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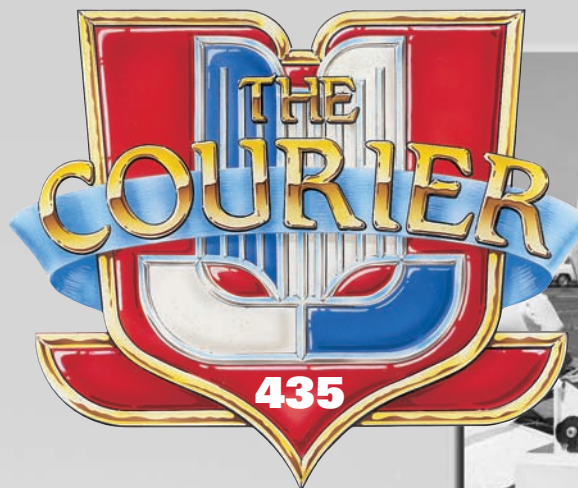
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The Courier

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 No.435 VOI 38. September 2016
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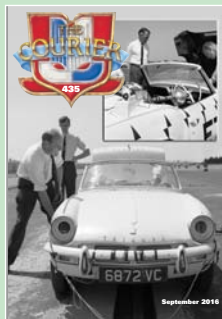
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CRASH TESTING

AT MIRA

SEE SPITFIRE

MKIV/1500

REGISTER PAGE 12

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HORIBA MIRA (MIRA)

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T.S.S.C. Events Calendar

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September 2016

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FRI SAT SUN 2 3 4 SEPTEMBER 2016

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CoMment

Getting involved at TSSC Events

BY DAVE BEARDSLEY
COUNCIL OF MANAGEMENT

The summer event season is in full swing with a very busy July now behind us, I'm actually looking forward to a quieter August and some proper 'garage time' before another run of great TSSC events through September.

This year, our Club has arranged, partnered or been invited to a fantastic range of events— there should, we hope, have been something in there to suit anyone's tastes, be it motorsport, concours, camping, social at home or abroad, the TSSC really has strong presence in all arenas.

I hope that you have been lucky to attend at least one event so far this year that has left you thinking 'yeah, that was good', perhaps on your drive home or in the days that followed. I know many members return from events enthused for more and encouraging fellow local members to come along to the next one.

Don't forget to give some feedback on events you attend. Many events now have their own Facebook page and the Club, including the Council of Management members and your Area Organisers will always be interested in your thoughts and observations of their endeavours.

The organisers, coordinators and volunteers for these events get great satisfaction from knowing that their efforts have been successful and that members have had an enjoyable and memorable time, so perhaps next time, you could think about getting involved yourself. Even giving an hour can make the world of difference to event teams as it may give them the chance to take a break, go to the loo, get a coffee and perhaps even see some of the event for themselves. Give it go and I think you'll be surprised how it adds a further dimension to the day.

The Standard Triumph Marque Day in mid-July was a success with good display from the majority of Triumph Clubs present. It is encouraging to see this level of inter-Club cooperation and leaves me



optimistic for the 2017 STMD, which we hope the TSSC will be hosting.

We closed out July at the Silverstone Classic - an event which goes from strength to strength. The TSSC had a strong presence again this year, thanks



largely to the organising efforts of the Northants Area. This year, we had Saturday evening parade laps for the Vitesse 2-Litre and the GT6 to celebrate their 50th birthday. What a great sight to see a long line of our cars receiving the applause of the massive crowd. Next year, the organisers have already indicated that a parade lap to celebrate 40 years of the TSSC is on the cards, so watch the Courier for next year's dates and get yourself there.

Here's to an excellent close to the 2016 season, wherever and whatever you do, may you have clear skies, happy motoring and good times.



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 £1.00 which will come into effect on **1st of October 2016.**

This annual rate increase will be reviewed before the 2017 AGM where the amount of the annual rate increase will be announced for the following year.

Chris Gunby

Acting General Secretary

Lubenham Scarecrow Open Day at TSSC HQ

Sunday Sept 11th **11am to 4pm**



As last year 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 & Council of Management Members that will

also be invited for the celebration.

Come and see the GT6 50th Anniversary Display in the front Showroom.

But more to the point 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 on the day - Save Postage.** Offer NOT applicable to Club Gift Vouchers, Website orders or on Items already discounted as offers.

See you at TSSC HQ,

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SEPTEMBER - OPEN AS USUAL

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TSSC HQ Open Day Lubenham Scarecrow
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OCTOBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop & TSSC HQ will be open for the
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Council of Management Meetings

NEXT MEETING OCT 9TH 2016

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 Forshaw 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
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these members, who joined or
returned to the Club in July*

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Michael O'Donnell	Avon
Michael Roga	Berks
Matthew Williams	Cheshire
Bradley Cook	Cheshire
Daniel Brace	Devon
Tom Dauben	Devon
James Berry	Devon
Derrick Morris	Dorset
Robert Dickerson	Essex
John Janes	Essex
Rhodri Stokes-Rhys	Glos
Celia & Michael Royle	Glos
Peter Spargo	Hants
Graeme Barker	Hants
Charles Twyman	Herts
Andrew Parkes	Herts
Steven Young	Herts
Stephen French	Ireland
Archie Fairhurst	Kent
Matthew Spilsbury	Lincs
Robert Jobson	Lincs
Fhrirang Athalye	Middlesex
Ronald Penny	Northants

Allen Wright	Notts
Nigel Straw	Notts
Gerald Brooks	Oxon
Karl Jones	Oxon
Paul Howarth	Oxon
William Hodgkiss	Shrops
Robin Rutland	N. Somerset
Mr Howard	Surrey
Mark Gallacher	Tyne & Wear
Mark Colston	West Mids
Andy Nisbet	West Mids
John Cochrane	West Mids
Peter Baxter	Wilts
Mark Carrington	Wilts
Shawn Hindon	Wilts
Damian Howell	Worcs
Peter Roberts	N. Yorks
Ashley Myers	S. Yorks
Jonny & Amanda Heath	W.Yorks
Markes Laude	Germany

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



GROUP TRIUMPH TOURS

ORGANISERS TRIALS & TRIBULATIONS

by Kieran Line

Being the person who is responsible for organising your Area trips, events and rallies is a job that few envy and most admire. From a brief weekend away for a handful of members to national events for a few hundred, the role of the group organiser is more than just piecing together a successful itinerary and getting people to join.

Pleasing the masses is a hard job in any organisation yet most readers will know of someone in their club, that with complete and utter dedication, will spend hours gathering opinion, researching options, contacting destinations, booking, coordinating plans that will ensure the trip or event pleases everyone.

If the to-do list above seems time consuming, this is normally just the start and the hard work of marketing, persuading and galvanizing support is to follow. The unseen qualities of the role will also include, but not be limited to, playing politician, banker, counselor, travel agent and even, mechanic!

Many clubs will have set and run their own trips for years, yet few are aware that in accordance with the EC Package Travel Directive, there is also the legal requirement to be financially bonded. This little piece of legislation has been in place since the early 1990's, providing consumer protection to anyone that books any form of combined travel - simply where by there are at least 2 elements to a trip booked together. In most cases, this will be a hotel and ferry or flight. As with all legislation, there are complexities

and exceptions bound into countless pages that few outside of the core travel industry will ever bother to read. It is though, something that organisers need to make themselves aware of to avoid stumbling into the realms of being liable in the event of trips going wrong.

Booking travel arrangements through a legitimate tour operator is one way to give organisers peace of mind that they are complying with legislation, with the added benefit of knowing that they have the support and expertise of a tour operator looking after their members' interests from start to finish. There are a number of tour operators that can fulfill this role and rather than viewing them as middlemen that will complicate your plans, it is also worth considering what benefits they will bring to the success of the trip. Points to consider when looking for a tour operator to help you with your trip:

'Brexit' Exchange rate guarantees

With recent news of the United Kingdom's imminent departure from the European Union, uncertainty has gripped the global markets. The advantage of booking with a tour operator is highlighted more so now than ever, as in most cases the price you are quoted is the price you will pay, regardless of drastically fluctuating exchange rates - something you cannot guarantee when dealing with individual suppliers on your own.

Financial Security

In many instances, an average sized group may be collecting funds in excess of £10k. Using an operator that is bonded or runs client

trust accounts will protect the money of members and also fulfil the legal obligations as mentioned previously.

Getting the best deal

The world is a much smaller place nowadays and booking hotels directly has become easier for all of us. Multiply the numbers of people and the situation becomes more complex. Many tour operators have unique contracts with hotels in the areas that they frequently visit and in some cases form part of larger travel organisations with much greater purchasing power that will, in most cases, provide customers with pricing that is advantageous.

Dedicated support & information

A good tour operator won't take away your role as the group organiser. If you already know what you want to do, use their expertise and research to support and finalise your plans. If you're not sure where you want to go, they can also provide ideas and suggestions based on your budget, location, timeframe and size of group. Most firms will also offer a complimentary round the clock out of office emergency telephone contact line.

Size doesn't matter

Tour operators will often work with as few as 3-5 cars in a group and these will vary from a bunch of friends in all manner of vehicles to major international rallies.

Administration

What is often seen as the most tedious and time-consuming part of the job for organisers, administration is something that tour operators are set up to easily absorb, with dedicated staff and booking systems to control every aspect from start to finish. This can include taking the

initial booking, tour confirmations, road books, supplier payments, ticketing, travel documentation and most importantly, chasing member's outstanding payments- the days of waiting for cheques in the post are over!

Marketing support and advice

Use a tour operator to support your promotions with the help of professional artwork, pictures, flyers and even exposure at shows. In many cases, they can also provide you with your own branded web pages, providing access to online bookings as well as all the trip details.

Having taken part in many trips, it is easy to overlook the work that goes on behind them. From small groups of like-minded friends to national clubs, I have had the privilege of working with some incredible people, all of whom have a passion for driving and



exploring. I hope they would say that working with a tour operator has helped them run their trips with ease and most of all, provided some great memories that'll last forever.

Kieran Line is the Group Relations Manager at Scenic & Continental Car Tours.

For help and advice in organising your group's trip, whether it be a weekend away or a more adventurous event or itinerary:

Contact Kieran on 01732 879172 or email: kieran.line@sceniccartours.com.

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Steve Payne



HAVOC Testing

As promised I've pulled together some more images from the HORIBA MIRA (MIRA) archive. The first is a crash test that's being carried out on MIRA's [Highway And Vehicle](#)

[Open-air Crash](#) site (HAVOC site). The name has been changed in recent years to High Energy Facility (HEF). The crash site gives MIRA the ability to test high energy impacts or tests that cannot be carried out within an enclosed crash laboratory environment.

I consulted **Tony Payne**,

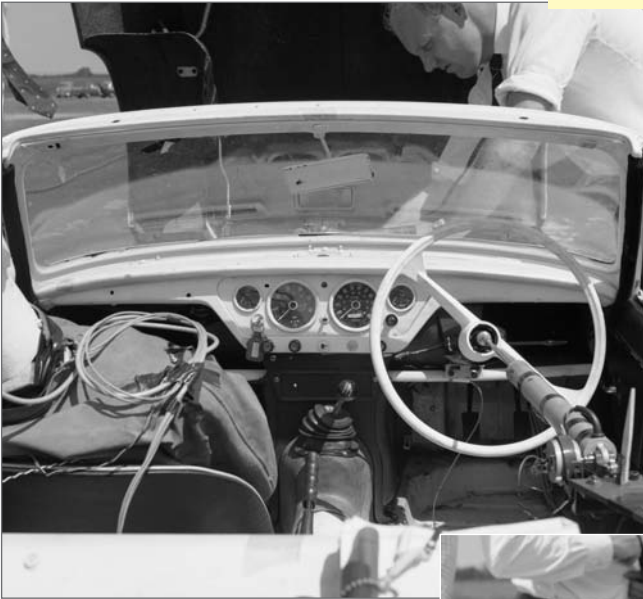
Technical Consultant within MIRA's Safety Department, for more detail around the actual test shown, Tony has appeared on a few TV documentary's and interviews regarding crash testing at MIRA;

Steve,

The photographs show a vehicle being



prepared for a crash test carried out in the open air using the crash block on the proving ground (prior to the indoor crash laboratory on main site so I would guess early 70's but I would have to



check on that). The photograph shows a RH drive open top sports car (it is a bit before my time so I couldn't say what make or model it is). The test looks like an ECER12 frontal crash test at about 30 mph (50 km/h) in which the steering wheel intrusion is going to be measured

using a very large linear potentiometer and two rotary potentiometers. The linear potentiometer moving armature is mounted to the centre of the steering wheel with a gimbal mount, with the rear mounted via the two rotary potentiometers to a bracket attached to the B Post. This will give steering wheel intrusion in 3 dimensions. Unfortunately I do not recognise the data logger box / junction box mounted on the rear seat as it certainly predates my time. The dummy is a mystery too, as it is not a standard frontal HIII



which dates it before 1975. It is probably a 50% VIP dummy as it has some limited instrumentation.

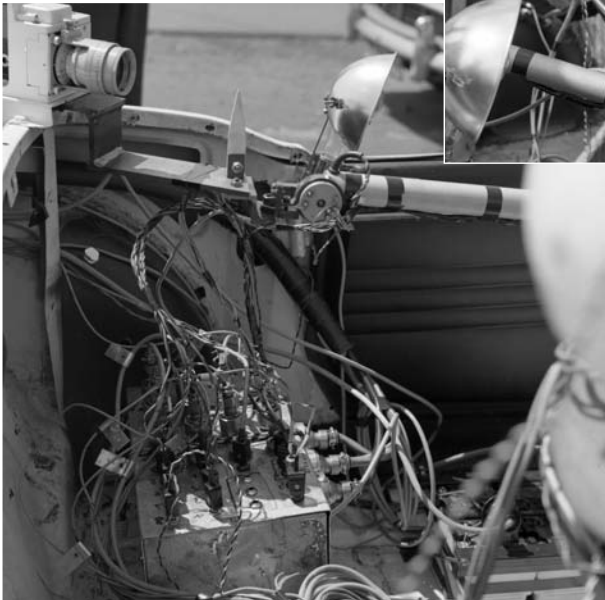
I hope this answers your questions.

Tony Payne

Thanks Tony, although I'm disappointed you didn't recognise the vehicle in the test!

The second article is closer to home for me. As a young (very young!) Toolmaker I worked on various Proving Ground facilities including the Cross Wind generator.

So when I saw this picture it brought back memories.





The rusty Cross Wind Generator

The picture is of a GT6 just about to pass by the 3 'rusty' outlet tubes of the **Cross Wind Generator**. One of the MIRA Engineers of that time, **Jon Rose** (whom I remember well from my very early days at MIRA) wrote an article on 6th March, 1973, which briefly explained the general operating principle. Abstract below;

The M.I.R.A. equipment is centered on a single Rolls-Royce Avon gas-turbine engine, the exhaust gases from which are directed across a roadway. Measurements have indicated that the gust profiles are similar to those encountered on motorways in respect of rise-time".

My mentor in the Machine Shop at that time was **Derek Reed**, who was responsible for



The later Cross Wind Generator with stainless tubes and Jet Engine

"The response of vehicles to the transient forces associated with gusting of the natural wind is assuming greater prominence. Total reliance

recommissioning the facility in the 1980's. I asked if he could recall working on the Cross Wind generator;



upon natural gusts is unsatisfactory since these are unpredictable and unrepeatable. Major Continental manufacturers have for several years utilised gusts produced by multiple-fan installations, the power source being either electric motors or internal-combustion engines.

"Steve, I think we replaced the Cross Wind Generator in the late 80s, replacing the steel tubing (which had rusted through) with a similar one made from stainless steel. The "wind" was generated by a jet engine, 2 of which had



been donated to MIRA (but I'm not sure by who). I believe when it was eventually decommissioned both engines were donated to museums.

When needed the jet engine was towed from MIRA's Wind Tunnel (where it was stored when not in use) and tethered in to place. It was obviously very noisy, but hugely impressive to witness. The 'wind' tubes were made of swaged stainless tubing which slotted together, designed to allow consistent "gusts" of wind across the track. However there were a number of problems with the kit. In use the tubes expanded in both diameter and length, again spectacular to witness as the movement was visible by eye and the tubes grew very quickly, by easily 50mm or more.

They also got very very hot!

This movement caused the tubes to 'pop' apart and we were eventually forced to weld the joints to retain them. The growth also forced the tubes against the stanchions which led to some buckling and damage to the tubes. The ground the rig was on had a very high water table and this allowed the concrete bases to be pushed out of position by the expanding tubes, so we had a constant battle to keep the kit operational, to allow for the expansion but also to retain it in position, and eventually we decided to dispense with the service".

Derek.

Derek provided me with the colour pictures of the newly installed Cross Wind generator.



Thanks Derek.

