood breakfast club, Hot Hatch Sunday**
- 7th Regular meeting, the seven Stars GU32 3PG**
- 19th Sunday lunch meet**
- November 2nd Goodwood Breakfast club "V" Power Sunday**
- 4th regular meet, the Seven Stars GU32 3PG**
- 16th Sunday lunch Meet**
- December 2nd TSSC Southern Area Xmas dinner**

That's all for this month Take care

*Mark*

Well what a surprise the weather at TriumFest was fabulous, if not a little to hot especially on the tarmac were the cars were on display, some form of shelter from the heat was needed, not what we normally expect for an English summer.

The verdict is still out as far as the success of the event, many enjoyed it especially those that stayed for the weekend, but many of the day visitors were disappointed. What ever your feelings about TriumFest we all must thank all those who worked really hard over the weekend to make it all happen.

It's been a relatively quiet month for the area with holidays taking the fore, so not a lot to report on this month. Jess threatened to not stop, by still leaking break fluid out of the master cylinder, so a replacement was ordered but needed some machining to make it fit and pipes re-routing due to different positioning of exit and entrance holes.

I have put work on the Vitesse on hold, (will it ever get finished) reason being the new member of the car family the "MK6 spifire" as it's been christened will have to stay outside over the winter.

As the MX5 is nice and dry and knowing the underside needs some attention, so before the weather turns I made a start on stripping of loose under-seal on the back of the sill what a difference when you find just lightly rusted metal that cleans up nice and shiny and doesn't go into large holes or crumble to pieces like on the Vitesse.

I did manage to make a small hole on the outer part of the rear sill, but feel much better about the Mazda as it now has a bit of Triumph metal in it off an old bonnet.

With some more shows still to come over August, I hope we can all try and get together in our cars and also get some runs out before the summer ends.

Four of us, the wife and myself met up with Phil and Alison in their Stag, for a run out to join the Cheshire area at a nice country pub.

The route gave some great views on the way and ever better ones when sitting watching the sun go down with a pint in hand. Any new members do contact me by phone or email details in Courier, I will be updating list of email contacts and would like to know which of you wish to receive mail and those that don't, so if you do or don't wish to be included let me know.

- Some events coming up in September:**
- Beaulieu's, MG potteries charity run 6-7th**
- Hartington wakes 14th**
- Darley Dale Transport Festival 13-14th**
- Vintage Festival of Light, CVR Classic Cars & Music 5th Oct**

*Dave*

**SUFFOLK** Tel. 01206 250360  
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Welcome to two new people to come to our meeting in August. Terry King, from the Sudbury area, owns a 1500 fwd. He said this needs some work on the sills and a few other bits and pieces sorted. Tim, (didn't get his surname), came along in a Valencia Blue Vitesse Mk2. This is a nice looking car with, if I remember correctly, a tan interior.

Brian left Lighting at home and came along in his Vitesse 1600. He has recently done a lot of work on this car with attention to the bodywork, some re spraying, and the fitting of MGF seats and seat belts. The MGF seats fitted well and looked the part. His adaption of the MGF seat belts into the saloon passed MoT inspection, so all's well.

Mike completed his trip to Shetland and back in his Herald Estate without mishap. He showed a number of photos taken at the Shetland car show and there were some really nice cars on display including a Triumph Roadster (as used by Bergerac, the Jersey detective, in the TV series).

A number of Triumphs were taken along to the car show at



## Suffolk Continues

Helmingham. This is a great event for anyone interested in classic cars and, this year, was enjoyed in superb weather.

My Vitesse failed the MoT for, as far as I can work out, only the second time in 43 years (although it was off the road for a number of those years). It failed on two things, handbrake efficiency and a split seal on the upper joint on the front suspension wishbone. According to the tester, the latter would have been an advisory last year, but no longer. The joint was fine and I found Canley sells just the seal. However the current seal is different in material and appearance from the original. Appears my joint must be an original Stanpart item from the '80s. However, after looking at a selection of these joints (kindly collected together by Chris) we decided that the replacement would fit with the addition of a circlip taken from one of the scrap joints; this is now on the car. A little while ago I replaced the original style rear brake shoes that had been on the car for over 18 years with a new set. Took the drums off and what dreadful dust there was in there. Exactly the same as that which coats the wheels of my everyday car. It was also evident that the shoes were still not yet fully bedded in and contacting the full width and circumference of the drum. I was able to adjust each brake by 2 notches. So will go for the retest in the next few days.

Breaking News flash - abandoning his recent habit of acquiring cars, Chris has sold one of his fleet, the green Stag.

Breaking News flash - following withdrawal symptoms, Chris has abandoned his newly acquired habit of selling cars and bought an American import, TR3A.

Breaking News flash - Lindsay has just bought a green Stag.

The next meeting is on **September 2nd, followed by 7th October and 4th November. So see you at the Sorrel Horse, Barham at 8pm.**

*Peter*

## SUSSEX

**Tel. 01444 450941**

So firstly apologies that I wasn't at the meeting on the 2nd July as I was on my way to Le Mans. I'm sure Vic managed the meeting well in my absence.

Regarding Le Mans Clive, James Cooper, Jon Beeston, Martin A, Gordon and Margret plus the Forman clan made it down to Le Mans. I will own up to only getting 5 miles into the journey before turning back and having to de camp to the modern car. I think we over loaded the poor Spitfire and its tyres were rubbing on the wheel arches! Still it saved us a lot of money on Diesel! One day I'll make it in the Spitfire.

We did have a few diversions on the way down and once we trusted TomTom the mileage soon reduced.

Clive has us all organised and did one of his Sausage casseroles which was very good and we finished off having a meal out on the Sunday evening with a gentle drive back on the Monday.

I would like to thank Bern, Angle, Chris and all the TSSC crew that made our campsite very civilised. Many thanks.

So Clive, Pete and myself went up to TriumphFest and we were blessed with good weather. It was a pity I forgot my driving licence so I couldn't drive the Donington Loop. It was a good weekend, well organised and a good improvement on Stafford. As usual on the way home I broke down with a loose fuse taking out my fuel pump and a leaky heater valve but Pete and Clive had me on the go very soon. Thanks Gents.

So the next meeting is on the **3rd September at the ANCHOR INN, in Ringmer BN8 5QE** from 8 o'clock.

Also we will be going to the trackday in November so if you are interested please let me know?

Regards

*Martin*

### IMPORTANT NOTE

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

Welcome all, we had a great time at Triumphfest, Uxbridge, Ripley and BA (Heathrow) shows in July reviews are below. Our Vitesse has mostly been behaving been a pleasure to drive. It was good to see some old faces join us at our social evenings at the Fox & Castle; with the sunny weather too it has been a great July. SOCIAL EVENINGS AT THE FOX & CASTLE - 3RD JULY. I am in the Vitesse tonight heading to the Fox & Castle, once there I am joined by George B, John P, Martin F, Mark M, Mike H.

Triumphs in the car park were Martin's Spitfire 1500, Mark's Mk2 Vitesse saloon, John's Mk1 Vitesse convertible, George's Mk 1 Vitesse convertible & my Mk2 Vitesse convertible. Mike was in his VW Golf cabriolet. Work on our Triumphs has been:- John has sorted out a fuse gremlin on his Vitesse, Martins Spitfire has a fresh MoT, Marks Vitesse has had a gearbox oil change, engine oil & filter change & its Stromberg's rebuilt. It was nice to see all the Triumphs in the car park.

17TH JULY. It's a lovely sunny & hot evening. At the Fox & Castle I am greeted by, Julie (straight from work), George B, Graeme C, Mark M, Primula, Mike H, John P & George N plus two friends Trish & Mike. We have another great turn out of Triumphs this evening also, George B's Vitesse, Primula's GT6, Graeme's TR6, Mark's Vitesse saloon, John's Vitesse & our Vitesse. We spent the evening under the pubs new garden shelter. We even managed to hold a raffle draw, our winners were:- Primula won the bottle of wine, Trish won box of fudge, Mike (Trish's partner) won a wire brush set & a tin of WD40, George N won the jelly babies. We had a great night with wonderful company.

31ST JULY. We are still enjoying the hot sunny weather & I have a lovely trip to the Fox & Castle in the Vitesse. Tonight I have the company of Graeme, John P, Mike H, Chris C & George N. Triumph's in the car park tonight are Graeme's TR6, Chris C Spitfire Mk3 & the Vitesse.

Work on our Triumphs has been:- Graeme's TR6 has sprung an oil leak all be it very minor (& hopefully easy to fix). John's Vitesse JJ's are knocking again after a quiet spell (enjoying Silverstone to much) Chris C's Spitfire has a new set of brake pads. My Vitesse was leaking oil from its oil filter but has been sorted.

SHOWS & EVENTS - 6TH JULY. HEATHROW CLASSIC CAR SHOW. - George, Graeme, Julie & I meet up at the Fox & Castle, & then travel to the BA Concorde club show ground. We park up & are joined by Trevor. Our four Triumph line up consist of Graeme's TR6 Trevor's Herald 13/60 saloon, George's Mk1 Vitesse convertible & our Mk2 Vitesse convertible. As it a glorious sunny day we set up & back in the sunshine enjoying our teas & coffees as the field fills up with classic vehicles. Other Triumph's on show amongst the 270 classic vehicles were:- Eleven Stag's, Two Dolly Sprints, Two 13/60 Herald's, Two Vitesse, Two TR6's, a TR2 & a Spitfire. There were trade stalls & allsorts other stuff being sold, some kid's rides, ice cream van, a licensed bar & refreshments, raffle draw & musical entertainment. We had a splendid day there in the sunshine.

19TH JULY. RIPLEY EVENT. - I make my way to the show ground in the Vitesse. Julie is collecting her Mum & arrives as the show starts. At the show ground I get parked up next to Mike & Barbara in their Stag, next to him was David in is TR6 & Mike in his Healey 3000. Behind us are George B in his Vitesse & Mike & Judy in their VW Golf cabriolet. Other Triumphs there were Barry & Toni in their Herald coupe, two more Heralds, a TR6, nine Stag's, a TR2, a TR4, Two Renown's & Two Roadsters. A good Triumph turnout as there were less than a 100 classic's on show. There were lots of charity stalls, the usual refreshments, Pony rides, Dog show. Another hot & sunny day that was enjoyed by many.