Tristan Wills, Proving Ground Manager could also recall the control gear and fuel requirements of the engine;

"Steve,

I've tried to forget it as it was a pain when running and generated lots of complaints from neighbours!!!. I don't know when the Cross Wind Generator was decommissioned but would guess

it was late eighties early nineties.

I seem to remember that we had four engines originally but have no information on how we came by them. I do remember being told that similar engines were used as emergency backup generators for hospitals etc. Again very vague info, but I recollect that the engine used 8 gallons per minute on tick over, increasing to 22 gallons per minute on full chat.

The control gear for the engine was donated to Bruntingthorpe Air Museum. I didn't get involved with the disposal of the engine so cannot comment on this".

Tris.

Thanks to Tris and everyone above for the information. A bit of a trip down memory lane for me and I hope some interesting insights to safety testing 'back in the day'.

Hope you found it interesting?

Steve

**All Photos (Including cover)
Courtesy of HORIBA MIRA Archive.**

SPITFIRE I - II - III Register

e-mail. spitfires@cadley.org.

Suzie Singleton



Safety First



I generally enjoy it when my articles inspire a response, but sometimes I do have to hang my head in shame and, as now, offer a grovelling apology to **Keith Lister** for getting his name wrong last month! I hope seeing this lovely photo of his car will be acceptable recompense for my error. Keith told me *"This photo is of it coming out of Dent dale after the North Yorkshire's Dent run weekend. The railway in the back ground is the Settle to Carlisle."*

In a bit of a cross-over into Guy's territory, a little while ago he received a query from France about some Bond Equipe seats, Guy, ever interested in finding 'new' Bonds asked

which car he had and we were pleasantly surprised to discover that it was actually for a Spitfire, In fact his car is a Le Mans Spitfire

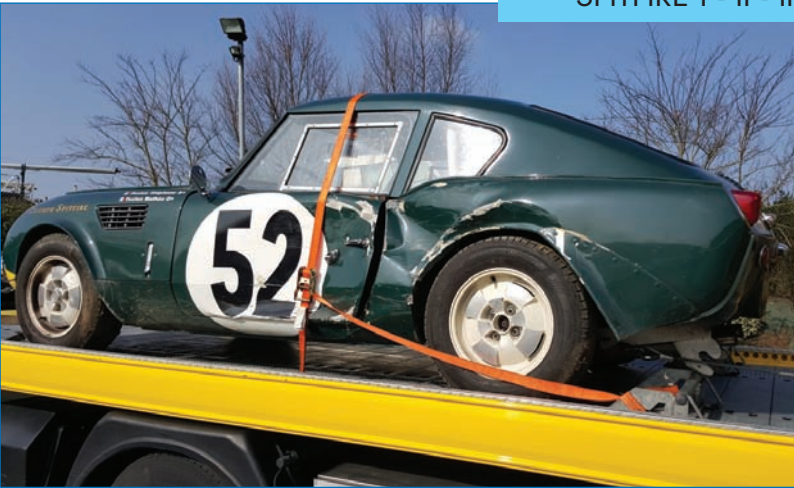


replica which we realised that we had seen at LMC ourselves a couple of years ago. It's



owner, **Stephane Teston**, told us that it had recently been damaged in an accident and while he was having the damage repaired he

SPITFIRE I - II - III Register



a night shift sitting in my Morris 1000 panda car at Hightown Truro when a very nice red Mk2 Spitfire drove past heading towards Redruth being driven in a very gentle manner.

About ten minutes later I had a call on the

also wanted to replace the seats, which are in poor condition, with the Bond buckets seats.

We can at least vouch that the Bond seats are nice and comfortable so I hope they will fit into the car without too many problems, and that Stephane can get the car back on the road before too long now.

What a glorious day it was when those photos were taken, We've just had a lovely warm weekend away ourselves but it would be nice if the weather genie could manage something a little more even and gentle over the next few weeks than the abrupt arctic to equatorial switches in temperature we seem to have had so far this summer.

Another email I received in response to one of my articles was from **Mike Hadley** in May:

"Hi Suzie, reading your article in The Courier about accident damage to an early Spitfire plus the article Guy did on woodrim steering wheels I am reminded of an incident when I was a young probationary Constable stationed at Truro in 1969. I was a couple of hours into

radio to attend a serious road traffic accident (RTA) at Chacewater which was between Truro and Redruth, Arriving on the scene I was



shocked to see the Red Spitfire still on its correct side of the road having been hit head on by an Austin 1100 saloon, damage to the sports car caused by the impact had pushed the bonnet up over the windscreen with the chassis taking the full impact, the steering column had collapsed as it was designed to do meaning the steering wheel hardly moved, but the Spitfire driver had suffered a nasty gash to the side of his head. His car was fitted with a woodrim steering wheel. Back then the wearing of seat belts was optional when driving, this lad had not been wearing his seat

belt at the time and as a result of the impact his head had struck the top of the steering wheel, aluminium bends but wood does not and it was the jagged edge of the wood which had caused his injury.

The 1100 had split in two on impact throwing the four occupants onto the road causing serious injury, not a lot of sympathy really as it turned out they had stolen the car from Camborne earlier that evening!

I owned a MkIII Spitfire at the time and seeing the damage to the Mk2 just showed how safe our cars are or were back then, providing the car stayed on its wheels, the protection to the occupants in a collision was pretty good, and had the driver of the Red Spitfire been wearing his seat belt he would have avoided the injury to his head.

Seeing that accident all those years ago hasn't put me off fitting a woodrim steering to my Spitfire but these days seat belts are always worn every time the car goes on the road."



Thanks Mike, a nice reminder of how our cars were built with safety in mind, however unlikely that may seem when looking at them these days in comparison with some of the tanks you see out on the roads.


A couple more oddities for you then, as ever, it's over to you to send me something to use in these pages next month.



First a business card **Stuart Sloan** got from the driver of a scaffolding lorry, then something from the website of an alternate Herald.

Suzie





LIFE

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Colin Lindsay



Channel your energy!

At time of writing I'm STILL in the process of moving house with all my worldly goods – those that matter anyway – crammed into a quarter of the garage space that I'm used to. I'm having Christmas every day, opening boxes and finding parts, tools and accessories that I haven't seen in months and in some cases years, like this unused set of original Lodge sparkplugs, in a lovely shade of pink, which if I'm correct were the type originally fitted to



the new Herald back in 1959 – certainly the advert from The Motor magazine dating from April 1959 would support this. Lodge plugs came from a fine old pedigree, with Sir Oliver Lodge heavily involved in electrical experiments in the late 19th Century leading to his development of the 'Leyden jar', the forerunner of the modern day ignition coil. The idea was to get a spark into the combustion chamber without it earthing to the metal engine head or block before it got to



where it was required; plus being sufficiently gas-tight that the cylinder was completely sealed before the brittle insulators of the day shattered. Lodge overcame the problems of insulation and gas tightness by using porcelain insulators on a copper washer, made more gas-tight by strands of asbestos thread – more than sufficient for the small engines of the day – however when the Mascot company developed a new method using fused glass Lodge quickly merged both companies into a world beater.

They weren't averse to a little bit of jiggy



pokery though; at the 1907 Olympia Motor Show their stand featured an enormous spark plug which sparked continuously, allegedly powered by Lodge coils, however it was soon found to have been secretly plugged into the mains... Later, when the introduction of the new Bosch magneto threatened sales of their older-style coil they shifted more emphasis to plugs and by use of innovative design and superb insulation became one of the front runners amongst such companies as Champion and Bosch. Even the Guinness family of Dublin Stout fame got involved; Kenelm Lee Guinness developed the **KLG** range which supplied plugs in sets of 48 for the 1000 HP Sunbeam which broke the land speed record in 1927. The downside of so many plugs was, apparently, trying to locate any misfires...

Lodge plugs are nowadays manufactured and sold through the Ford Division 'Motorcraft' and still readily available.

One thing is certain, though – Champion the Wonder Horse was NOT named after a spark plug.

If you've ever wondered what the plug codes actually mean, I found a good explanation on the **NGK** website (www.ngk.de). If your Herald uses plugs of the code BP6HS, for example, this is broken down as follows:

- B:** 14mm thread size.
- P:** projected insulator
- 6:** heat rating
- H:** 12.7mm thread reach
- S:** copper core central electrode.

In the NGK rating system the lower the number, the hotter the plug.

Champion plugs will use a different code: N9Y for example is as follows:

- N:** 14mm thread size
- 9:** heat rating
- Y:** projected tip.

Champion use a different heat rating so the higher the number, the hotter the plug.

The heat rating of a plug has nothing whatsoever to do with the strength of the spark, so there's no guarantee that if you buy a hotter plug it will burn fuel more efficiently; nor is it like a summer or winter thermostat where you can vary it depending on the outside temperature. By varying the heat rating of a spark plug you're actually striking a balance between a too-hot plug possibly causing pre-ignition or detonation – drivers used to refer to this as 'knocking' and it can actually blow parts off the electrodes – and a cold plug which may allow deposits to form on the electrodes and reduce sparking power; this is also known as glazing. The idea is that your plug is the best for your preferred style of driving – a hot plug for slow family saloons on mostly short journeys, or a colder plug for the sportier or longer distance driver; in fact some manufacturers used to stipulate changing the plugs depending on your intended journey.

The gap on a sparkplug – the distance between the two electrodes – is also calculated to give the best spark for your particular car; a smaller gap will give a stronger spark but may not last long enough to ignite the fuel, while a bigger gap may have more chance of igniting the fuel but may also misfire at speed. Many plugs come pre-gapped straight from the box

<p>Normal</p>  <p>Combustion deposits are slight and not heavy enough to cause any detrimental effect on engine performance. Note the brown to greyish tan color, and minimal amount of electrode erosion which clearly indicates the plug is in the correct heat range and has been operating in a "healthy" engine.</p>	<p>Mechanical Damage</p>  <p>May be caused by a foreign object that has accidentally entered the combustion chamber. When this condition is discovered, check the other cylinders to prevent a recurrence, since it is possible for a small object to "travel" from one cylinder to another where a large degree of valve overlap exists. This condition may also be due to improper reach spark plugs that permit the piston to touch or collide with the firing end.</p>	<p>Oil Fouled</p>  <p>Too much oil is entering the combustion chamber. This is often caused by piston rings or cylinder walls that are badly worn. Oil may also be pulled into the chamber because of excessive clearance in the valve stem guides. If the PCV valve is plugged or inoperative it can cause a build-up of crankcase pressure which can force oil and oil vapors past the rings and valve guides into the combustion chamber.</p>
<p>Overheated</p>  <p>A clean, white insulator firing tip and/or excessive electrode erosion indicates this spark plug condition. This is often caused by over advanced ignition, timing, poor engine cooling system efficiency (scale, stoppages, low level), a very lean air/fuel mixture, or a leaking intake manifold. When these conditions prevail, even a plug of the correct heat range will overheat.</p>	<p>Insulator Glazing</p>  <p>Glazing appears as a yellowish, varnish-like color. This condition indicates that spark plug temperatures have risen suddenly during a hard, fast acceleration period. As a result, normal combustion deposits do not have an opportunity to "fluff-off" as they normally do. Instead, they melt to form a conductive coating and misfire will occur.</p>	<p>Pre-Ignition</p>  <p>Usually one or a combination of several engine operating conditions are the prime causes of pre-ignition. It may originate from glowing combustion chamber deposits, hot spots in the combustion chamber due to poor control of engine heat, cross-firing (electrical induction between spark plug wires), or the plug heat range is too high for the engine or its operating conditions.</p>
<p>Gap Bridging</p>  <p>Rarely occurs in automotive engines, however, this condition is caused by similar conditions that produce splash fouling. Combustion deposits thrown loose may lodge between the electrodes, causing a dead short and misfire. Fluffy materials that accumulate on the side electrode may melt to bridge the gap when the engine is suddenly put under a heavy load.</p>	<p>Splash Fouled</p>  <p>Appears as "spotted" deposits on the firing tip of the insulator and often occurs after a long delayed tune-up. By-products of combustion may loosen suddenly when normal combustion temperatures are restored. During hard acceleration these materials shed from the piston crown or valve heads, and are thrown against the hot insulator surface.</p>	<p>Detonation</p>  <p>This form of abnormal combustion has fractured the insulator core nose of the plug. The explosion that occurs in this situation applies extreme pressures on internal engine components. Prime causes include ignition time advanced too far, lean air/fuel mixtures, and insufficient octane rating of the gasoline.</p>
<p>Ash Fouled</p>  <p>A build-up of combustion deposits stemming primarily from the burning of oil and/or fuel additives during normal combustion ... normally non-conductive. When heavier deposits are allowed to accumulate over a longer mileage period, they can "mask" the spark, resulting in a plug misfire condition.</p>	<p>Carbon Fouled</p>  <p>Soft, black, sooty deposits easily identify this plug condition. This is most often caused by an over-rich, air/fuel mixture. Check for a sticking choke, clogged air cleaner, or a carburetor problem - float level high, defective needle or seat, etc. This may also be attributed to weak ignition voltage, an inoperative preheating system (carburetor intake air), or extremely low cylinder compression.</p>	<p>Worn</p>  <p>This plug has served its useful life and should be replaced. The voltage required to fire the plug has approximately doubled and will continue to increase with additional miles of travel. Even higher voltage requirements, as much as 100% above normal, may occur when the engine is quickly accelerated. Poor engine performance and a loss in fuel economy are traits of a worn spark.</p>

[SOURCE: Champion Spark Plugs]

and no longer require gapping before fitment, but a check with a feeler gauge does no harm. Modern cars are so rigidly controlled these days by sensors and computers that the spark is controlled electronically and not solely by anything as basic as an electrode gap; even with electronic ignition on a Herald you can open the recommended gap to 30 thousand as the problems caused by a wider gap which I mentioned earlier are compensated for by the stronger current and thus more reliable spark.

These days of course you can buy V-electrodes, grooved electrodes, and even multiple electrodes – the Bosch Super 4 for example – but a close study of the original

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Lodge advert shows the same thing already in use back in 1920...

If you're going to check your plugs, do so after a good run – a car which has idled for some

time, particularly if cold and on the choke, will give a poor reading of the actual state of the engine. There are plenty of condition guides on the Internet; I've attached one that I hope Bern can reproduce in suitable resolution for the small print to be readable.

One old mechanic's tip from years gone by was that if your engine was worn, and oil was fouling the spark plug, then using a slightly shorter plug would keep the electrodes out of the oil and prevent fouling... but it required precise measurement to keep the engine running on all four, six or 48.

Things were simpler in days gone by and if your car was suffering from fouled plugs from whatever cause, you stopped at your local forecourt and had your plugs cleaned on the



spot. This was often by sandblasting – your plugs were screwed into a special blaster and given a few seconds which stripped harmful deposits from the electrodes.

Some of them, such as the Vixen 'comparator' pictured also test the plugs so that you can compare the 'before and after' spark before it goes back in the engine.

Many of these old machines can be found on Internet auctions but if you want to give it a go yourself,



small 12v home-garage versions were made and still circulate for sale. They really do work!!

In modern times as with most things plugs are so cheap it's easier to remove, throw away and replace, but if like me you've a drawer full of sooty, oily plugs and nothing better to do – give them a new lease of life and maybe someday when you really require one, you'll have it to hand. It's still better than watching TV... or maybe bring them inside and combine the two? Pass the wire brush, Edna, Jeremy Kyle's just starting!

And **NO** – that wasn't a plug....

Colin



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Rear wing rear repair panel	£28.00
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Rear valance 908970	£99.50
Boot floor	£169.00
Boot lid 911327	£570.00
Rear inner wheel arch 725563/4	£170.00
Rear outer wheel arch 909661/2	£99.50
Windscreen aperture drip channels	£18.00 pair
Hard top rear screen seal 911040	£49.50
H/ top seal roof/ door glass 716183/4	£8.00
Door hinges 607824	£21.00
Exterior door handle (black) YKC2837 LH only	£85.00
Window regulator 911271/2	£82.50
Window regulator glazing channel	£75.00
Window outriggers 209398/9	£50.00
S/steel tread plate finishers	£32.50 pair
Oil pump TKC 1974 (exchange)	£32.50
Water pump 216939/GWP128 (exchange)	£29.50
Radiator support cradle TKC 1761	£16.00
Late type water pump (viscous) UKC774	£40.00
Oil filter GFE119/150	£5.00
Heater valve 724021	£18.00
Front wheel bearing kit GHK1021	£16.50
Front wishbone bushes 119451 (set of 8)	£10.50
Front shock absorber GSA364	£20.00
Front suspension vertical link	£108.00
Front suspension top ball joint GSJ155	£9.00
Stub axle UKC697	£28.50
Recon steering rack exchange	£60.00
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	£350.00
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
Recon Exchange Diff	£350.00
Recon Exchange Diff (NCW&P)	£450.00
Rear wheel bearing kit GHK1029	£14.50

Early/late rear drive shaft	£69.50
Recon exchange drive shaft assembly	£170.00
Rear shock absorber GSA385	£18.00
Rear leaf spring 159640	£95.00
Recon exchange brake caliper type 14	£41.00
Brake disc 208715	£13.50
Brake disc 208715 Drilled/Grooved	£42.50 pair
Caliper repair kit inc pistons type 14	£20.50
Handbrake front cable 121766	£5.00
Handbrake cable end fork 104749	£3.00
Rear wheel brake cylinder - 7 dia GWC1110	£12.50
Rear brake lever 123135	£6.50
Brake shoe set GBS749	£10.00
Clutch slave cylinder GSY103	£35.00
Clutch kit GCK160	£77.50
New distributor 1500 (exchange)	£59.00
Recon distributor 1500 (exchange)	£47.50
Distributor cap Mk IV	£6.00
HT lead set	£8.00
Recon starter motor (exchange)	£50.00
Wiper motor (new)	£45.00
Universal joint with grease nipple	£9.50
Dash top cover 815281	£40.00
Seat cover set, brown houndstooth material	£115.00
Gearbox tunnel retaining plate 608383	£1.80
Wheel arch to bulkhead seal 613666	£3.00
Hoods original I.C.I. material inc zip window	£220.00
Hoods vinyl inc zip window	£175.00
Inertia seat belts less warning light wire	£65.00 pair
Inertia seat belts less sensor OE	£70.00 pair
Inertia seat belts less warning light wire Red	£60.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes	£1,100.00
Bonnet assembly Mk III 913766	£1,300.00
Front wings Mk II 908113/4	£144.00
Front wings Mk I 907154/5	£105.00
R/H front overrider Mk I 710717	£42.50
Boot floor carpet Mk I/II 810841	£35.00
Main carpet early Mk III new tan 819813	£32.50
Main carpet late Mk III new tan 822633	£27.50
Dash veneer set Mk III 820073	£160.00
Steering lock 216449/UKC2719	£85.00
Recon Steering Rack (exchange)	£60.00
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)	£350.00
Recon exchange D Type O/D	£320.00
Clutch kit	£80.00
Front suspension vertical link	£135.00
Front shock absorbers	£320.00
Track rod ends	£9.50
Rotoflex coupling 152273	£35.00
Rotoflex bush kit inc tubes	£16.50
Brake shoe Mk I/II/III rototex GBS750	£17.00
Brake shoe non rototex GBS746	£20.00
Front side/flasher lamp assembly 155416	£20.50
Delco distributor cap OE	£14.50
HT lead set	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6	£300.00
Mk I front panel (nose cone) 903258	£125.00
Mk I headlamp panel 575894/ZKC1972	£75.00
Mk II bonnet 910507	£190.00
Mk II rear lamp panel 910509	£185.00

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 LH	£80.00
Rear quarter bumper (estate) 923444 LH	£60.00
Rear bumper moulding (saloon) 824479	£27.50
Interior door knob 615888	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552	£65.00
Dash veneer set 2000TC/2500TC - 730397	£65.00
Interior grab handle ZKC 701711	£20.50
Boot carpet 728551	£35.00
Late Mk I 2000 steering wheel 307493	£25.00
Recon power steering rack (exchange)	£140.00
Recon manual steering rack (exchange)	£60.00
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	£19.50
Rear wheel cylinder GWC1205	£17.50
2.5PI Restyle Wheel trims	£125.00 set

DOLOMITE RANGE

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Front underdrier XKC 83/84	£48.50 pair
Rear lamp assembly 1300 F.W.D. 211874	£37.50
Dolomite Rear lamp assembly R/H TKC938	£52.00
Head lamp assembly 1300/1500 Dolo (square)	£105.00
Headlamp bulb 1300/1500 Dolo (Square)	£28.50
Rear screen rubber 913937	£37.50
Boot floor carpet 1300 F.W.D. 617831	£25.00
Recon windscreen wiper motor (exchange)	£415.00
Dolomite 1300/1500 new exchange distributor	£59.00
Dolomite 1300/1500 recon exch distributor	£47.50
Dolomite Sprint recon exch distributor early/late	£160.00
Set of HT leads 1300/1500	£8.00
Set of Sprint H.T. leads	£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	£350.00
Gearbox exchange 18/50 3 rail	£350.00
C/V joint 1500 F.W.D. 518093/UKC 1160	£87.50
Front subframe mounting cup washer 138626	£7.50
Recon steering rack (exchange)	£60.00
Track rod end	£9.50
Upper steering column joint 157569	£36.00
Lower steering column joint FAM1718	£22.50
Front/Rear shock absorber (Dolo)	£22.50
Toledo front shock/spring assembly	£48.50
Front lower ball joint GSJ135/RH	£65.00
Anti-roll bar mount bracket 154868	£7.50
Anti-roll bar mount bracket 153669	£12.00
Dolo recon exchange caliper	£41.00
Brake pads Dolo/Toledo	£10.00
Brake pads Sprint	£12.50
Dolo 1500/18-50 brake shoes GBS746	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502	£15.00
Sprint wheel cylinder GWC1121	£15.00
Tank sender 1500HL/1850HL/Sprint 215652	£27.50

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e-mail.

herald1360@tssc.org.uk

Phil Willson



MOT - Got Rot or Not?

I've been going back over some of the articles that I wrote for this column during my first stint as 13/60 Register Secretary. The idea is not to reminisce but to see if there is anything that should be restated for the benefit of current owners – and those who've been at it long enough to have forgotten (like me!).

Herald



13/60 Register Phil Willson

Pic1: The 13/60 Register header in 1993

After introducing myself way back in January 1993, the February article had some information about some new aspects of the MOT test that had just been introduced that directly affected our cars. The information is basically the same today and is of vital importance to our separate chassis cars and our safety.

Section 6 of the official MOT tester's manual, which is available on line, says that the structure around all body to chassis mounting points must be sound. The key wording is:

Body Security (applies to vehicles with separate bodies only)

1. Examine the following items for presence, security, fracture, distortion, excessive wear or damage:

- a.** all fixings (e.g. brackets) securing the body and its supporting members to the chassis
- b.** all fixings (e.g. brackets) securing the body to a sub-frame or supporting members, and all securing bolts, rivets or welds for all the above fixings.

2. Check the condition of the body and chassis in the vicinity of the mounting points.

Reason for Rejection.

1a. Excessive displacement of the body relative to the chassis which might lead to loss of control of the vehicle when driven

1b. Insecurity of the body or its supporting members to the chassis so that it is clear that there would be a danger to other road users.

2. Any deliberate modification, excessive corrosion, damage, cracks or inadequate repair of a load bearing body or chassis member which seriously affects its strength within 30cm of the body mountings.

There is always concern that testers may use undue force with sharp tools to check for corrosion. Well, if they do then they are breaking the rules. From Appendix C in the manual:

Corrosion assessment

Having identified the important load bearing members and 'prescribed areas' on a vehicle, the tester should determine whether they are excessively corroded, firstly by visual inspection and then by finger and thumb pressure.

If necessary, the Corrosion Assessment Tool



Pic 2: Corrosion Assessment Tool

should be used to assess the extent of any corrosion by careful scraping or light tapping of the affected areas. It is important that use of the Corrosion Assessment Tool is restricted to ascertaining that the failure criteria are met and not used for heavy scraping or poking of the affected areas.

Excessively corroded metal, or metal treated with filler, emits a duller sound than unaffected

metal. It is not permissible to apply heavy impact blows or to use a sharp instrument to probe at the structure.

Failure criteria within 'prescribed areas'

Corrosion within a 'prescribed area' should be rejected if: the corrosion has caused a hole in the metal, or it is weakened to the extent that by finger and thumb pressure it does not feel sound, or finger and thumb pressure or use of the Corrosion Assessment Tool causes a hole.

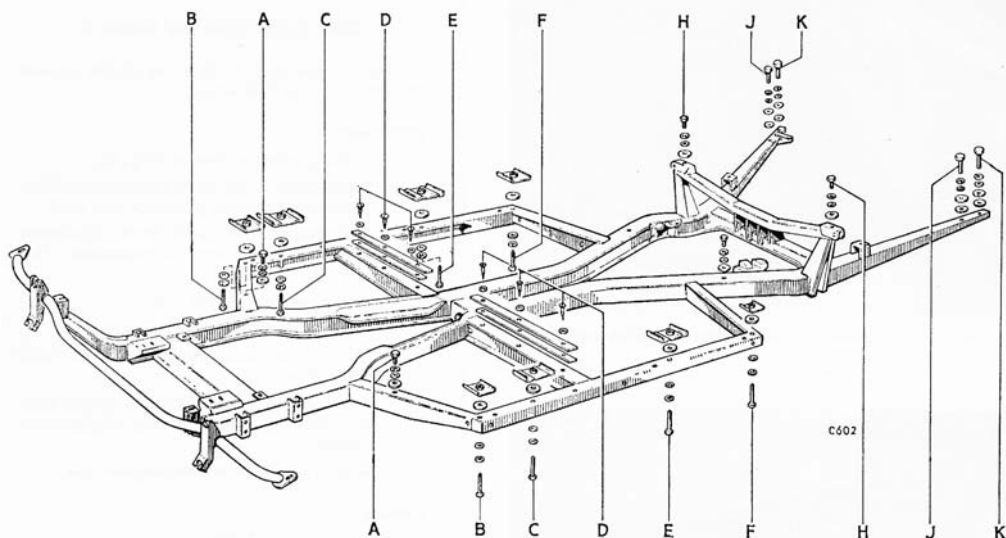
Here there is some information on acceptable methods of repair.

It is essential that repairs to corroded or damaged areas are properly carried out. This requires that suitable materials of appropriate gauge or thickness are used for repairs.

Additionally: any plating or welding extends to a sound part of a load bearing member

The repair must appear to be virtually as strong as the original structure with only continuous seam welding being acceptable for patch repairs (even if the patch extends beyond the prescribed area).

Spot welded joints are acceptable where the original panel has been replaced to an existing spot welded flange (provided the original defective panel flange has been removed). Stitch or plug welding is acceptable



Pic 3: The Herald Chassis Frame

as an alternative to spot welding in these cases.

To understand where to look for problems on the Herald, take a look at the chassis picture on the previous page. This shows where all the 22 body to chassis bolts are located.

To explain which bolts do which job (and where to find them), refer to the picture for the references.

A - Centre body to front outrigger
(under bonnet) (2)

B & C - Centre body to side channel
(under car, behind sill) (4)

E & F - Rear body to side channel
(under car, behind sill) (4)

D - Centre/rear body joint to centre outrigger
(inside car) (6)

H - Rear body to frame above differential
(in boot) (2)

J & K - Rear body to rear chassis extensions
(in boot) (4)

The places most prone to the dreaded rust are the side channels and rear/side outriggers. The chassis extension mountings in the rear corners and the front outriggers are also prone to rot. The ones over the diff and across the centre of the floor don't usually cause many issues.

When checking, examine the chassis members, the body mounting brackets (on the side rails) and the floor within 30cm (1ft) of the

mounting point. Obviously, if it's your car you can check it with whatever tools, and be as brutal as, you like but try not to damage any paint as that will make areas prone to future rusting.

Other important areas to check are the lower outer seat belt mounting points as these can rot quite badly – and will render the seatbelt useless in an accident if they are bad. These can be examined between the side channel and the floorpan as well as under the carpet.

Finally, check the base of the main chassis rails where they dip under the rear driveshafts. There should be a clear drain hole at the lowest point. If this is blocked then rot can set in.

If everything is in good order then it cannot be recommended enough that the body and chassis should be anti-rust treated using products such as Waxoyl. You can do this messy job yourself or trust it to one of the reputable companies that offer the service. Check magazines such as Practical Classics and others for adverts and recommendations.

In July I spent a couple of days at the Hop Farm in Kent. The main event was for tractors but there was also a classic transport show running in parallel. Saturday was a bit dead but Sunday brought out many more vehicles. The TSSC West Kent stand only had 3 cars on



Pic 4: Saturday's Herald with fighter escort
(Photo by Colin Robertson)



Pic 5: *Sunday Herald*

the first day, my Herald in between a Spitfire and a Hurricane, just like the Avro Lancaster in the Battle of Britain Memorial Flight (if you use your imagination).

On the second day I took my Stag instead and we mustered 5 cars this time. But what should turn up but another white Herald Estate, this time a 1200. This particular car has been in the same family since new in 1967, just passing from uncle to nephew a few years ago, and

has since been nicely restored.

The month before my Herald attended the monthly 'Park It in the Market' event in Greenwich, run by a group known as the Mean Old Timers (MOTs). This always brings out a great variety of cars and bikes and you can choose some combination of food, booze, music and dancing in the mix if you wish.

A great local event with a difference.

Phil



Pic 5: *MOT Herald in Greenwich Market with air cooled friends*

GT6 Mk I - II - III Register



<http://cook1e.blogspot.co.uk/>
e-mail. gt6@tssc.org.uk



Andy Cook

Good/Bad Vibrations

M

y GT6 had a bit of a vibration that came in at about 65mph for some time, not severe but annoying.

I like to think that I always tried to make my designs to consider future maintenance and get frustrated at designs which make maintenance more difficult than it actually needs to be!

Picture 1 If Triumph designers had been

After investigating a while back I found that the propshaft had some wear in the sliding splined joint which would need a new prop to cure, as the vibration wasn't that bad I lived with it for a few years!

However, recently after driving to a local club meet the vibration got much worse and was pretty unbearable.

I investigated and found I had wear in a propshaft UJ, so I bit the bullet and purchased a brand new propshaft.

Fitting a new prop is fairly straight forward, the only pain is having to remove the dashboard support and gear box tunnel. One bit of poor Triumph design is that there is a small extension hatch behind the gearbox tunnel to allow for the overdrive, If this had been made a bit longer so that it encroached on the gearbox cover rear this would make the job much easier as the propshaft flange bolts would be accessible without removing the tunnel. However Triumph weren't that sensible! I think this is my old mechanical designer and production engineering background from the late 70s/ early 80s coming out.



Picture 1 Bad clearance design for future maintenance?

sensible they would have made this access hole longer going forward to allow access to the propshaft bolts without removal of the tunnel... Anyway I removed the tunnel to provide better access then dropped the exhaust down and unbolted the prop.

Inspection once removed confirmed a worn out UJ at the front along with the worn sliding joint, this would seem to have been the reason behind the vibration.

The new prop supplied by Canley Classics was of a slightly different design to the original, firstly the prop tube is a smaller

GT6 Mk I - II - III Register

diameter, secondly the flanges are a different design to the originals, more about this later!

The other point I noted was that the new

a different design of flange than the OEM prop. There is a clearance hole in the centre of the new prop flange that



Picture 2 Old and new props, note the thinner tube on the new one.

prop had grease nipples fitted in place. Normally the grease nipple holes have blanking plugs and nipples are only screwed into place during maintenance. However I suspected the prop would have been balanced with the nipples in place and replacing them with plugs may have upset the balance. I checked with Canley Classics and they advised me to fit the prop with the nipples remaining in place. I then fitted the new prop. The diff end



Picture 4 New Prop with grease nipples in place.



Picture 3 Original prop with blanking plugs in place

was bolted up with no issues.

However, the overdrive end had a problem, the joint between the overdrive output flange and the propshaft front flange wouldn't quite locate fully home.

I took some careful measurements with my digital caliper and I determined that there was a clearance issue. The new prop has



Picture 5 Old prop flange has a bowl shaped recess for clearance

measures 28.5mm diameter. The OEM prop had a flange with a much larger diameter bowl shaped recess to provide

more clearance.

The overdrive flange has a large castel-

the recess of 1.6 mm, the flanges sat proud by approximately 1.3mm.



Picture 6 New prop flange has a smaller hole for clearance

lated nut that sits proud of the overdrive output flange by approximately 2.9mm. The nut is 31.4mm across corners and therefore fouled on the clearance hole on the propshaft flange. Taking into account

As a solution to the issue I filed chamfers on the corners of the castellated nut, this provided enough clearance to be able to allow the flanges to fully engage. I emailed Canleys to advise the issue, they really need their supplier to ensure that new orders are fitted with flanges with larger clearance holes or OEM flanges so they are fit for purpose going forward.

Anyway, prop is now fitted and the difference is amazing. Really comfortable high speed cruising now. The only problem is that now it's comfortable to do well in excess of 65mph my motorway cruising speeds have ended up well above the limit, fingers crossed I don't get caught and end up with a ticket!