20TH JULY. UXBRIDGE SHOW. - We arrive at the show ground & find our patch for the TSSC stand, as Julie & I start to set up the stand we are joined by Trevor & then by Graeme. The Event shelter goes up next & we are soon relaxing with a cup of tea or coffee. On stand we have our Mk2 Vitesse convertible, Trevor's 13/60 Herald saloon, Graeme's TR6, Rarge & family in their Stag, Peter S in his Mk2 2.5 s saloon, Tony & Penny in their Stag, Carl Sin his Mk2 2000 saloon, Peter H in his Spitfire 1500. We were also joined by an old friend Janet W & family in their Mk2 2.5s. The amount of classics on show was way down on last year numbers with large areas not being used. Other Triumphs on show

## NORTH WALES



## TSSC AREA NEWS

**NORTH WALES** Tel. 01691 600215  
[www.wrexhamgandtriumph.co.uk](http://www.wrexhamgandtriumph.co.uk)  
email: [helenahill@btinternet.com](mailto:helenahill@btinternet.com)

were 8 Stag's, a TR3, 9 TR4's, 5 TR5's, 4 TR6's, a TR7, 2 Herald's, 3 Vitesse's, a Spitfire & a Standard Vanguard. There were lots of trader & auto jumble stalls to explore, refreshment stalls, Kids rides. It was a very hot sunny day although not as busy as previous years.

**25TH/27TH JULY. TRIUMFEST.** - Thursday after work & we are busy loading up the Vitesse & hitching up our caravan, just to join the car park commonly known as the M25. We crawl along & join the M1 heading to Donington. We finally arrive find a spot to set up our caravan. We manage to persuade the hotel bar to make us a sandwich which came with a big helping of salad & a pint of ale to wash it all down. We return to the caravan for a night cap watching the aircraft landing in the airport (East Midlands) next to the racetrack.

After a noisy nights rest we get up the next day & go out to find a supermarket. There we had a cooked breakfast & then shopped for our weekends supplies. Back at the campsite we put up the caravan awning before helping out set up for the weekend. We meet up with lots of friends over the weekend, too many to list here but it was great to meet up with them all.

Friday evening we went out to find a pub to eat at. We passed a sign for the Queens Head on the way yesterday so opted for that. After a long trip down some twisty lanes we came upon a small village with the Queens Head with a sign on the door saying closed until further notice, Just sums up my luck lately. Any way our second choice was nice in Castle Donington at the Tudor Hotel. Back at the campsite we found the meet & greet at the Oak rooms & sampled some of the beers at the beer festival before turning in for the night.

Saturday morning came too soon as normal & after a wash & breakfast we did our morning duty on the gate with Frank & Pip, which we enjoyed meeting show comers. Later we helped set up & run the autogymkhana until lunch. We attended the AO's meeting & had the rest of the day enjoying the show & relaxing. That evening we had a Thai meal at the swan in Melbourne, returning for the start of the Bands first set in the launch pad centre. We had tickets for the Drive in movie so parked up the Vitesse with other triumphs & euroboxes, making sure we had a good view of the screen, tuned in our radio to hear the movie. Which was the original "Italian Job", it was a great experience watching outside with the roof down until the rain started falling, but even then very enjoyable with the roof up.

Sunday Morning & we are back on gate duty with Frank & Pip. Then back on the autogymkhana until lunchtime. Then we enjoyed the show, getting the shuttle to the concours hall looking around enjoyed a snack there & headed off to the Donington museum which was a surprise to find the start was full of military vehicles & the expected racing & rally cars. Back at the concours hall the prize awards were given out, Julie managed to lose & recover a hat that she brought (thanks Andy C). After the show closed we helped break down the shop & load up the club van. That evening we joined friends for a pub meal at the "Harding Arms" in Kings Newton.

Monday morning & after breakfast we pack up our folding caravan load up the Vitesse. Our trip home was ok along the M1 but warnings of long delays on the M25 saw us heading into the Chiltern Hills & taking the "A & B" roads home. We had a very enjoyable time at Triumphfest & look forward to an improved show next year.

Our next meetings at the **FOX & CASTLE** are from 8 pm in September on the **11th & 25th & in October on the 9th & 23rd**. Please come & join us for a warm welcome or call me on 07773623807.

### Upcoming events are

#### September

- 7th RSPCA fete & car show Chobham
- 21st Surrey Classic Vehicle Gathering Tilford
- 26th /28th Mile of Triumphs Norfolk
- 28th All Triumph Day Duxford

28th Kempton in Steam show Kempton Pumping Station

#### October

- 6th National Restoration Show Stonleigh
- 12th Autumn Motorsport Festival Brooklands
- 26th Brooklands Autumn classic Breakfast Brooklands

#### November

14th Lancaster Classic Motor Show Birmingham (NEC)

*Mickey & Julie*

Hello, everyone. Well, yet another month gone, where is the time disappearing to? Tuesday 1st July was our monthly meeting at the Plough Inn. Another evening with a good turn-out of enthusiasts, and Pats raffle once again a great success with some interesting prizes. Details of events were discussed for the coming two months, and meeting times and places arranged. A great night with chat and laughter.

Wednesday 2nd July was our OFFAL run postponed from June, as mentioned in last months article.

Sunday 6th July was the Llangollen Railway Classic Transport Weekend. The sun was shining as we met our group in the lay-by just before Glyndyfrdwy Station. We then travelled to the events field where we joined a collection of classic cars and many restored buses, some of which were travelling to Corwen every half-hour for anybody who wanted to go. When everyone was parked up in position the gazebo was erected, chairs placed and relaxing commenced. Suddenly people started running about across the field, then rain reached us, and there was a panic to raise roofs and spread tonneau covers. Then the rain stopped and the sun shone for the rest of the day. We, along with Stag Mick and Spitfire Julia and Alan, used the top deck of one of the buses as a viewing platform travelling along the A5:- great fun! Then we enjoyed really good dinners at The Crown in Corwen before returning to Glyndyfrdwy, where Mick, Helena and Julia took a steam train to Llangollen. An added bonus to the day was seeing Andy and Helen Jones:- she is looking so well, and seems to be making a great recovery after her operation.