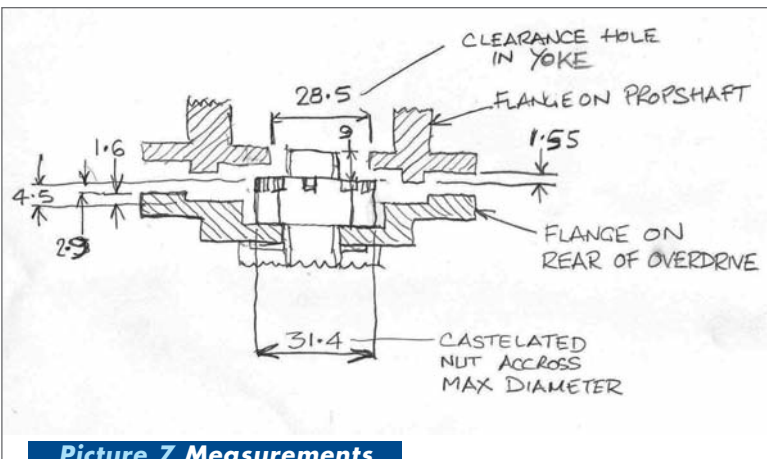
Nice Mk 1 in Spain

I recently received an email with some pictures from **David Turner**:- *"I spotted this totally original MK1 (shame about the pop up roof) at a garage "round the corner" from our Spanish holiday home.*

It has spent all its life in Spain and had just been sold to a German gentleman for the sum of €20k.

The garage owner who normally only works with classics says this is the only Spanish MK1 he has seen in 20 years of living and working in Spain".

He went on to say *"Restorations on Triumphs in Spain are usually only mechanical, this is generally because of the*



Picture 7 Measurements



climate.

But resprays can be "regular" if the cars are not garaged".

Thanks David, looks like a very nice car

More Pictures from TriumFest UK

I received the following email with some nice pictures from TriumFest UK from **Joe Altendorff**

"Hi Andy,

I've been a member of the TSSC and Club Triumph for a couple of years now and attended my first TriumFest Saturday only unfortunately this year.

Over that time I've been recommissioning my own GT6 (my first classic), a regular reader of your articles in both club magazines and user of the forum although don't yet feel I have the knowledge to post!! Anyhow, I took the attached picture of the winning GT6 immediately after the colossal hail storm and thought it looked pretty good reflecting in the puddles with the storm passing away. Hope you like it and feel free to use it.

Also attached FYI is my motor (a shameless promotion green with wire wheels) and a couple of other pics that show as you know the fantastic array of colours from the 60s and 70s not like today's boring silvers, blacks and whites! Hope to meet at an event soon".

Joe



**Pictures 8,9,10
Nice Spanish MK1**



Picture 11. Winning Mk2 from Switzerland

I did speak to the owner of the Jasmine Swiss MK2 at TriumFest (Sorry forgot your name I'm terrible at remembering names!). He had a bit of a problem in that the oil pressure had dropped significantly on the way over to the UK and the engine was getting noisier and noisier. He was hoping to get it booked in to



Jigsaw Racing for an Engine rebuild following TriumFest UK and then fly home to return and pick the car up later. Hope it all got sorted, it was a lovely example.

GT6 Anniversary Stickers

As mentioned last month, **Ron Verlaan** had some rather nice GT6 born in LeMans 50th anniversary stickers made up. They are cling type rather than adhesive stickers so can be removed and replaced or even transferred between cars if you



Picture 12 to 14. More from TriumFest

Thanks for the mail and photos Joe.

wanted to! He sold quite a few at TriumFest but still has some left.

If you would like one of these limited edition items for your GT6 then contact

Ron on verlaanR65@gmail.com



Picture 15. One of Ron's splendid stickers fitted to my GT6

GT6 Weekend in Germany



Just a quick plug for the International GT6 weekend that's happening at the end of this month at St Wendell in Germany.

Organised by **Harold Hummel and Ralf Wommel**. Email me at

gt6@tssc.org.uk if you want more details and I'll pass your email details on to Harold and Ralf.

From Cookie's Archives

This month, a picture from the late 80s/early 90s. This Red Mk1 owned by **Tony** from Kent (I'm afraid the surname escapes me after all these years).

Tony is being given

some under bonnet advice by **Matt Hollingsworth** (ex TSSC Essex and later Herts and Beds Area Organiser)

The next picture is Tony's MK1 again, this time I'm following it in my GT6 on a convoy out from the TSSC Somerset Beach Party weekend event in 1991.

Andy





e-mail.
vitesse@tssc.org.uk



Dave Rumens Helpful Feedback & Unwelcome Additive Damage?

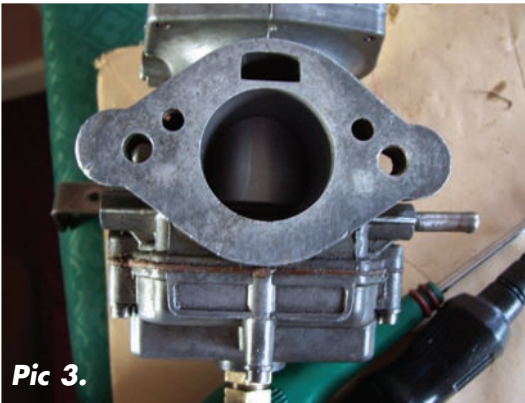
Hello everybody, we are now into September and hopefully we will have good weather to allow us to enjoy our cars before the winter lay up. Over the last couple of months I have received useful feedback on my articles. This is always welcome because it tells me how useful the article was and if I need to add a bit more.

I received an email from **David Stroud** reminding me of the importance of fitting the Stromberg air cleaners correctly. I guess we should start from when the Strombergs were introduced. As covered in past articles the Stromberg carburettors were first introduced by Standard Triumph to the late Vitesse 6 and then carried over in various versions to the 2 litre models. The air cleaner box fitted to the late Vitesse 6 and 2 litre (Mk1) models should be black (Picture 1) in colour, whereas the Mk2 is silver (Picture 2). As the size of the carburettors is all the same

size (Approximately 1.5 inches) the air cleaners are common to all models from the late Vitesse 6 onwards.

Next area to look at is the carburettors, and





Pic 3.

David pointed out the importance of ensuring that all the holes on the carburettors match the holes in both the air box and the air cleaners. [Picture 4](#) shows the air cleaners and [Picture 5](#) shows them fitted correctly into the air box. The air box should then be fitted to the carburettors so these holes match. To the old hands this may seem obvious, but if you are used to replacing the air cleaner in more modern cars then this is something you don't have to consider. Thanks David for raising this important point which is frequently overlooked.



Pic 4.

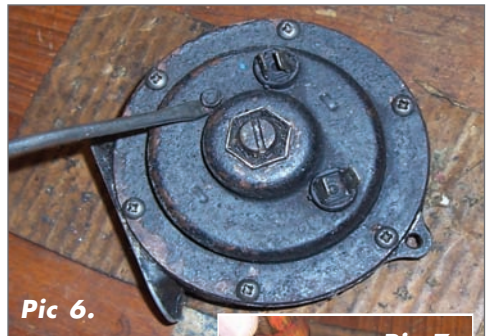
how this affects the way we fit both the air cleaners and the air box that holds them. [Picture 3](#) shows the air side of the carburettor.



Pic 5.

Moving on to an email from **Brian Stalley**. Brian followed my article, August 2015, concerning the dreaded horn button wiring.

I say dreaded as any problems with this area can be difficult to resolve. In Brian's case the wiring was not the problem and the horns themselves proved to be at fault. Brian points out that a knock on the side of the horn case can sometimes induce the horn to burst into life again. The knock can sometimes un-stick the movement. If that doesn't work there are a couple of adjustments you can try, i.e. the small

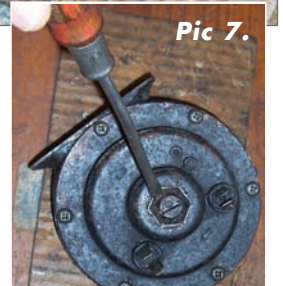


Pic 6.

screw by one of the electrical tags (Picture 6) and a large screw in the centre (Picture 7).

These adjustments are sensitive but adjusting them very carefully can

sometimes make the horn burst into life. The small screw is intended to take up the wear on



Pic 7.

the electrical points. The large screw is set by the manufacturers for the correct magnetic gap and should only be adjusted as the last resort.

The final method of repairing the horns is to drill out the rivets (Picture 8) then separate the



Pic 8.

two halves. Inside there is a set of electrical contacts (Picture 9) which normally require



Pic 9.

cleaning to make the horn work. Plus you should clean out any rust or debris. Then either re-rivet or use self tappers to re-fix the two halves of the horn together. You may need to then adjust the small screw. If you are not worried about originality then buy some new horns. Remember that Triumphs being posh! have twin tone horns. That means a high and a low tone horn were fitted by Standard Triumph. None of the beep business or those caddish air horns associated with Terry

Thomas. Instead we have a loud melodic blast. So make sure if you replace the horns you purchase both high and low tones. If you replace one horn then make sure it's tone is the same tone. The originals have the tone marked on the mouth piece (Picture 10). One final

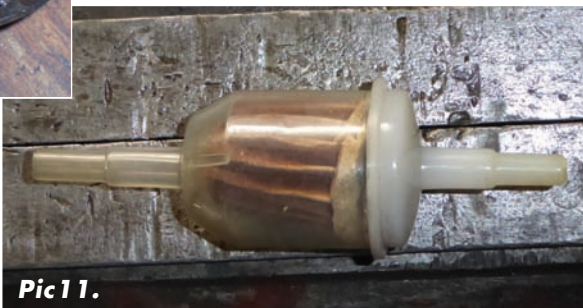


Pic10.

point, a faulty horn can short out the supply and stop the other from working. Test one horn at a time by disconnecting the other.

Thanks Brian as it's made me cover the bit I missed out.

Moving on to a subject I raised a few months ago about things that seem to be occurring which maybe due to the fuel additives. Six months after fitting a new fuel filter the paper element was found to be disintegrating (Picture 11). The resultant pieces were stopping the float chamber valve from closing and in turn this was causing a carburettor to flood the engine. Ironically this is just what the filter is supposed to prevent. So if you have an inline



Pic11.

fuel filter of this type I would check it now.

That's my ramblings for this month and enjoy the end of the season.

Safe Driving and keep them running on all Six
Dave.

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Trevor Collett Fresh from the Barn

Not for the first time, I admit, eBay has been my inspiration for a topic for my monthly piece. Not, though, this time was I inspired by some gleaming piece of automotive excellence, as I usually am. No, what's caught my eye is two examples of one of our favourite cars, the Triumph-based Gentry, that are about as far away from gleaming pieces of automotive excellence as it's possible to get.

I really don't need to write very much, just direct you to look at the photos taken from the two listings. It looks like both of them found a brave buyer; they have to be brave to take on the engineering challenge of turning these two collections of bits into roadworthy cars. Then there's the administrative challenge of getting the cars tested and registered.

The seller of the car with the apparent registration [ROP763G](#) includes in his description, *"1969 tax exempt Spitfire chassis, buyer to apply for V5"*. Mmm... well, it clearly cannot be based on a Spitfire chassis, unless the chassis has been lengthened, so I don't know how the authorities will deal with registering it.

In the description for [KCB335G](#) there is a clue to its current status, *"No log book as it is lost but we have checked with the DVLA and it is regis-*





tered and the log book can be applied for."

I have looked up the number on the government's vehicle enquiry service on the internet and it is indeed listed, as a Triumph, with a 1296cc engine.

That's two problems then, it's not really a Triumph anymore, and it now has a 6-cylinder engine.

The number ROP 763G also shows up, as a red 1969 Triumph, with a 1296cc engine. The chassis number is not revealed, so I can't tell if the number was originally issued to a Herald or a Spitfire.

I don't think I've ever seen a Gentry in such

dilapidated condition as these two, most were built to a very high standard, and most of those remain well looked after today. One example of such is the car built by and still owned by

Terry Johnson that turned up at the Leatherhead South of England Meet back in May. Terry's car duly won Best Special (pushing my Moss Malvern into second place... quite rightly). Terry and his Gentry have been fairly regular visitors to this meeting over the years, and they generally get the Best Special vote whenever they turn up.

Back in 2011 I cornered Terry and got him to tell me all about his beautiful motor. I published the result in the June Courier that year; here is a slightly shortened version:

What was the donor vehicle and how acquired?

I saw an advert for a part-built Vitesse Gentry in a kit car mag. It was in Hayes, Middlesex and was really a collection of bits in boxes. I

took some time to make sure the boxes contained everything to make up a complete car, which was just as well, as, thanks to my attention to de-



Terry Johnson and his Superb Gentry

tail, I discovered that there was one small piece missing, an engine. Actually, an engine was included, it just happened to be at another location. The seller had two sons, both with Vitesse.

He had re-conditioned a 2-litre engine for the Gentry but this had ended up in one of his son's cars. The engine that came with the kit I had bought was a smoky old 2-litre job.

Chassis alteration and preparation

The chassis was from a Mark 1, 2 - litre and had been well prepared.

Gearbox, propshaft, differential alteration and preparation

Transmission is all pretty standard Vitesse. I fabricated additions to the front turrets that move the engine back about three inches. The propshaft was modified to suit by a specialist company. The non-overdrive gearbox is as standard.

Suspension, steering, brakes alteration and preparation

The rear spring needed replacing, with a Spitfire one. Front springs were Mark 3 Spitfire (green stripe), which I was told would give the right ride height for a 6-cylinder Gentry. Spax adjustable shocks all round.

The brakes are standard Vitesse but with a servo from an MGB.

Engine type and preparation, carbs, air filters and exhaust.



I had engine professionally re-conditioned by a company in Poole. When I first tested it water leaked from the block – the block was cracked. Eventually, after much hassle with the company, it was nickel welded to repair but even then the crack needed sealing with metal filler.

Carbs are 150CD Stromberg. Exhaust is Vitesse 2-litre, modified. Rear box is made up in stainless steel.

New body collection and assembly

The body had been part-assembled, but not very well. I re-built and strengthened the doors. The bonnet had to be re-made; I shaped a new aluminium bonnet myself. The bonnet sides had to be re-shaped to fit the TF-type grille, which had been bought from SP Motors. Louvres were cut in the side as well.

Assembly of major components and body onto chassis

I decided that the scuttle area needed more strengthening. This involved a piece of angle mounted behind the dashboard, which also allowed me to build an extra mounting for the steering column. The dash itself I made from aluminium and then covered it in formica.

I wanted air-cleaners and an alternator on the Vitesse engine, which gave me a width problem with the narrow Gentry engine bay. My solution for this was to widen the chrome grille by cutting it in half and mounting the two halves with an inch and a half gap. The gap was covered by the badge and all the struts were repositioned to equalize the gaps.

The octagon "TM" badge is the model name by which the Gentry was known at the time it was being marketed by SP Motors. SP Motors was owned by two guys called Mick Sinclair and Terry Phillips; they used the initials of their surnames for the company name and their first names for the model name. The radiator is a Maxi shell with a Dolomite Sprint core.

Fitting out

The pedals are standard, mounted to a strengthened bulk-head. The battery is in the floor behind the driver's seat and on the other side I have built a box for tools. The steering column had to be lengthened and is actually two

Vitesse columns joined with a link.

I prepared the body for painting myself. It was sprayed by a friend while dismantled. I'm often asked what the colour is; it's Ice Blue, as used on MG Midgets in the early 1960s.

The seats are Mark 4 Spitfire, which I recovered using a kit from Newton Commercial.

The seatbelts are Willen four-point harness, mounted through to the body mounts.

I did all the trimming myself using paper templates to cut marine quality ply. They are covered in vinyl from Newton's to match the seats.



I built the wiring loom from scratch, starting with a paper plan. I incorporated a six fuse box and relays and I have added an electronic rev counter and ammeter.

The hood and side-screens are from RMB, the original producer of the Gentry kit. I modified them to make them look more like TF items, incorporating bits of the trim from the side of a Vitesse.

Petrol tank is Spitfire. I made up the brackets to hold the spare wheel.

The heater is also Spitfire, but turned on its side.

Wiper motor is a Marina two speed.

Instruments are a mixture. Heater control is from a GT6 in a console, built myself, which also adds to the stiffness.

I made a new gearbox tunnel in fibreglass to get maximum width in the foot-wells.

Headlights are halogen with sidelights incorporated. The torpedo lights on top of the wings are the indicators, with orange bulbs.

Chrome work is all TF replica and came with the kit.

Wheels are 14-inch bolt-ons, as used on the Naylor TF. Wheel studs are from a Marina.

I had to machine the hubs a little to get the wheels to fit.

Paperwork (SVA, registration, insurance and MOT).

The registration document says Triumph Gentry, with original registration number and VIN. It was finished before SVA came in.

On the road

When it was on the road for the first trip it overheated. To cure it I fitted a header tank from a Maxi and an after-market electric fan. In 13 years it's done about 19,000 miles. I love driving the car and have no plans to sell it. The build process was a good challenge, and ultimately rewarding, but I would not build another car as complicated as a Gentry.



Terry's Gentry really is one of the best; I do hope the new owners of those two barn finds get stuck in and turn out two more good Gentries – we'll look out for them.

e-mail.

tr4-tr6@tssc.org.uk

Bernard Littlewood



TR6 Clutch Bodge

Thursday 7th July, my telephone rings *"I've been given your phone number by a TSSC member, I'm not a member myself but I do plan to join, can you help me, my clutch has gone and I'm due to catch the ferry to France for Classic Le Mans later on today!"* I took his address which was about 20 miles from my house and went to have a look.

On inspection it seemed that play had occurred between the clutch cross shaft and the tapered bolt (probably the hole had elongated

into contact with the aluminium corrosion and other crud which had built up at the end of cylinder bore and was seeping fluid.

There was not enough time to remove the gear box to check so I suggested a "bodge" that would probably last until he returned from Le Mans. I did point out that the tapered bolt could fall out at any time if it had broken which was possible but in this instance not likely. He was prepared to take the risk because as it was, he wasn't going anywhere and he could always get home on a recovery wagon if he made it to Le Mans.



New Slave Cylinder Bodged in

over time) which had caused the slave cylinder piston to extend to the very end of the cylinder body (there is no circlip to stop the piston doing this on this type of slave cylinder) this had resulted in the seal becoming damaged as it came

A quick phone call to GB Classic Cars to confirm that they had a new slave cylinder in stock and the TR owner was on his way to Cardiff to collect it while I put the TR on axle stands and removed the old slave cylinder. To take the extra play out of the clutch action the push rod can be extended, but I did not have my welder with me or any materials that could be used to do this so I bolted the new slave cylinder to the other side of the mounting to

where the old one had been, this was still not enough to give a "good" pedal after bleeding the system although gears could be selected so I then placed some thin washers between the slave cylinder and the mounting plate. With the system bled again the clutch action was excellent and a happy (and hopefully new future

member) chap test drove his TR.

He phoned me the next day to say that he had arrived safely at Le Mans and that the clutch had operated perfectly, he also called me on his return to say that the car was showing no signs of any clutch trouble and asked if he should risk keeping the TR on the road until October when he would be taking the car off the road for the winter (why?) and have the gearbox removed for a permanent repair to be made. I suggested that he booked the car in somewhere and had it sorted out ASAP over a few days during the week when he wouldn't be using the TR which he did, GB Classic Cars of Cardiff removed the gearbox to find that the tapered bolt had elongated the hole in the cross shaft which they replaced along with the worn clutch.

I don't recommend this bodge unless as in this case it's an emergency, but it worked out well on this occasion.

PS I'll be looking for his name in the "new Members" list in the Courier!

TR'S AT ST. FAGANS

The Classic Car Show at St. Fagan's on the outskirts of Cardiff is always a great show, those who are visiting the Museum get the extra classic car show thrown in and the classic car exhibitors have entry into the museum. For those who haven't heard of St. Fagans Museum it is made up of buildings from around Wales which have been painstakingly dismantled brick by brick and re built in the museums grounds, some with an amazing historic interest and some are just ordinary dwellings, for example there is a row of terraced houses which are furnished internally by the decade, so house number 1 is from the 1900's, number 2 is from 1910 and so

on. There are also "working" shops there and for example you can buy freshly made bread from the bakery which uses the methods from that era.

At the St. Fagans Classic Car Show I was lucky enough to come across these two absolutely beautiful TR's. The TR6 had been picked up from the paint shop the day before and owner Lyndsey was quite rightly pleased with the finished job (I'll corner him at a future event and try to persuade him to let me feature his car). The other was an immaculate



Standard TR4A

standard looking TR4a, both cars are a credit to their owners, or should that be the owners are a credit to their cars!

I'm really struggling for articles at the moment so if you want to share your car or any work you have carried out on it in the Courier please send me the details and any images.

Whether a 6 or a 4(A) a TR is more!

Bern



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Dave & Jo Beardsley

July - A Very Busy Month

July turned out to be the busy month we expected.

Starting at TriumFest UK at the beginning of the month, we were able to meet many members from the European mainland (whilst we are still all part of 'europe'). **Picture 1** was taken in the bar, where else, at the end of a busy Saturday. We had representation from Germany, Holland and



Pic 1.



Pic 2.

Switzerland – hopefully more next year and some useful feedback was received on what we, and the Club, need to be focusing on to better engage with our international members.

The following weekend we headed over to Germany for a tour with the Mercedes-Benz Club, which included a visit to Schuppen Eins in Bremen. This is a converted warehouse in the old docklands area which now houses all manner of car related businesses.



Restoration, Race Preparation, Sales, Storage – a really fascinating array of things to look at, and there were Triumphs there too – [Picture 2](#).

On our return trip through Belgium we met up with members in Antwerp. Again, a very productive discussion over dinner – [Picture 3](#).

After being delayed on our channel tunnel crossing, we arrived home with only enough time to sleep and then jump into our 'Other Triumph' (MX5) for a day trip to Lincoln and the Triumph Marque Day. We know there were members from Germany present, but unfortunately didn't get to meet up – sorry guys, perhaps next year.

Finally, to close out the month, we attended the Silverstone Classic. This is an excellent event and well worth the trip over (from wherever you

are). We met some international Triumph fans – at least three from Australia, so perhaps one to look into for 2017?

One topic that seems to be strongly supported is the concept of better inter-Club cooperation across the global Triumph scene.

We have already started the discussion with some organisations, but if you are a member of a local Triumph Club in your country, please feel free to pass our details to your local club officials and ask them to get in touch – and if they have been contacted by us and ask who the TSSC is, please support the initiative.

Wherever you are in the world, enjoy your Triumph – and be sure to tell us about it.

Cheers for now

Dave & Jo



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Paul Lewis



The TR7 Spider

To boost sales in the USA Triumph came out with several special edition models to try and get the sports car enthusiasts to part with their hard earned money.

One very rare example was the TR7 Spider.

The Spider came in just one colour, Black or sometimes better known as maraschino. The body is adorned by special red reflective striping decals with the words "Spider" appearing on the rear quarters and boot. All cars came with the standard "Keepax" alloys and a leather steering wheel of the same



pilot front fog lights were added to tempt the potential buyers. Inside the interior was all new and a semi shag pile carpet in grey was added along with special grey fabric seating.

The cost for all this was a mere \$10,585 dollars.

design as the TR8. Standard fitment of air conditioning, AM/FM cassette radio and Bosch

The TR7 Spider was manufactured in British Leyland's Solihull plant, where Land Rovers, Range Rovers and the Rover

TR7/8 Register



3500 were assembled. These were the first Triumphs built at Solihull before all TR production was transferred there from Triumph's home in Canley, Coventry in the summer of 1980.

Produced between April and October 1980 some 1,618 Spider editions were made.

The majority were carburetted versions carrying a VIN TPVDJ8AA of which 1,070 were sold in the USA.

The final 548 cars were aimed at the California market and were fuel injected, identified by VIN TPZDJ8AA.

AN INVITATION TO ADVENTURE.



The limited edition TR7 Spider is waiting for you now, at your nearest Triumph dealer, with all these special features:

- AM/FM radio with stereo cassette player
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- Alloy wheels
- Custom black paint
- Custom black and grey upholstery with pewter-colored carpeting
- Padded leather competition-style steering wheel
- Distinctive Spider coach stripe and badging.

Come in today. You could catch this black, beautiful, bewitching Spider for yourself!



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INTRODUCING THE TRIUMPH TR7 SPIDER



Black, beautiful, and bewitching.

The TR7 Spider is an elegant new version of the famous TR7 convertible. Quick in its reflexes, sleek in its lines and altogether entertaining to drive, the Spider is a special, limited edition with custom features. The TR7 Spider is immediately identifiable by its custom black paint, double red pin striping

and hood badge and alloy wheels.

Full of fun... and elegantly equipped.

Its interior, specially created for this limited edition, features black and grey upholstery, pewter-colored carpeting, black fascia and instrumentation and a black padded competition-type steering wheel. In addition, the TR7 Spider

is fitted out with air conditioning, AM FM stereo radio and cassette deck.

The Spider is captivating.

One test drive and you'll be caught! When *Road & Track* tested the TR7 convertible they said (among other favorable things) that it is "comfortable, practical and, best of all, entertaining." The car is quick to respond, with rack

and pinion steering, five-speed stick shift and a positive combination of disc and drum brakes. The engine is a lively 1998cc four. The feel for the road is surefooted and positive, yet the ride is comfortable, due to a well-tuned suspension system that combines coil springs, MacPherson struts up front and anti-sway bars. The overall experience is pure pleasure.

e-mail. guy@bondequipe.org

Guy Singleton



Ballasted or Not?



This month I will start with some purchases - fortunately not by me! I recently heard from **Mike Carter** that he had acquired 2 more 4s's. These, I believe, had been stored for a long time - and one was new to my register so great to add another car. Mike tells me that he has found a new owner for one of the cars -



Mike's 4s's



Jasper's Equipe

with an Equipe! Jasper tells me that the car seems to be reasonably sound and the worst problems are the paint falling off and rust in the door bottoms. In my view, as the car is going to need to be re-sprayed the more paint that falls off the better. In the past I have had trouble removing the paint which was adhered to the car - in the end resorting to a half

and that that person also has a 2 litre convertible.

The next purchase is a 2 litre convertible which has been bought by **Jasper Bacon** who intends to repair it and get it back on the road for his daughter as her first car - her brother currently has a Vitesse so she will be going upmarket

inch chisel and gently chipping it off - very boring! Jasper wrote -

"I picked up the 2ltr convertible on Thursday and gave it a really good looking over yesterday. Originally it was blue, almost looks like French blue, there are some green bits on the rear body tub, difficult to fathom because there is no green on the rest of the car... The current old English white paint

work is coming off in sheets especially on the fibreglass panels. [Note 1]

Rust wise the car is pretty solid, chassis main rails are really good, the rear outriggers have been replaced and there's been a bit of patching at the front of the inner wheel arches. The seats are presentable and the hood is pretty good.

The bulkhead and windscreen pillars appear to be very good indeed; did the 2ltr Bonds have rain channels on the pillars? This car doesn't have any and does seem to be very sound in this area. [Note 2]

The doors have gone along the bottoms, the drivers side being the worst.... Plan to glass them for now, re-skin later. Did you say replacement skins were available? [Note 3]

The windscreen seal is looking very tired. Are replacements available? [Note 4]

Mechanically, the engine moves, have not started it as I'm soaking the bores with Redex. The last tax disc ran out 10 years ago so all the hydraulics will need sorting.... and there may be an issue with the fuel tank, it seems that there may be a weep on the front seam... Can you tell me if anything else used that kind of tank or is it bespoke Bond? [Note 5]

So yes, in my opinion the car is too good to break, so the immediate plan is to get her up and running providing the engine & gearbox prove to be sound... get her on the road... Oh and yes one of the Rotoflexes need replacing ... Quite a lot to do... Will keep you updated."

Guy's comments:

Note 1 – I think the blue and green are the gel coats colours rather than paint, I suspect the car was originally white.

Note 2 – The Mk2 saloons did have rain channels but the convertibles didn't – although mine does but I haven't seen any others with them on.

Note 3 – Door skins are available from Canley Classic but I understand there is quite a bit of a delay in getting them.

Note 4 – Windscreen seals, original ones are not available but there are a couple of workarounds I can tell you of.

Either a Dolomite one, but it will need a warm day and a bit of easing or use two Herald ones, cut and joined down the sides.

Note 5 – The fuel tank is Herald estate so it should be possible to find a replacement.

I look forward to updates on these cars as they are brought back to life.

Moving on to moving vehicles - or at least those on the road - we recently attended the TR Club International at Lincoln. That's a long way from Marlborough - I now have more sympathy for those living there travelling in this direction! We had a good time, and my convertible was on the TSSC stand for the Triumph Forum event on the Sunday, and also in the ring for the TSSC display, it was also good to hear it announced that the Triumph Forum event for



Flying the TSSC Flag!

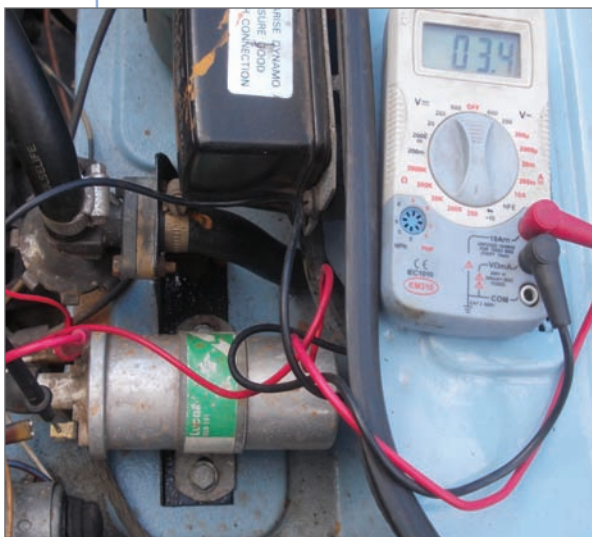
2017 will be at TriumFest UK at Santa Pod - we are looking forward to that already.

For our next outing we used our 2+2 - firstly to a Gloucester Area meet in Fairford, company was great - food poor - the pub did not do food so had to wait until we got home!

The car's next outing was impromptu in that we were attending a Standard Register Event, this is a weekend for pre 1930 cars with the aim to encourage owners to drive their cars, in this case we took Monty our 1929 Standard Teignmouth. Unfortunately after about 12 miles Monty was tired and decided not to go any further and with the help of Peter James recovery returned home (preliminary diagnosis is a faulty rotor arm - but more on that later). We then had a speedy transfer of luggage into the 2+2 and set off again, this time rather faster and arrived in time for the evening meal but missed out on our afternoon tea.

Finally, to pick up from last month's article - and this might be part of Monty's problem but I have not had time to check, the coil is an item within the electrical system which it always pays to check.

Some of you will be aware that there are two types of coil, those with and those without a ballast resistor; the former is designed to run on



12 volts and is used on all the Equipes and Triumphs up to, I think, the introduction of the 1500 Spitfire. The type of coil fitted to the car can be checked with a multimeter - if the reading between the two low tension terminals is around 3 ohms then it is a non ballast resistor coil if around 1.5 ohms it is a ballast resistor coil. You can see in the photo a reading of 3.4 ohms on Suzie's Mk 3 Spitfire - this confirms it to be a non ballast resistor coil.

Why does this matter? - Well if you use a ballast resistor coil where the normal supply is 12 volts then this gives a bigger spark, great for starting (this is why the ballast Resistor coils have a 12 volt feed when the starter motor is engaged) but thereafter puts more strain on the rotor arm and distributor cap leading to these failing. My next job is to check the coil fitted to Monty - but being a retro fit replacing a magneto the coil is hidden under the car so not easy to get at.

A final, finally, **Bob Buckby** the Bond Owners Club Equipe Secretary is arranging an Equipe meeting at **The Milton Keynes Museum** as part of their Museum Transport Days on **17 & 18 September** - please contact Bob on **01908 612005** if you would like to attend.

Guy



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CLUB SHOP NEWS

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by Garth Jupp

New Item

Sakura Jump Starter Power Bank

The Sakura Jump Starter Power Bank is a new cutting edge, technological advancement in jump starters. Compact and stylish, yet it can jump start engines: up to 3.5 litre petrol and 2.5 litre Diesel engines. It also works as a charger for handheld devices, such as mobile phones and tablets*, features an LCD digital power indicator, a built in 3-function LED torch, jump starter booster cables and a handy storage case.

* Sync cables not included.

Sakura Jump Starter Power Bank

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"Belgian Petrol in 2017"

by Del Holman



The reports of SPA Classic 2016 show that everybody had a good time. However, if you intend going to Spa 2017, you might – and I emphasise might – experience some difficulties if you go in your historic Triumph.

The cause will be Belgian petrol.

A lot of UK petrol contains up to 5% ethanol (known as E5), which has had little effect on our cars – so far. As from January 2017, Belgian petrol will contain 'at least 8.5%' ethanol, and it is believed that this is likely to be nearer 10% (E10). This will have the effect of creating fuel that is 3.6% leaner. The FBHVC has, with oil industry experts researched the probable impact this will have on Historic Vehicles (notice the word probable, not possible), as follows:

1. Compatibility

Ethanol attacks plastics, composite materials and elastomers, found in rubber connectors in fuel lines, fuel pump diaphragms, and Stromberg diaphragms. Those should all be replaced with ethanol resistant versions. This will also safeguard against the long-term effect of the UK's 5% ethanol.

2. Corrosion

Long term storage will lead to corrosion, so be sure to use up all of your Belgian fuel before you get home. The list of metals likely to be affected is extensive and includes fuel tank steel, galvanised steel, copper fuel lines, brass and zinc based castings, plus many others.

3. Combustion

Ethanol in petrol has the effect of creating a leaner mixture. You may find a need to adjust the carbs and/or timing, watch the running temperature and get used to a slightly less responsive engine.