Sunday 13th July was the Caerwys and Daresbury shows. Many of our group went to Caerwys and reported that it was an enjoyable show, well attended. We, in our Stag, along with Julia in her Herald, Alan and Ann in their Vitesse. Chris and John (MG) and Derek and Anne (MG) went to Daresbury Steam Fair, and what a good event it was. There was the largest number of steam powered vehicles that we have seen in a long time, with pre-1972 cars and motorbikes. A great show and a vast selection of tools, spares, food stalls and "ladies things". Also there was a really big amusement fair for all ages, as the photo shows! Roger had



a challenging day, as Julia asked if he would drive the Herald to the show because the clutch didn't release:- this made for an interesting drive there, timing roundabouts and lights to avoid stopping, but had to twice. However with the car having a good 2-litre 6-cylinder engine it started in first on the key, then tricky gear shifts up and down got it to the show, where we bled the clutch and it was fine again. The return journey was going o.k., but the Tristan hood on the Herald should have been lowered, because on the M56 a very strong gust of wind caused it to release at the front and it flew back, just retained by a cross-rail. The journey had to be completed with the top down, but luckily the weather was fine. What an interesting end to a fun day! Saturday 19th July was the Bader Graves event at Sleep Airfield, in aid of disabled children, but unfortunately the weather was dreadful and this had to be cancelled. Sunday 20th July was a different story, weather-wise and show-



North Wales Continues

wisel! Some of our group, these being Mick (this time in his Herald), Vitesse Roger, MG Derek and Anne, Spitfire Sam and Roger in our Stag, attended the Bodelwyddan Show, and met at



Dobshill at 9.00 a.m. to make their way to a glorious site overlooking all the showground, plus the coast and Castle, and meeting up with people who had already made their way there, these including Bob in his GT6. The range of cars on show was amazing. The organisers are accepting entries for anything classic or different, i.e., more modern, and this is encouraging younger entrants, which is a good thing.

The show on this site is great, and there was a good selection of autospares, plus a good variety of other stalls.

Roger had some amusement on his return home. After passing a car and caravan he was caught up by some "super bikes", some of which passed him, others staying behind as they reached a winding valley road lined with trees. For about one and a half miles they went along the road, these super bikes in front and behind Roger, and going no faster than the cruising speed of our Stag. As the road straightened out they went away fast, and Roger turned off to return home over the Horseshoe Pass in our 42-year-old Triumph Stag, a car that can give anyone a run for their money! On the same day a number of our group met at Ellesmere at 9.00



a.m. to travel Wem for the Vehicles of Interest Show, and this included Helena in our Spitfire. Shortly after arriving at Wem, more of our group turned up, and in all we had 24 people in 13 cars. It was a very good show, with a wide variety of vehicles, and a parade around Wem at 12.00. The weather was good, some clouds coming over at times, but on the whole very kind. The organisers had done a great job, and they had included a complimentary cup of tea or coffee for exhibitors:- it really was a lovely show, and there was even a helicopter from Shawbury which, when it took off to go back to base in the late afternoon, nearly blew our socks off! Most of our group departed earlier than others, but a number were sitting in the sunshine taking wine, and were still there as we left.

On 23rd July MG Sam went along to the Macmillan office at the Maelor Hospital in Wrexham to present a cheque for £150.00 in aid of Macmillan Cancer Support:- this was the money raised from buying the rally plates and maps produced for the

Spanish trip. Friday 25th July was the Families Day at R.A.F. Shawbury. We were booked to take both of the Triumphs, but Roger had to stay at home turning hay, so Helena took Spitty. Nine of us met at Ellesmere to depart at 8.30 a.m., and "picked up" the Chester contingent at a lay-by along the way. We had 18 cars in all, a really good turn-out.

It was a fabulous show, starting at 12.30 with a fly-past from a Typhoon, then two of the Shawbury helicopters showed what they are capable of doing:- to see them perform their tasks is fascinating. Next the Raven Display Team performed with their aircraft, doing all sorts of aerobatics. The displays went on all afternoon, and the aircraft included a Chinook helicopter being flown in a way you would think impossible, a Spitfire (the flying type), and model aircraft, which are very large indeed when they are "parked up" on the ground. We were also treated to a display from the R.A.F. Parachute Team. There was even a static Red Arrows Hawk, which the children were able to sit in under supervision, and they appeared to be thoroughly enjoying this. It's not every day that there is an opportunity to touch one of these aircraft, let alone sit in one:- perhaps some future pilots in the making? The weather was hot, so we were very grateful for the umbrellas taken, which we used for shade. There was a good selection of stands selling all sorts of different things, something for everyone. Once again, a great day with lovely company.

The 26th - 27th July was the Llangollen 60's weekend, also the TriumFest 2014 at Donington. We were unable to attend either, as once again we were literally making hay while the sun shone! Tuesday 29th July was the OFFAL, and our group met at Moreton Garden Centre at 11.00 a.m. Unfortunately we had to miss this as well because we were getting the hay in. However, everyone had an enjoyable run, ending up at Sleaf Airfield for lunch, then while many chattered and watched the flying MG Sam took three up, these being Triumph Bryn, MG Tony and MG Lawrence. We know that this would have been a lot more fun than carrying bales of hay, but when needs must!