The FBHVC News magazine fuel correspondent, Matthew Vincent, says

"Where these vehicles have already operated satisfactorily on petrol containing 5% ethanol, the move to 10% ethanol may not result in significant adverse effects, but the majority of vehicles will benefit from mixture adjustment to counter the leaning effects of the additional ethanol content. Corrosion problems may increase, but these can be countered by use of an effective corrosion inhibitor of the type tested by the FBHVC".

If you want to know about the corrosion inhibitors that they tested, and read the whole article, go to this website address:

<http://www.fbhvc.co.uk/members-pages/newsletter-archive/> find Edition 2 for 2016 and go down to pages 5 and 6.

Del.





Lubenham Scarecrow Open Day at TSSC HQ Sunday Sept 11th 11am to 4pm

Come and celebrate the Scare Festival this year! 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.

See the GT6 50th Anniversary Display in the front Showroom.

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

It is also Lubenham Village Scarecrow Weekend
see the Scarecrows and Festivities on the Green!

The Club Shop will be Offering **10% Discount**
over the Counter Only, on this day
Offer NOT applicable to Club Gift
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Readers

Write

Post Le Mans Treat

After the 2016 Classic Le Mans, we had the good luck to stay with Guy and Sarah Heath at their farm house in France.

It's very near to Loches in the Loire valley, surrounded by farmland. It's beautiful, remote and very peaceful.

Their farmhouse has been renovated to a very high standard offering individual rooms with ensembles or a self-contained apartment or the whole house.

They're both great fun and will give you a warm welcome.

We had the best time with them.

Sarah is an outstanding cook and Guy has many years engineering experience. He now prepares and maintains classic race cars and is also a Triumph fan. So, while you're there, if your car develops a problem, I'd be staggered



if he couldn't support you and help fix it.

Their website is:

<http://www.loirevalleyclassics.com/>

Here's a photo to give you an idea.

Go on - treat yourself.

Colin Fowler

Somerset area

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MILE OF TRIUMPHS

NORFOLK TSSC

by Mike Charlton

Norfolk TSSC has had its share of characters over the years but few have been able to realise their visions whilst serving their Club. **Joe Craske** who was AO for Norfolk TSSC in the late 90's to 2008 being an exception.

"MOT" and invariably it did. From a small beginning within a few years it was not unusual to see over 100 cars gracing the show field on the Saturday with the site full of sideshows to keep attendees amused.

The MOT developed into not only a wonderful end of season event but it also became an important fund raising event for the chosen charity EACH. Who can ever forget Joe's wife Sue as she officiated over The Teddy Bear Auction and her ability to extract the maximum amount from your pocket as each bear was auctioned. I can always remember the



The Mile at Yarmouth

Joe's dream was to see a mile of Triumphs paraded along Great Yarmouth seafront and whilst he never quite saw a mile of Triumphs, for many years a Sunday morning at the end of September saw Great Yarmouth seafront filled with Triumphs as the M.O.T. became an ever more popular end of season event for many.

Broadfarm, Fleggburgh where the event was held became synonymous with the sound of breaking crockery, The Teddy Bear Auction, a wonderful line up of cars and as Joe always said, sunshine, because one of his favourite quotes was *"The sun always shines on the*



Biggles with his friends before an auction

Sunday morning line-ups where it was not unusual to see three or four bears joining the occupants in their cars for the run down to Great Yarmouth. Of all the bears **Biggles** was the most famous as he was bought each year for an ever increasing amount of money and eventually

Mile of Triumphs



contributed several thousand pounds towards the overall total. Every year records were broken as more and more money was raised and in the end over £45,000 was donated to the **East Anglian Children's Hospice** before the pressures of organising the event began to take its toll on Joe and his band of willing helpers. To their credit whilst the magic mile was never reached almost 2/3 mile was achieved albeit with a smattering of other classics so the organisers can be well pleased with their efforts in putting on a superb event for many, many years.

Joe stepped down from AO duties in 2008 but carried on with organising the MOT until 2010 when he stepped down from all duties. Falling attendances at the monthly Norfolk TSSC meets meant that there were insufficient local

Broadfarm was a wonderful venue the lack of sufficient accommodation meant that a new home for the MOT had to be found due to the large numbers of visitors from afar.

Nigel Hill one half of your Area Liaison Officers found a lovely site at The Wild Duck, Burgh Castle near Great Yarmouth and although the 2012 MOT at the Wild Duck was a successful even, running what had become a national event became impossible to organise from afar so it appeared that the MOT had run its course.

The local Norfolk TSSC club was wound up at the November AGM in 2012 so it appeared that Norfolk TSSC not only lost the jewel in its crown in the MOT but was itself to be consigned to history.

As I was constantly being asked "is there a



members who were prepared to help and so due to its popularity TSSC members from head office stepped in and ran the MOT at Broadfarm for a couple of years. Although

MOT this year " at the last minute I decided to run as Norfolk AO in 2013 and try to continue the MOT and keep the local Club afloat.

It's been a journey but with the help of

Dominic Horner a great venue has been found at **Hermanus Leisure** right on the beach at

Stag Club joining forces to stage Totally Triumph the replacement for the MOT. Last

year a very successful event was held with over eighty cars attending and TSSC members taking prizes home with them.

Notably **Nick Bareham** with his lovely Triumph Vitesse Six Saloon.

The showfield at Longbeach camping site is only a mile away from Hermanus Leisure and also provides accommodation for anybody wishing to camp so if you fancy a weekend away in Norfolk in September why not try Totally Triumph as

we really can cater for all tastes.

Joe would be proud that the foundations that he laid all those years ago sparked by an idea that almost came to fruition are still being built upon today.

Will Joe's wish of seeing a Mile of Triumphs line up at Yarmouth Seafront ever come true? well probably not but we only need about 380 cars so there is a challenge for somebody to organise.



Best Tin Top 2015

Winterton - on - Sea where there is great accommodation, a terrific room to hold our Saturday evenings entertainment and with the bonus of good cheap food being available.

I decided that I would continue to organise the MOT until assistance could be found to run a two day event and luckily it came from the rest of the Triumph Car Clubs in Norfolk so **Totally Triumph** was born with The TSSC, Club Triumph, The TR Register and most notably the



Totally Triumph event field at Longbeach 2015.

Totally Triumph - 2016

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Paul Richardson©



The Importance of Servicing & Safety Checks

Prompted as I was by reading through interview transcripts with the late and very dear lady rally driver **Mary Walker**, who's profile was published in Courier earlier this year, I find it very interesting to recount opinions of those I interviewed on how important it was to have cars regularly serviced and checked. This came to the fore on several occasions during interviews with Mary. Mary, who rallied her own TR2 very successfully, recalled.

"I remember very clearly Bobby Dickson informing me that prior to a rally he'd noticed a problem with his brakes during a routine inspection and this was on a Vanguard before he started competing in his TR2. He'd taken all the brake drums off to check everything and noticed that one of the brake cylinders had developed a slight fluid leak. Had he missed this problem complete brake failure could have resulted."

Before I continue, I should remind readers that Mary was involved with the management of her father's Garage business (a Standard Triumph and Rootes dealership in Wooler, Northumberland), and Bobby Dickson owned a Standard Triumph distributorship in Carlisle. Thus they were both fully aware of all involved with the servicing and maintenance of Standard Triumph cars and rally preparation.



Mary Walker and TR2

Mary continued describing the absolute necessity of checking everything on her TR2 before a rally and the importance of private owners doing regular routine checks on their cars as well as having their cars serviced professionally at local garages as and when required by the service book details. She also gave several examples of problems that arose in her father's business due to customers not having their cars serviced as required or ignoring symptoms that indicated any developing problems. One of her most poignant memories was-

"I think from the point of a garage owner's point of view it was extremely important to emphasise to customers who bought cars off us that servicing their cars at the correct time and mileage was of paramount importance. The reason I've brought this up is that customers who failed to have their cars serviced regularly had problems that could have been avoided, and some of the problems were dangerous including, in particular, the onset of inefficient brakes."

It was at this stage in my interview with Mary when I was prompted to remark. *"I suppose your interest in the mechanical side of cars took on a more detailed context when you began rallying your TR2."*

Mary replied. *"Well yes certainly. When I become involved in rallying my personal interest in car preparation took on a much deeper involvement because any car being driven in international rallies in those days of the early fifties suffered a lot of punishment. I mean what with the road conditions, which were generally quite bad for high speed motoring in those days, and the fact that major international rallies involved driving flat out for about three thousand miles, so cars took a real hammering. I was always particularly sensitive to any different feel with brake operation and the TR2 had four wheel drum brakes initially but eventually front wheel disk brakes were developed and went into production on TR's. This was a major brake improvement thanks to your father's development work. But to continue with the regular checks theme, my TR2 was completely checked over both before and after every rally I entered. Checks included a complete suspension and steering inspection, and it's often quite remarkable what comes to light including deterioration of shock absorber efficiency which was quite prevalent in those days. Inspecting and adjusting brakes was also important as brake shoes tended to wear more than usual on rallies of course, but eventually we fitted what were known then as hard or competition brake linings."*

Chatting about brakes with you reminds me very clearly that those of us who rallied together in TR2's including Bobby Dickson and

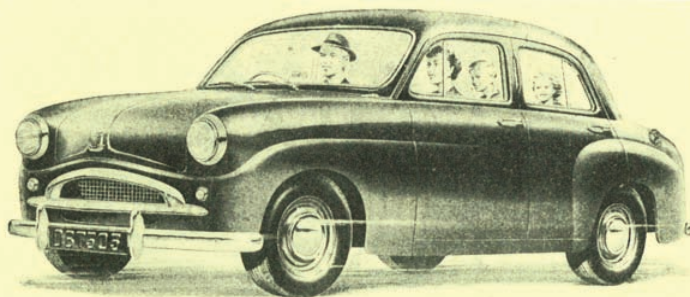
Lyndon Mills regularly asked each other about how our respective brake systems were performing etc. This was during the time just before your father Ken started his works competition department and Ken was extremely helpful and knowledgeable about all aspects of performance improvement."

Mary's mention and interest in brake systems reminded me that the company service manager, **John Murrell**, who was also a keen supporter of motor sport, gave an introduction on one of my interviews with him about brake development he remembered. John served an apprenticeship with the company from 1934, and shared digs with another new apprentice Alick Dick, who eventually became head of the company. John and Alick entered the 1935 RAC rally together in John's own Standard 10/12 speed model and won a prestigious 'Gold Award' for an excellent performance. Due to this achievement John and Alick were invited to drive a new Standard Flying 12 in the works team entered in the RAC rally the following year. Unfortunately Alick turned the car over negotiating a tricky section on the Salisbury Plain and the car was written off.

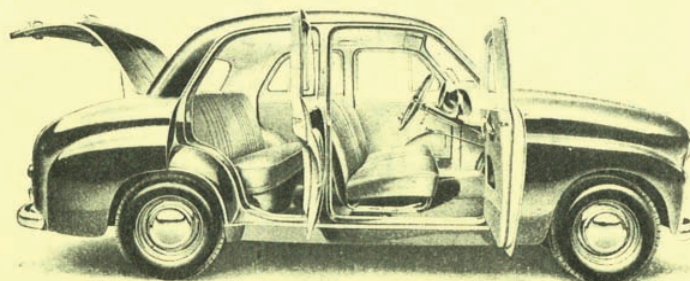


John Murrell - Service Manager

Tracing through John Murrell's recollections he recalled some very interesting details of general car development both before and after the war.



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"From what I remember of car development when I started my apprenticeship before the war cars in those days had cable or rod operated brakes that needed regular adjustment to keep the brake system efficient. In fact our new Flying Standard range that were introduced in 1936 had cable and rod operated brakes with no hydraulics involved at all. The new Flying range of course had a streamlined body with a curved rear end when compared with the boxy square shaped cars we produced before the Flyers, and the pre war engines were of side valve design. It's quite remarkable how things progressed after the war though. I remember having a serious chat with several working colleagues after the war about all the mechanical improvements our design engineers made on cars. This included moving on to the overhead valve engine which

was much more efficient than the side valve engine we'd all been used to. And we moved on to hydraulically operated brakes which was a much improved system of course. Thinking about general reliability of our cars though. There was one problem we had to cope with after the war namely the shortage of money during the time industry was picking up, and those who could only just afford cars often ignored sensible service routines. This led to sometimes dangerous problems occurring when brake systems had not been serviced properly and so on. You see, come to think of it, even food rationing that started in the war was still in place until the mid fifties if I'm not mistaken."

After reminding himself of and relating to several lifelong friendships that developed during his time at Standard Triumph, John reverted back to the general development and improvement of car design and engineering at the Standard Triumph company.

"I remember the very first Vanguard being announced in 1947 and this car was designed with world wide export in mind. I feel sure it was generally accepted that every effort in our post war mass production with the Vanguard, and the Fergusson tractor for that matter, was to encompass the latest design policy. This all takes time to achieve of course and I feel sure that we finally accomplished things in 1953 when we had a full range of cars to the latest design of the time. This included the new TR2 sports car, as well as our new Standard Eight and Ten small family saloons to accompany our latest Vanguard



model and I became Service Manager for the company that year after Bart Turnbull retired. By that time we had designed and developed a very reliable and full range of cars including vans, pick up trucks and estate cars developed from the saloons. The vans and pick ups filled a useful gap in the commercial market place which was also an extremely profitable sales area as business in general started to increase throughout the U.K. and abroad. The company had also invested heavily in many hundreds of the latest machine tools for production".

To conclude I think readers will appreciate John's summing up of the company after 1953.

"When the TR2 and the Standard Eights and Tens went into production from 1953 the company seemed to take off. We had a new range of cars and the TR developed such good publicity for the company. AS you know Ken's cars won loads of trophies in rallies and Le Mans. I remember TR owners were so proud of their cars that they had them serviced almost on the dot mileage wise to keep them in first class order. We had very few problems with the TR thanks to Ken and it was remarkable how many well known people had one. Reg

Kit Heathcote & Ken Richardson **Regular Servicing meant many TR** **owners had few problems**

Harris our champion cyclist owned one and so did Chris Brasher our champion runner who was a friend of Ken's. I can't remember if Stirling Moss had a TR but he used one of our press TR2's at Oulton Park circuit to evaluate circuit improvements. Oulton was quite a dangerous circuit in its early days and I suppose it can be said that a TR was instrumental in improving it in the hands of Stirling Moss. I know Stirling had a Standard Ten for several years because that car was serviced at Allesley on occasion.

Mike Hawthorn had a Standard Triumph dealership in Surrey and he was very helpful to our public relations people in promoting the TR by appearing at several shows and publicity events at our main distributors and at the factory. As you know he was also a regular guest at Ken's house parties. Several TV stars also had TR's as well including TV pianist Semprini who I got to know quite well."



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Spitfire



1500. 70,700 Miles. MOT Aug 17. Renovated 2004. Garaged 12 months. Summer use only. 360 miles since 2010. Engine/Body sound. OFFERS. Derek Fawcett (Pudsey, W.Yorks) 0113 2296051.



SPITFIRE MKIII 1962. Owned 12 yrs. Overdrive. Aldon ignition. Hi-Torq starter. Alternator. Supplementary Dash Hazards. Oil Pressure. Ammeter. Green tinged glass. Rossini discs. S.S. Exhaust. Gemini Cat 2 immobiliser. TSSC Valuation £12.8K June 2015. GRFS. £8,250. Ray Carter (Bromley, Kent) 07831 883765.

Herald



12/50 1964. One Owner. Two tone, Conifer/Cactus. No Tax. 12 Months MOT. No Rust. A1. Garaged. History. Duxford 3 Time Winner. £3,900. John Cash (Essex) 01245 231342



1200 CONVERTIBLE 1961. Spit engine, tax exempt, mot, fair condition 3, sound & reliable. £2,000. ONO. Simon Canham (Cumbria) 07901842248.

.HERALD 1200 ESTATE PROJECT (1964). Nonrunner but has been garaged for past 40 years. Project. £500 Roger Jackson (Northamptonshire) 07766 776014.



1200 SALOON 1966. Conifer with Cactus interior. Spit III engine. Servo. Discs. Vitesse Tank. Leston Steering wheel. MOT Aug 2017. TSSC Valuation £4,500. Kenny Cushing (Norwich) 01603 872605.

Vitesse



MKII CONVERTIBLE 1972. Wire wheels. Brake servo. Electronic ignition. Overdrive. Electric fan. TSSC Value £5,200 2014. S. Steel Exhaust. £5,500 ONO. Gerald Glanvill (Newton Abbot, Devon) 01626 352845.



2.0 MK1 CONVERTIBLE. 1968. MoT, free tax. New British wheels cost 1k, loads bills, nice condition, 2plus. £5,500 ONO. Simon Canham (Cumbria) 07901 842248.



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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.