That's about all for now. Please don't forget our monthly meetings are held at The Plough in Gresford on the first Tuesday of the month at 8.00 p.m., and also there is a meeting at The Plough Inn in St. Asaph on the third Wednesday of the month at 8.00 p.m. for those who are a bit more northerly. Come along, see what we are all about, everybody welcome. Drive safely.

Forthcoming events:-

2nd September:- Monthly meeting at the Plough Inn, Gresford.

7th September:- Potteries and South Cheshire Run. 14th September:- Church Preen.

17th September:- Meeting at the Plough Inn, St. Asaph. 21st September:- St. Asaph Car and Motorbike Show.

28th September:- Forden Classic and Vintage Show plus Autojumble, Forden, Nr. Welshpool, SY21 8NE:- (£4.00 per adult):- Contact Richard on 01938-580615.

30th September:- OFFAL.

Erddig:- date to be confirmed.

7th October:- Monthly meeting at the Plough Inn, Gresford.

15th October:- Meeting at the Plough Inn, St. Asaph. 28th October:- OFFAL.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260 www.triumphwales.moonfruit.com e-mail: gwyndjevans@dolomite1300.plus.com

TSSC A. WALES CLASSIC LE MANS 2014

The trip started in reality with Mike the cake on his way home from going to pick up Damian, while in a queue of traffic at a set of lights in Newport he became aware of a pair of piercing eyes staring at him through the rear view mirror of the car in front. And when the lights turned green Mike had nowhere to go when the reversing lights of the car came on so he could only brace himself for the impact as the car deliberately reversed into him. Yes it seemed like The Phantom Scribe had struck! By pure coincidence Barb G just happened to be in the area and The Phantom

## TSSC AREA NEWS

was no match for our Barb, she easily overpowered the Denison of evil causing him to flee. Mike surveyed his damaged Spitfire and with only a few hours before we were due to leave for Le Mans things were looking grim. Mike and Damion ran to a local DIY store and bought some 3X3 and a wood saw, with these they managed to cut away the fibre glass N/S quarter panel which was embedded in the front tyre and lever the bonnet into a position that enabled him to drive the car which he did to arrive safely at Paul G's. Paul carried out some outrigger and bonnet straightening using a Jack, he then sent Mike to Bern's where the TR reg sec was able to adjust the bonnet so that it would open and close and also fitted a replacement over rider cover. With departure time now an hour away Mike went home to pack his car, he then had to pick up Damion who had returned home to pack more of his things for Le Mans. Paul & I decided to rendezvous at the arranged times and to leave Magor when Mike arrived there. As I was to meet Ian and Louise at Cardiff gate at 14:45 I moved my TR out of the garage at 14:35, it started first time but as I drove forward onto the drive the exhaust note rose thirtyfold! Yes the TR curse had struck again! I gave my phone to my wife and asked her to call the others who were going, to tell them I would try to meet them at the Magor rendezvous. I changed into my work clothes and jacked the car up to thankfully find that the cause was due only to the front exhaust pipe having separated from the centre pipe, so I quickly applied exhaust sealant, joined the pipes and re clamped it. After a quick wash and change Jack and I were on the road and made the second rendezvous on time. Ian & Louise (Spit MkIV), Thumper & Neil (Spit 1500), Paul & Dave (TR6) and Steve & Rhys (Vit 2L convertible) were there waiting and it wasn't until Thumper mentioned that my TR looked different than it normally did that I realised that washing my TR the day before had probably upset it and had triggered the exhaust issue! Mike the cake then called and said for us to go on ahead and he would meet us at Leigh Delamare services.

We then proceeded along the M 4 and it took over an hour to travel the short distance to the services due to an accident. However, ten minutes after we got there Mike the cake and Damion arrived. Finally all together we continued our run to Portsmouth with a stop for food en route. After checking in at the port we lined up together and along came Steve & Colin from TSSC Somerset to say hello. Over the weekend our paths crossed Stephen and Colin's on many occasions, even on the Ferry home .

When we were directed to move onto the dock Mike the cake and Damion were identified as likely/probable drug barons and were subjected to a search, I don't know how thorough the search was but Mike was walking like John Wayne for the entire weekend. We eventually got on the ferry an hour after it was due to leave! Ian and Louise's Spit wouldn't start and Paul G had to tow it onto the ferry. After a few beers we settled down as best as we could for the night and all assembled for a light breakfast before the ship docked and we were able to disembark (after Ian had got his Spit running - points had closed up) to regroup at the first lay by. We all then followed our pathfinder Paul G for the first 50 miles to our designated stop for jambon baguettes, then we continued to Gace where we stopped for lunch before continuing to Le Mans, all cars except Ian's running exceptionally well. Paul did a great job of leading us through the traffic to our site and we picked a good spot to set up camp, then we went off to the supermarket for beer and BBQ food and beer. After a great BBQ and loads of beer we caught up with some old friends, Steve asked Bern if he would have a look at someone's Vitesse as they could not select all their gears, even after many beers Bern diagnosed the fault and managed to fix it (although he had to return in the morning to finish it) and 4 more friends were made, the Vitesse's owners Steve & Tristan and 2 lads with TR6's Peter & Paul. Then we went off to the town for breakfast before returning to the track for beer and to look at the many stalls that were there, it was absolutely fantastic especially with all the cars driving around the track. Friday was spent drinking beer and watching the racing and just enjoying the ambience around the track, and in the late /early hours of Friday night/Saturday morning we lay in our tents listening to the younger lads in our party as they drank Jack Daniels and unwittingly regaled everyone within a 100 metres about their greatest secrets, Louise took copious notes for future use! Finally Derek Russell's sister (very sorry I'm terrible with names) asked them politely to be quiet and like good lads they went off to bed, for this act she was given a bowl of Bern's signature dish of corned

beef curry with Branston Pickle which she declared was the best thing she had ever tasted!