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

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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

Steve Payne, 47 Tiverton Drive, Horeston Grange, Nuneaton, Warks. CV11 6YJ.

Tel: 07792 987353 (6 to 7pm) e-mail: spitfireIV-1500@tssc.org.uk

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

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GT6 MkI/ II/ III

Andy Cook, 7 Albany Road, Fleet, Hampshire, GU51 3NA

Tel: 07822 801275 (Eves/Weekends) e-mail: gt6@tssc.org.uk

http://cook1e.blogspot.co.uk/

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Bernard Littlewood, 92 Lascelles Drive, Pontprennau, Cardiff. CF23 8NQ.

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TR7/TR8

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

Tel: 07843 435190 e-mail: acclaim@tssc.org.uk

STAG

Martin Marrison, 2 Ridgeway, Greenhill Way, Haywards Heath,
West Sussex RH17 7AQ

Tel: 01444 450941 (Eves) e-mail: stag@tssc.org.uk

TSSC TRIUMPH ARCHIVE

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Cheshire. WA5 4ES.

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AMPHICAR

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Vivien Thompson **Tel: 01484 541185**

Julie Hazell **Tel: 07813 589799**

September 2016



TSSC

Area News Review

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- **AREA NEWS**
- **EVENT ADS**

Lincolnshire Triumphs

A family friendly group of triumph car enthusiasts. Monthly Meets, Workshop days and convoy runs to events



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The event is organised by the Lincolnshire Area of the Triumph Sports Six Club, and in association with the Lincolnshire Area of the Triumph 2000, 2500, 2.5 Register. Supported by Rimmer Brothers.



AREA DIRECTORY

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

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

**IF AREA DIRECTORY
ENTRY IS IN GREY THEN
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OFFICIALLY!!!
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WITHOUT TSSC
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Area	Area Organiser/s	Meet at	On the
SCOTTISH AREAS			
CENTRAL & WEST	Gregor Graham: 0141 952 4624	Lochinch Sports Club - GLASGOW G41 4SN Harvester, Kinning Park, GLASGOW G5 8NP Various - see report in Area news	1st Thurs. 7.30pm 3rd Sun. 11.00am Last Thurs. Eves.
NORTH EAST	Danny Stroud: 01224 742315		
NORTHERN AREAS			
CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
CUMBRIA	Roy Ross: 01229 474077 Phil Evans: 01946 861548	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Wayne & Anne Ash: 07402 948380 Mark & Lorraine Kilgallon: 07954 784342 Geoff Dent: 07773 440201 Deryck Beadling: 07939 068976	The Joshua Bradley, Stockport Road, Gee Cross STOCKPORT. SK14 5EZ The Travellers Rest WITTON GILBERT DH7 6TQ	1st Tues. 7.30pm. 1st Sun. 7.30pm.
NORTH EAST	Alex Cain: 0151 222 2366 Kevin Makin: 07980 604021	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL Canberra Club (BAE systems) Balderstone BB2 7LF	1st Tues. 8pm. Last Tues. 8pm.
LIVERPOOL	Richard Lloyd: 0151 625 3172	Cottage Loaf - THURSTASTON. CH61 0HJ.	1st Tues. Eves.
LANCASHIRE	Richard Briscoe: 07766 354449	The White Swan - DEIGHTON YORK YO19 6HA	2nd Mon. 7.45pm
WIRRAL			
NORTH YORKS			
WEST YORKS	John Tailford: 07712 862556	Drighlington Cricket Club DRIGHLINGTON. BD11 1JU	2nd Tues. 8pm.
MIDLAND AREAS			
COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
DERWENT VALLEY	Bob Meller: 0777 357 8282 Roger Buck: 07970 619149	Smalley Common Ex- Servicemans Club ILKESTON DE7 6FY	1st Tues. 8.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	Rose & Crown - 45 Main St, Thurnby, Leics. LE7 9PJ	1st Tues 8.00pm
LINCOLNSHIRE	Simon Oliver: 07841 450715 Carl Wright: 07534 331830	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
NOTTS	Adrian Hadfield: 07837 110325 Nigel Hill: 07976 163006	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon 7.30pm
NORTHANTS	Nigel Hawes: 07879 491778	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
OXFORD	Thomas Cope: 07972 039532 Nick Morse: 01869 246543	Brewers Fayre, Oxford Rd, BICESTER. OX26 1BT	3rd Tues. 7.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	The Golden Pheasant. Main Road. ETTON. PE6 7DA	2nd Mon. 8pm.
SHROPSHIRE	David Embery: 01952 371783 Simon Morgan: 07786 806189	The Lion - Priorslee, TELFORD, TF2 9NN. Bill Bate: 01952 581391	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999 Chris Allen: 07505 110922	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
WORCESTER	Vicky Kitchen: 01527 894125	May to Sept - Plume of Feathers, SOLIHULL. B90 3BW Berkeley Arms - Spetchley, WORCESTER. WR7 4QL	3rd Wed. 7.30pm. 1st Mon. 7.30pm
WELSH AREAS			
NORTH WALES	Roger & Helena Hill 01691 600215	The Trevor Arms - Marford Hill MARFORD LL12 8TA The Plough Inn, St ASAPH	1st Tues. 8pm. 3rd Wed. 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	Unicorn Inn - Pontprenau - CARDIFF CF36YA	Last Tues. 7.15pm
EASTERN AREAS			
CAMBRIDGE	Tom Hartley: 07795 436149	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
ESSEX	Allan & Janet Jannaaway: 01375 672072	"Passing Thyme" Cafe RAYLEIGH ESSEX SS11 8SJ	2nd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324 (Venue Swaps Monthly)	The Wharf - DARTFORD	4th Sun. 12 Noon
NORFOLK	Mike Carroll: 07828 103064	The Good Intent - HORNCHURCH	April to October
SUFFOLK	Colin Wake: 01206 250360	The Oak Tree Ipswich Rd NORWICH NR4 6LA Sorrel Horse - Barham IPSWICH. IP6 0PG	2nd Mon. 8pm. 1st Tues. 8pm.
NORTHERN IRELAND			
NORTHERN IRELAND	Laurence Cochrane: 07577 210100 Alan French: 02891 882728	Nortel Social & Athletic Club - NEWTOWNABBEY BT37 0EB	1st Wed. 8pm.

Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - Nr MAIDENHEAD on A4	2nd Tues. 8pm.
SOUTH BUCKS	Daniel James: 07818 052276	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. 8pm.
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 Crown. High Rd. Shillington. HITCHIN SG4 3LP	4th Mon. 8pm
ISLE OF WIGHT	Elaine Hawkins: 07842 249591 Tracy Cleaver: 07754 751672	Various - See report in Area News	Call for details
WEST KENT	Colin Robertson: 07810 102525	Cock Horse - B245 HILDENBOROUGH TN11 8NH	Last Tues. 8pm
NEWBURY	Lloyd Garvey: 01635 255159	Berkshire Arms - Bath Rd. MIDGHAM. RG7 5UX.	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Clifford Darby: 07900 657176	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Ian Gordon: 01273 813691	The Laughing Fish. ISFIELD, East Sussex TN22 5XB	1st Weds. 8pm.
WEST SUSSEX	Nigel Ayre: 07799 660212	George & Dragon, Dragons Green - HORSHAM RH13 8GB	3rd Thurs Eves.
THAMES	Mickey Hazell: 07773 623807	George Inn - 29 Windsor Road, WRAYSBURY. TW19 5DE	3rd Thurs. 8pm

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Bell, WEYHILL, SP11 0PN	2nd Thurs. 8pm
AVON	June Wrigton: 0744 3841162	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Carol Coventry: 01726 824523	The Wishing Well - CODRINGTON BS37 6RY	1st Tues. Eves.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
		Ring A.O. Details	1st Sun. Lun
NORTH DEVON	Darren Groves: 07806 351499	Crealock Arms - BIDDEFORD. EX39 5HN	1st Thurs. 7.30pm
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376 Martin Hughes: 07760 384236	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Tyrrells Ford, Avon, Christchurch, BH23 7BQ.	Last Thurs. 8pm

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	Luikersteenweg 166 Tongeren - LUMBERG.
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	Soulis Papaathanasiou 00 30 6977280215		Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007
INDIA	Shyam.K.Chary(91) 40 7171173		krishn_sk1981@yahoo.com
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NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233		Grote Sloot 78, 1754 JH - BURGERBRUG
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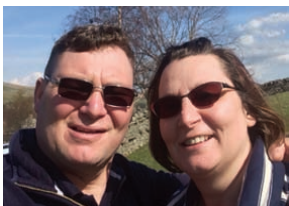
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TSSC AREA NEWS

AREA LIAISON OFFICERS

email alo@tssc.org.uk
Tel. 07976 163006

We would like to say a huge thank you to Nigel and Tracey Hawes for organising the successful event at Silverstone, once again everyone looked like they had a great time and a bonus was the weather was kind for the weekend. Looking at the photos and posts from Facebook this an event going onwards and upwards.



We also want to thank Neil Spencer and Dave Smith with the Leicester crew for a wonderful Sunshine Rally, what a great and well organised event. If you haven't been on this camping weekend pop it in your diary as one not to be missed.

There are still events in **September namely the Duxford show on the 13th September. Totally Triumphs from the 23rd to 25th of September and on the same weekend Pistons and Props at Sywell** which we know some of the areas have booked. In **November the Lancaster Insurance Classic Car Show at the NEC** is on so look out in the Courier or on the TSSC website for details. Nigel will report in October about the break down meeting that CoM will have had in August.

As you know Oxford area is well and truly up and running so if you know of any blank spaces around the UK or know anyone who would like to be an Area Organiser please get in touch and we can get things rolling.

Nigel & Di

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

A pleasant and sunny enough evening to actually sit outside at the Bruce Arms in July and admire the 3 Spitfires on offer, Baby Blue, Tim and Helen's who had come to visit us again in their Mk4 Spitfire and Arthur Jump's (landlord's son) rather modified MK IV. Although sunny there was a bit of an edge to the breeze but we all managed to refrain from retreating indoors.

Back to the Bell for our second visit and 3 club cars in the car park, Robin's Spitfire - some more teething problems on the Stag sorted but others still to work on, Bob's TR6 and Guy's Bond Equipe 2+2. And Frank, having been abandoned by Kelly again - somehow she preferred Spain to Andover! - checked out the carvery again and pronounced it a bit better having arrived earlier this month, without a detour via the Plough.

Robin had heard that The Plough had re-opened again and Frank was able to confirm this from information on their website but we have decide to stay at The Bell, for a while at least, rather than risk another visit to a closed pub. We will monitor the situation but for now The Bell, with a large quiet pub and car park on a main enough road to make it easy to find seems to be a reasonable choice. If you want to eat there it seems to be better to arrive by about 7.30 as the carvery closes about 8ish, but appreciation was given to the pudding menu, these being available until later, by our three enthusiastic testers.

Frank did, as I mentioned, set up a Facebook Page for Andover Area so do please go along and join the group at TSSC Andover Area.

If you're going to Beaulieu please come and look us up, we're on

red field, stand R055.

Next meetings:

2nd - 4th Sept - Beaulieu International Autojumble
8th Sept - Regular meeting at The Bell, Weyhill, SP11 0PN
21st Sept - Regular meeting at The Bruce Arms, SN9 5LR
2 October - Shallbourne Classic Car Show

Guy & Suzie

AVON

Tel. 01454 327059

Apologies for lack of news last month - I thought I had written it, but obviously not. Anyway, we have seen a few new members arriving to meetings in the last couple of months. I hope we will see you again, as you discovered we don't just talk cars at the meetings. I have lost track of the shows attended over the last few weeks but they have been varied.

We attended the Silverstone classic - a massive show and thankfully dry this year.

As we approach the end of the show season, thoughts must turn to the all important Christmas meal and January panto! Judy has kindly volunteered to organise the meal and I expect to get the booking form for the panto in October, so will need to know numbers asap. This time it is Dick Whittington and the date is provisionally **13 January**.

Don't forget we have changed our meeting night to **1st Tuesday of the month** - I think it caught some out in August.

See you all on **Tuesday 6 September**.

Jane

SOUTH BUCKS

Tel. 07818 052276

www.tssc.org.uk/southbucks

Hi all. July's meeting was well attended, with myself, Carl and Harry, Rob and Vincent, Simon and newcomer Nick. We even had a nice selection of cars, with my Stag, Simon's rather lovely TR6, fresh from Le Mans no less, and Nick's Triumph too. The weather was great and what better thing is there to do on a fine Wednesday evening than go down the pub in a classic Triumph and chat cars?

I attended the Brooklands Super car Sunday on the 17th of July. I got there somewhat late, in part due to awful traffic on the M25. I'm happy to say that despite the hot weather the Stag didn't over-heat! The cars that were there were well worth the visit, with Twigg's lime green Lamborghini Miura and a stunning McLaren 675LT in particular catching my eye and the opportunity to see some cars exercised on 'Test Hill', which in period was used to test engines on the way up, and brakes on the way down. Modern cars can climb the hill with ease but it takes some skill to get a good run, you need to make sure the engine is 'on song' for the very steep part near the top.

I also went to Croxy Green on August 3rd for the Wednesday evening show. The wonderful weather brought out a huge number and variety of cars and, as in other years, the entire common was full. Again in common with other years was the number of Triumph's, especially Stag's, mine was one of at least three white ones, but there were plenty of Spitfire's, TR's and a GT6's amongst others.

The next meeting is **September 21st** from 8pm onwards, and I go to either the **Hart and Magpies** or the **Ace Café every second Tuesday**. I hope to see you at one or both!

Daniel

CAMBRIDGE

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It was a drizzly first day of August at the Plough when we met up. A small but happy bunch of Triumph nuts discussed why we only had a single Triumph in the carpark. Mike's blue TR6 sat

CHESHIRE . . . CORNWALL



TSSC AREA NEWS

amidst other wannabe classic Triumphs, including an MX5 and a Mini.

John resolved to peer into his replacement petrol tank for his off-the-road Heralds, whilst Toby said he had to solve how to get MX5 seats into his Hurricane, possibly by cutting into the plywood and fibreglass floorpans and re-making them.

Much was made of the up coming RBRR in October and the lack of cars between Mike C and myself; we even looked at cheap Triumphs in need of some TLC on fleaBay - a dangerous road to go down that often has driveways stuffed full of rusting Triumphs at the end of them. Should we think about the area buying an Area Triumph, perhaps in a syndicate kind of idea?

It was decided that the Fish and Chip Supper run that we had penned in for mid August might need to be postponed into September because so many holidays and family commitments dotted the diaries of those of us that were at the Plough that it proved difficult to find a date that worked for enough people.

Next meeting is the 5th of September **at the Plough in Fen Ditton** as usual, which has the **Lincolnshire Triumphs Weekend immediately before it on the 3rd and 4th of September.**

Tom

CHESHIRE

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This first bit is written on Monday 11 July. Outside the rain is hammering down, and the section of our back garden that floods is suitably flooded, while yesterday the Wilmslow Show was cancelled due to the showground being 'extensively' flooded. Most of the jobs I would like to do (gardening, cars, and the like) involve being outside so no progress can be made there. Earlier in the year Gawsorth Show was cancelled due to heavy rain and snow. So all we're missing at the moment is the snow. Don't hold your breath.

We've had better weather for Capesthorpe, and there were several Triumphs around the place. There were many conversations, too many to record here, a small purchase, tea was brewed using water boiled by the recently acquired camping stove, and sometime in the afternoon the rain that had been on the forecast duly arrived. This wasn't a deluge but sadly it seemed to frighten a lot of people (and the traders) so it was very sparse after that.

Even the Snagfordshire meeting had reasonable weather, with people outside inspecting cars and talking and things for a good portion of the evening. Several pairs of ears were treated to the sound of Triumph sixes at high rates of revolution, one of the cars involved having a much louder exhaust than the other.

And I still have not been able to inspect the AOs newly acquired Stag, as holidays seem to have got in the way of reconnecting the gearbox.

Bodelwyddan had reasonable weather too. My hood stayed down the whole day, although I must say it was quite cool on the journey in the morning. Once again we had the two Adrians, two GT6s show. They decided to have breakfast somewhere in the Middle of darkest Cheshire, at a time when I was still in bed with my first coffee of the day. The Macclesfield GT6 continues to surprise with its list of replaced parts, this time it was the distributor (the shaft was flapping in the breeze). Having reviewed several



recent photographs, I have concluded that the bonnets on red GT6s open automatically when they are parked on grass. This must be to allow the large piece of cast iron to cool down more quickly to ambient temperature and avoid the risk of a grass fire. Once again, many conversations, tea was brewed, and the day just flew past. I'll also observe that the A55 is seriously hard work driving after such an excellent show. And I must mention (in pass-

ing) the MGB with a Stag V8 in it. Pardon?