Saturday started with Ian finding a wallet chock full of sterling and euro and handed it in to the TSSC staff who were able to trace and call the owner before he realised he had lost it! Ian was sought out by the owner and given a 20€ reward which he put towards an umbrella from the stalls, a nice memento for an honest act, then we spent the day in much the same way as Friday Thumper, Neil, Steve, Rhys, Jack and myself taking a trip into the town for Buffalo steaks and kebabs, fantastic. Paul and Dave had booked track time and they both enjoyed the experience with the rest of



us trying to take decent photographs of them. Mike the cake, Rhys and Damion bought a plastic box about 50cm X 50cm X 30cm which they decided that if they buried it and half filled it with frozen veg and water it would act as a fridge, the rest of us who doubted their reasoning were proved wrong and were very glad to use it to cool our beer, but it was extremely amusing watching the three of them taking turns digging the rock hard ground with their 1 euro spade! The rest of the day was spent watching races drink-



ing beer and picking up bargains!!! from the race track stalls with more beer being drank late into the night from our trackside seats.

In the early hours Bern and Jack had an intruder in their tent, Bern calmly and quietly orchestrated his removal only for the intruder to return, this time Bern lost his temper (a rare occurrence) and ejected him by other means, making sure that there would not be a third visit, not a nice thing to have to deal with in the middle of the night! The next day Thumper Watson found a Phantom Scribe calling card under his windscreen wiper, could the intruder have been the Phantom? If so there had been two acts of aggression from him within a few days.

Sunday was a repeat of the other days with McDonalds replacing the Buffalo meat and Bern (our TR4-6 reg sec) had a look at Ian's Spit's carbs which had had their throttle shaft bores re bushed but the jets were worn with one sticking badly. Bern could only set them to their basic settings and balance them by ear with the tools available to get Ian and Louise home comfortably with adjustment needed on the return journey to weaken the mixture which Bern was glad to do as Ian and Louise had looked after him every morning with a supply of snacks and coffee as well as building a shelter to protect us from the showers, then all too soon it was Monday morning and time to pack up and leave, we had a good run to the port with Paul once more leading us along our route.

The boarding onto the Ferry was much more efficient for the return trip, but our plans to meet up at the first fuel station went awry, why can't Ferry companies understand the concept of "We embarked together so we'll disembark together!" but we finally met as a group at a motorway service and said our good bye's before the final motorway trip home. I think it was Rhys who made

### South Wales Continues

the comment "well what we lacked in numbers was certainly made up by the quality of those who took part" very true I thought. I have to say that the TSSC staff worked extremely hard over the weekend serving drinks and assisting all who attended, top marks to them all. This report is just a brief account of the times and adventures that we had together, everyone helping each other and looking after one another, roll on Triumphfest!

#### TSSC VISIT TO GLAMORGAN CLASSIC CAR CLUB SHOW AT ST FAGANS JULY 20 2014

Our first rendezvous point was at Cardiff Gate where Paul and Barbara (TR 6) were first to arrive in the lovely early morning sunshine. Shortly afterwards Mo and Eddie (13/60 saloon) arrived closely followed by Terry (Vitesse Mk 2 convertible). It was good to see Terry again as he is only able to make the occasional run. Finally Mike the Cake (Spitfire) arrived in a cloud of dust and tyre smoke apologising profusely for being late but he'd been delayed by an important text communication from his new best friend John. We then headed west to Cardiff west services where we met up with "Thumper Watson" (Spitfire



1500), Mikey J (GT6) and Barbara (Herald 1200 convertible). It was great to see Barbara and her lovely car on their maiden club run; we look forward to seeing you both in the future. So we had at this point amassed 7 club cars with 9 members. This was a better than expected turnout considering club stalwarts Bernard, Jack, Rob, Pete, Action man and the hammer were all unavailable for selection for the first eleven. So a big thanks to everybody for making the effort – Well Done!!!!!! We made the short run to St Fagans museum just north of Cardiff which for non locals is a fabulous place dedicated to Welsh rural life and many interesting and unique buildings have been relocated here – a wonderful place to visit if you are in the locality. The many stewards ushered us to a fine spot on the edge of the field offering shelter from the blazing sun but unfortunately not from the many improvised Exploding Cowpats that proliferated the area. It was at this point that we had sudden inspiration and as we were allegedly devoid of the creative and hard working backbone of the club, we lesser mortals decided we would show that we can survive left to our own devices. Following survival lessons in Le Mans from Ian "Bear Grylls" Slaughter; Thumper, Paul G and Mike the Cake fashioned a Neolithic event shelter from twigs, old rags and said cowpats that had been carefully transported across the field one handed by Mike the Cake on "le spade" whilst simultaneously nonstop texting John with the other. Once erected we rewarded ourselves with freshly brewed cups of tea and coffee and watched new arrivals including Steve Wright and Nicola (Vitesse Mk 2 convertible) and Steve's brother Colin with his lovely Vauxhall Viva. Finally Anthony arrived having smelled the coffee en route whilst driving through Plymouth and used this in lieu of his ever (un) faithful sat nav device as a homing beacon. We kept ourselves entertained throughout the day with many visits to the attractions of the museum, enjoying a picnic lunch and the company of David Griffiths and son Ben for a while also. There were many fabulous cars on display in the fields and the Glamorgan Classic Car club had done a great job organising the event at such a prestigious location and we all look forward to next

year's event. The shelter of the trees from the fabulous sunshine was very welcome and Mikey J was so overcome with the excitement of the day that he fell into a transcendental meditated state (so he said). We thought he was just asleep and unfortunately did not resist the temptation to take a photo to add to the ever growing sleeping members photo gallery. Eventually it was time to pack up and we had enjoyed fabulous day in glorious sunshine at a wonderful location. It was a perfect day, nice weather, great company and camaraderie of fellow classic car owners. We certainly did not lack quality or numbers on the day a great effort by all involved.

#### TRIUMPHFEST 2014

New club member Alan Gourley, Kayleigh & Ant arrived at my house and loaded up Ant's trailer which was to be towed by my Stag saloon. Mike the Cake (Spit MkIV) then came along and picked up my daughter Emma and we left for the first meeting point at Cardiff Gate where we were soon joined by Area Super hero Paul "Johnny Breakfast" Price (Spit 1500), Action Man & Hammer (Spit Mk2) & Rob & Pete in their modern (Shooting brake in spray shop). We left at the pre arranged time for the next meeting point where Mike The Bass (Classic Camper van) and Paul & Barb G (TR6) were waiting.

It was a horrible journey with many traffic jams and our group was split up quite a few times. Action Man's over drive was playing up and Alan, Ant, Kayleigh and myself had to endure about 30 minutes crawling along the M42 with petrol fumes pouring into to car (the smallest possible piece of foreign matter preventing the rear carb's float valve from sealing which we fixed at Tamworth services).

On arrival at the site we soon erected our tents and event shelter and after a drink we went to survey the area. Johnny Breakfast and Rob took our orders and visited the chip shop for our evening



meal, then later on in the evening Alan & I were able to blag our way into the racing pits and garages and watch the racing crews prepare the bikes for the following day's racing, very interesting. Ian & Louise (Classic Landrover as Spit under repair) then arrived and were able to spend the last few hours of the night relaxing.

After a late night (no point in going to bed with the aircraft noise) we arose the next morning to a Rob and Mike The Bass prepared breakfast then parked our cars in the show area, my Stag Saloon looked a bit tatty amongst the immaculate Stag Convertibles, but it sparked some interest amongst the visitors. A few bargains were found by most of us and we had a good day. I met a few people who we had seen at Classic Le Mans and it was nice to have a chat. Eddie & Mo arrived early afternoon and our dwindling food supplies were bolstered by Mo's sausage rolls. Mal's Per Hour's approach was heralded by a Police traffic helicopter approaching the site, Mal said that he had experienced heavy traffic around Birmingham and was a bit upset that it had taken him nearly an hour to complete his 165 mile journey!

From 2pm – 5pm we manned the gate and were rewarded with a £3 food voucher each which was a very nice gesture (although



## WIRRAL WORCESTER . . . WEST YORKS



### TSSC AREA NEWS

none of us used them as we didn't want to cost the club money). Johnny Breakfast and Rob went out and bought BBQ food for us and we had a good BBQ early evening. Then we went to have a look at the drive in movie and Band. Eddie and Mo said their good-byes after which Mike The Bass entertained us with his guitar and at 3 am it was time for bed.

After another breakfast prepared by Rob & Mike we were joined by the Monmouth Mafia, Mike & John who were asked to enter their immaculate condition 1 +++++ Acclaim in the concours event ( I should have entered my Stag saloon in the Stag saloon class! ) then off we went again to look around the show.

After packing up our tents, events shelter and equipment in the afternoon we left in convoy with Paul G leading us to a fuel station, (my Stag had achieved just over 17 mpg towing the trailer and with 4 people, it definitely used less fuel on the way home as we were not sitting in traffic for long periods or experiencing a carb over flowing, but I won't know how many mpg it returned until I fill it up for Sunday's run) then I took the lead and we made our way along the motorways with a stop at Strensham Services where we said our goodbyes before continuing on the last leg of our journey. A great weekend in beautiful sunshine; Alan, Ant & I all agreeing that what we had had in numbers had been far surpassed by the quality of those who had attended. We all enjoyed the weekend and once again the HQ staff worked tirelessly; and so once again on behalf of TSSC S. Wales, THANK YOU.

*Bern*

## WIRRAL

Tel. 0151 339 4150

Here we go again with the September report. It seems like only yesterday I was sending off the July report. It's the old story "Temus Fugit" as the Romans used to say. Anyway what tidbits of news do I have for you. For a start Donington, this was not well attended by the Wirral Area, my back was playing up after a heavy session on the gardening front and I did not think a weekend spent in a tent would be the ideal cure for it. In fact Andy and Alison went and Paul wisely stayed in a small hotel nearby. I was informed that Andy's tent was directly underneath the flight path of planes using East Midlands Airport which started up about 3am so they were not happy bunnies. Alison also said she had to queue for a long time for a shower. They were also not too keen on the fact that they to get a shuttle bus to reach different parts or the site, Concours hall Exhibition halls etc.

On a happier note congratulations to Paul Griffies for winning in the Concours with his TR6. He had it on display on the Lancaster Insurance stand but they persuaded him to enter it as there were only two others in his class, and hey presto! He won. That is the second time this year as he also won at the Woodvale Rally held at Victoria Park Southport in June where he exhibited his GT6. He won the Liverpool Fabrication Trophy. This win seemed to upset a Jaguar E- Type owner as he was heard to make a derogatory remark about a so and so Triumph GT6 winning the class and he would not be coming again. I feel sure he won't be missed. Some you win, some you lose.

So what else have we to report. The "Cottage Loaf" meeting on 1st July was very successful. The local Triumph Motor Cycle joined us, there were ten bikes and we mustered eighteen cars in all on a fine summer evening.

On Sunday 13th July the Clwyd Classic Car Club held their annual rally in Caerwys, North Wales. We usually manage a good turn for this but only four cars went this year. Profits from the event went to the North Wales Air Ambulance.

Events which will have taken place before you get this "Courier" are a show at "Vauxhall Motors car park in Ellesmere Port organised by the North Cheshire Car Club. This is on Sunday 10th August. We plan to have a drive out on Sunday 17th August stopping for lunch at some suitable hostelry.

September events are **Chalmondley Castle**. No date yet but no doubt David Leadbetter will be letting us know and get tickets. Also there is a **Malpas Yesteryear Rally on 6th-7th September**. **The Birkenhead Park Show on the 13th-14th September and the Gordale Rally on the 14th.**

That's all for September folks, enjoy the remainder of the summer and I will be back in print in November.

That was the year that was! Cheers

*Ray*

## WORCESTER

Tel. 01527 894125

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

Hi Folks. I have a feeling that this news will look like a section of the Gloucester events as the meets that we have gone to have been local for both areas, so apologies if this is the case!

We had a good run of things to do following on from the Le Mans Classic and before TriumFest, well it was only one weekend but something was on every day. Friday evening and people were out in force at the biennial Burlingham car rally. The event was for the Macmillan Cancer Trust and was so well attended that they ran out of beefburgers and beer so they hopefully raised a bit of money! Cars come from all over to this event at the best of times, so with the glorious weather it meant that everything over 20 years old in a 30 mile radius went - well that's what it felt like! On the Saturday evening there was another charity event held at Twynning in aid of Fly2Help. This event did suffer a bit from the day weather as up until about an hour before there were still thunderstorms and hail in the area, however these cleared and left a bright and sunny evening for people to enjoy. Those who missed out on the burgers at Burlingham made up for it here along with a shandy or two. Sunday saw the Malvern Filling Station breakfast meet which is always a pleasure to attend as you are never quite sure what is going to turn up. What did make an appearance was a Ford that was the original car for the 1950's Dinky model. This was quite a talking point as in our group we have the owner of the Ford Capri which is the model for the Haynes gift set that comprises of the diecast model and mini Haynes book.

The following weekend and off to TriumFest we went! I have to say that our experience of the event was absolutely fabulous. In our little band of happy campers we had Bev with his Portafold (always handy to have for the kettle facilities), Marcus and Tracey from the I.O.W. area (always great to see them), Paul and Claire in a campervan (good to see Paul out and about again) as well as the usual suspects. Friday was beer festival night and a few sampled the wares on offer after the evening meal. Saturday saw the event start in earnest and the chance to do the Heritage Loops, autogymkana and buy up autojumble proved too much for some, so a quick rest and a cup of tea and then back into the fray for the main circuit parade, drive in movie and then the clubhouse to hear the band - oh and inbetween we managed to fit in the now legendary BBQ (thanks as ever to Andy for cooking the food). Sunday was a bit more leisurely so off to the main hall to see the concours, Herald coupe display and for those interested in F1 and other motoring memorabilia, the chance to take up the half price offer for the onsite museum. Roll on next year!

Since that weekend I have been on holiday (I am currently writing this whilst waiting for the rain to finish!) so have missed a few things to write about I'm sure - maybe I'll do a quick round up in the next news piece unless it's too full from August doings!

As ever please keep a look out on the website and Worcester Facebook page for ad hoc run outs and future events, or maybe even see you at the Pear Tree, Lower Smithe.

TTFFN

*Vicky*

## WEST YORKS

Tel. 07800 551363

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

It's a shame the weather was a bit off for our meeting, so only one Triumph to be seen, and not ours! Stuart brought out his very nice TR7, it was good to see it in the flesh.

Before the meeting Alan and I had finally managed to reckon up the money collected for our nominated charity the Mcmillan cancer support charity and Vicky came along to our meeting from the charity to receive it.

Altogether, money from the collection boxes amounted to just under £100, with a cheque from club funds we made this up to £200. Many thanks to everyone who donated or helped.

At the next meeting Vivien and I will be on holiday (I know how can we), but I had got a good excuse for the dates we had to pick,



## West Yorks Continues

Anyway once again George has very kindly stepped in the breach, so many thanks George!

Previously we had tried to organise a further Sunday lunch time meeting at the Cavendish Arms in Skipton, we had to cancel this as too many of you were busy. Well we'll have another go, we're suggesting Sunday the 28th September 12:30pm. George will be passing a piece of paper around at September's meeting and we'll see how many we can get.

At October's meeting we'll be having a slide show of pictures from Triumphfest at Donnington, Bob very kindly brought in photos taken by his son Richard and George also brought a disc, I may add a few of my own though I didn't get much time to take photographs

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Well the year is rolling by, make the most of the events remaining. Safe Triumpling,

*Victor.*

# ADVANCE NOTICE!

Friday night - meet & greet

Saturday - Scenic drive

Saturday night - Teddy Bear auction

Sunday am - MOT

Sunday pm - Car show with peoples choice award

Norfolk TSSC

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TRIUMPHS

26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> Sept 2014





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