Tales from Crewe indicate that the white Herald convertible failed its MOT because the front seats were able to tilt forwards (as I believe they do on all Heralds and Vitesse). The tester pointed out the remains of a spring clip on the seat runners and declared that there must have been a device there that secured the seat in the 'down' position. I understand this one has been resolved by switching to an MOT station with a more realistic view of things, although it was suggested that the original tester's verdict could be appealed.

I received several 'permission not to attend' emails (and a phone call) for our meeting and run out, so it was a relief that there were 5 cars in the end, including Roy's Stag which was allowed to attend following a cancelled meeting. We had pleasant weather (all 4 ragtops had their hoods down) and everyone enjoyed listening to the Stag's exhaust tune. There were conversations about V8s, 6 pot and V8 vibration modes (helped by a little beer), the forthcoming shows, and comments about an Aston and its parking. The newly fitted halogen main beams got tested on the way home, with bulbs supplied by Bernie's Bizarre Bargains. They seem to be a worthwhile upgrade.

In **September we have Cholmondeley Castle on the 4th** (I aim to be there), and a **Classic Car Show at Event City on the 17th and 18th**. There are other events including the **All Triumph and Classics Day at Duxford on the 18th**. Sounds interesting, a mere 174 miles according to Mrs Google.

Our next meeting is on Thursday 1st September at the Cock and Pheasant. Normal service (whatever that is) is resumed this month, so your AO should appear around 8:30.

Henry

CORNWALL

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Hi all, into the month of September and as you are reading this I'm getting ready for our big family event of the year. My Son Darren is getting married! Where have the years gone? Hoping for the sun to shine for them, and of course to use the Spitfire for the event of my year!

Back to club news

Had some news from Adrian who attended the Father's Day meet on 17th June at Morwellham. He had done some work on his Saloon car beforehand, putting a set of Minilite wheels on, drive shaft gaiters, clutch slave cylinder, track rod ends and a few hoses replaced. Think he must have serviced all parts seen! He was intending to use the TR6 for the Morwellham event, but looked outside at the weather and forecast and decided it had to be his 2000 saloon. Good job he gave it a good service must have had a premonition! He had an uneventful drive to the venue which was filling up fast but due to the damp and drizzle a lot had left by midday. The obligatory trip through the mine was enjoyable but wet! He did however have an ice cream and by mid-afternoon made his way back home to dry out! Thanks Adrian for that news, glad you had a good time despite the weather.

Into more past events on Friday 8th to Sunday 10th July, Malcolm, Clare, Ross, Tom, Helen, Tony and I travel up to Powderham castle, Dawlish for the Crash box annual gathering of vehicles.

What a gathering roughly around 2000 cars and steamers. A very enjoyable time was had with the Cornish and Devon members along with some good friends of Cornwall Triumphs. Great fun was had on Saturday night, dancing the night away in the middle of the field like you do! Over the weekend six bands performed very good music indeed. The TSSC stand, which Sue and John organised was very full around 35-40 cars on display. On Saturday it was great to see Jo and Steve Hardyman with their Herald (Seen on the TV programme Car SOS) Lovely to see so many, even the weather stayed good all weekend! Celebrated two birthdays had lots of cake and a few beers thanks to all for a good time had.

Club Night 14th July six members in attendance and cars came

Cornwall Continues

along for the ride also. Six apologies, thank you for letting me know, really did not want to be sitting in a pub on my own! We spoke about up and coming shows and who's going. (See the list of events at end of report) Also we talked about our Christmas dinner and dance, the 10th December, please see my advert.

I was messaged from members, who attending our camping weekend. Wanting to know the dates of next year's event. It will be the weekend of the 23rd –to 25th June 2017. Not too sure of area as of yet but it's in the planning, and I look forward to seeing you all again once more.

We did have some visitors Dave and Avril Woodward A/O s for North Staffordshire area. Lovely to meet you both and I do hope that you enjoyed your holiday in Cornwall.

A past member also attended called Ken Westaway, with his Spitfire MK3 Fastback, which he is selling. If you need any details please email me and I will gladly send on the messages to Ken.

On Sunday 17th July the rotary club of Wadebridge presented their 20th "Wheels Classic Vehicle Show". This was held at the Royal Cornwall showground. The charity for this year was the Cove Macmillan Support Centre. The

Duchy's first cancer support and information centre. They have raised so far between 19, 20,000 according to the news. Well done to all for making this a fantastic show and wow what a show with back to back sunshine, brilliant blue skies it was HOT HOT HOT !!!

An amazing show of cars, all being displayed in their own make.

The Triumph area was great, we had an attendance of over 100 triumphs. Lovely to see some TSSC members, past and present. Tony and Helen with their 1360 Herald estate, Brian and his Stag, Des but no car! He left it too late to book and the show was full, and where does Des live? Wadebridge! Never mind Des there's always next year. Malcolm attended with two of his cars, the Vitesse which was driven by his friend Craig and passenger Archie, his son, the other car which Malcolm drove was a 1963 Herald 1200 (340TCV) which is now up for sale. This car is a local car being originally sold by Taylors Garage in Penzance. It has done only 24,000 miles from



new, the price is £7,500 OVNO, for more information and Malcolm's contacts please email me, and of course my Spitfire and I attended this lovely show also.

On Friday 29th to 31st July I attended Boconnoc Steam Rally along with a few other friends from Cornwall. Devon members joined us this year for the whole weekend, great to see so many that travelled down to this lovely private estate. Another back to back sunshine weekend was had. I arrived Friday after work and for once I was able to sit back and relax as I managed to get down to Boconnoc on the Wednesday night to set up camp. A night of catching up with the Devon Members and then off to the entertainment tent to hear some music and have a few beers! There I meet a former member Dan and had a lovely catch up with him, still owning his MK1 spitfire. I look forward to seeing him out about and joining us once more within the Club. On Saturday after a good hearty breakfast it was time to take in the show with lots of

things to do like Clay pigeon shooting, Archery, Tractor and Steam engine rides around the estate. Crafts to see, Dog show and of course lots of classic cars to see. The evening and it was back up to the beer tent for some more good music and of course a beer or two. Sunday was again a really nice day of leisurely taking in the show and walking down to the lake to see the swans. Sadly for me I had to go on Sunday evening but a few stayed on for an extra night. This is a great show and very well organised, much recommended for anyone to attend.

Next year's date: **Boconnoc Steam Rally Friday 28th to Sunday 30th July 2017**

That's about all the news I have for this month, please do let me know your adventures with your cars.

Up Coming Events September

8th TSSC Meeting The Hawkins Arms Zelah sorry I will not be attending this meeting I'm going to Swanage.

8th to 12th Swanage Steam Railway Event, with Car Show and a Folk Festival.

16th to 18th St Mawgan Steam Rally

18th Route 38 car show at Trecreek Holiday Park Looe

October

7th to 9th Club Triumph 25th Round Britain 2000 miles in 48hrs reliability car run

13th TSSC Meeting The Hawkins Arms Zelah please come along so that we can plan a few events for the winter programme now that summer shows are in the past.

And lastly see our event for Christmas; it would be lovely to see you, if you would like to join us let me know as soon as you can, deposits needed ASAP.

Safe Motoring

Carol

COVENTRY

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Hi Folks. The first Heart of England meet at the Griffin Inn, Bedworth on Tuesday 5th July was once again a wet night, did manage to go in the "Smiffy Spitty" with the hood up but there was only another half a dozen cars turned up, still another noggin and natter in the bar was enjoyed. The second Heart of England meet on Tuesday the 26th was a lot better with approximately 50 vehicles on show but unfortunately due to the wet weather previous the field had not been mown which stopped us sitting by the cars on the field but an enjoyable couple of hours were spent in the gardens of the pub with the usual gang, a good showing of Triumphs 12 in total one of them being the premiere showing of Steve & Sharon's Bumble Bee Vitesse which he has been renovating for the last 12 months, looks good Steve well done.

Saturday 16th we gathered at the Jet Station on the A45 Toll Bar End with the ASOC to travel in convoy to the Rainsbrook Valley Model Railway near Rugby for a picnic day there. The weather was lovely and sunny and the display of cars totalled 12, the railway layout had been extended since last year so it was back to our childhood to enjoy the rides. A nice relaxing afternoon out.

Day on Sunday 24th was planned by ourselves and involved 10 people in 5 classic cars started well with the hoods down but 2/3rds through the run we had a bit of a shower so we finished the run with our hoods up but by the end the sun was out again and it was red hot. After an enjoyable run through many villages of Warwickshire we concluded at the Pheasant in Withybrook for an excellent lunch. Once again a great day out in great cars and great company.

The weekend of the 29th/30th/31st we were off to the Silverstone Classic for the first time and what a great weekend we had, lots going on all the time,



although a little expensive it was great value for money, will definitely be returning, thanks to Nigel Hawes and Northants Area for their excellent organisation of the display at the event.

Monthly meeting at the Bull and Butcher, Corley Moor on Tuesday 2nd of August was a nice sunny evening but unfortunately due to rain on the previous day and in the morning the field was a little too muddy to display our cars, but many thanks to Anne the staff for opening the paddocks for us. Not a bad turnout though with 9 classics on display and over 20 people in attendance, a special welcome to Brian Bishop for bringing his fabulous 1936 Triumph Gloria Tourer along hope we see you again. After enjoying another super meal it was outside into the gardens for the normal jovial meeting.



Bank Holiday Monday 29th August the Pershore Plum Festival we will meet again at the BP service station on the A46 Eastern by pass Coventry this time at 9.00am and then at Stanks service station on the A46 Warwick by pass at 9.15am.

Shackerstone is all booked there are approx. 40 vehicles on the show stand.

There is no August Dalos Day run. September run on the 18th is being planned by Mike Rowell and will be in the Banbury / Northants area details to follow, must know numbers by **Wednesday 14th**. Lets hope we have a good August weather wise and let's see if we can have a bumper turn out for our **September meet on Tuesday the 6th** the last one before the dark nights return. Don't forget all makes welcome.

Regards

Phil & Lyn

Forthcoming Events :-

Sunday 28th August Heart of England meet and Autojumble, Bulkington Workmen's Club, Chequers Street from 11.00am. Just turn up.

Bring your own Autojumble.

Monday 29th August Pershore Plum Festival
<http://www.pershoreplumfestival.org.uk/> Meet at the BP S/S A46 Eastern by pass Coventry 9.00pm or Stanks S/S A46 Warwick by pass 9.15am

Weekend 3rd & 4th September Shackerstone Family Festival <http://www.shackerstonefestival.co.uk/> or Contact ourselves.

Tuesday 6th September Our monthly meeting at The Bull & Butcher, Corley Moor, 7.30pm

Tuesday 13th September HoE meet at the Griff from 6.30pm

Sunday 18th September Dalos Day. Details to follow.
Weekend 24rd & 25th September Piston & Props Contact ourselves.

Tuesday 27th September HoE meet at the Griff from 6.30pm

CUMBRIA

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July has been a busy month with four events to report back on: Le Mans Classic, TriumFest UK at Santa Pod, Hayescastle Vintage Rally and the Ripon Show.

Le Mans Classic - The last time Sue and I went was 2004 and things have changed dramatically since then! We met up with the rest of the Cumbria Crew at Poole terminal just before boarding early morning on 5th July. Sue and I in Harvey (our motorhome), Roy and Anne in the Volvo estate, Alick in his Spitfire, now with MX5 engine (great conversion job!) and his two pals, Jim and Kevin in MX5's complete with racing stripes and numbers (honorary TSSC members for the weekend!). The crossing to Cherbourg was smooth and comfortable with plenty of space on the ship, the Barfleure, and reasonably priced food and drink. We all had a good run down to the campsite at Matragny Chateau. We had a few problems on arrival getting bogged down in soft ground on the first pitch allocated to us and then we had an electrical problem with the 240v supply to the van. Alick traced this for

us with the Ross family circuit tester. (Still owe you at least a pint for that Alick!!) Late afternoon saw us having fun at the site fishing pool with Anne, Alec and Kevin having a go with cane and fixed line rods bought from the Site shop. Safe to say fish was not on the menu that evening although we did have a good meal in the Site restaurant! Mike Mayfield, a fellow TSSC member from Melton Mowbray, joined the Cumbria Camp via the Caen crossing. We had an excursion South to visit some friends on the Wednesday but the rest of the Crew had a relaxing day in or around the swimming and fishing pools. We arrived at the Tetre Rouge site late morning on Thursday just in time to help the rest of the Cumbria Crew and TSSC HQ staff off load the TSSC van and then get the bar, electrics and TV set up. This has become the routine contribution from Cumbria Area to help the HQ staff get up and organised for the weekend ahead. The Cumbria Camp was already set up next to the fence with an elevated view of a section of track including the Dunlop Bridge and getting to the circuit itself was a short 5 to 10 minutes walk to some great spectating locations. In the evening Roy and Anne followed by Sue and I and then Mike, a bit later, did one hour stints as bar staff to give the HQ team a break. This became routine each evening over the weekend.

Friday morning saw Jim and Kevin heading out early having booked for circuit laps. Kevin took Anne as passenger and Jim made a young lads day as passenger, picking him up at the Site exit gate en route to the circuit. Alick got some good action photo's and speeds approaching 115mph! down the Mulsanne Straight were mentioned. Clearly a good time was had by all!

Friday afternoon and overnight was qualification and free practice time for the 6 Grid groups, the Group C racing and the Jaguar Challenge cars. We had a stroll around the 8 paddocks and the many stalls in the Village which took most of the afternoon. It was expensive to eat and drink within the circuit itself so it was not surprising that the TSSC bar and UK catering van were very popular all weekend!

Racing started Saturday morning with the Jaguar Classic Challenge and then the Group C car races. The Little Big Mans race, scaled down replica "racers" driven by kids!, was the curtain raiser to the main event. The Classic now has 6 grids doing 3 sessions of about 45 minutes each with a 30 minute gap in between each session. My recollection from 2004 was 3 grids doing 4 hour stints but I could be wrong on this! There were 3 TR 2's, 3 TR 3's and a Peerless GT racing this year.

Kevin managed to "blag" some pit lane [access all area] passes from an acquaintance involved in the Group C racing so Alick, Jim and Kevin had an interesting Saturday afternoon/evening making the most of their photo opportunities!

We watched the racing till about 01:30 Sunday morning and, as usual, Sod's Law prevailed! a couple of hours later a car dropped a load of oil under the Dunlop Bridge and mayhem followed with several following cars sliding off the track into the barriers all within sight of the Cumbria Camp!

Later that morning we had a stroll (turned into a long walk!!) around the Bugatti circuit in field. This area is for Car Club parking and is effectively a massive Classic Car show with over 100 Car Clubs represented and some very rare and unusual vehicles on display. The TSSC "TV Lounge" was popular Sunday afternoon with Wimbledon (some guy called Andy!?), some World Cup football match or other and the British GP!

Monday morning saw the Cumbria Crew back in action taking down the bar, electrics and TV as the site had to be cleared before 12:00. It was a great weekend made all the better being blessed with good weather and company.

Postscript - Sue and I stayed on in Normandy for a week's holiday and were pleased to be able to help a fellow TSSC member when Mike M ended up in Caen Hospital having had his appendix removed! Hope you are well on the way to a full recovery back in the UK Mike.

Hayescastle Rally - The TSSC stand was relocated adjacent to the Model Tent as the organisers wanted the Car Clubs in one location this year. There were 5 cars on the stand and Rod set up his mini Scalextric track to amuse the kids (and "kids at heart" oldies!?) Rod took the Vitesse estate, Nigel E and son with the Dolomite and Spitfire (significantly tidier than last time we saw

Cumbria Continues

it!!), Ray with the Dolomite Sprint and Mike and Esther in the MG TF. Apparently it took quite a bit of sawdust, courtesy of the organisers, to cover the cow sxxt on the stand but apart from that it was a good day and stayed fine. Show Jumping was back in action in the top field area as added interest but this meant the morning auction was moved to the offsite car park. Thanks to those who attended and set up the stand given that Roy and I were packing etc ready for our Le Mans set off the following day. Cheers

Phil

Ripon Show 24th July.

A stand for 10 cars was booked again. Many have said that it was the best Ripon show ever. At the close of show I caught up with Phil the organiser and he said that there were over 1100 cars on display and not a blade of grass was left for anyone. I suspect that the number of cars was up on previous years as the show did not clash with Flookborough, which it normally does. There were plenty of trade stands and plenty of bargains to be had. Kevin and friends from Lancashire, camped overnight on the show field, but some of us who had not long returned from our trip to Le Mans had enough of camping and found a very reasonably priced B&B. The cars on the stand were Anne and I Spartan; Alick in his modified Spitfire, Roger Acclaim, Helen and Tony Spitfire, Kevin M Vitesse conv, Jim and Kevin Mx5's, Mike and Esther MG. Unfortunately Nigel Entwistle phoned to say that his Dolomite had dropped his auto gearbox oil all over the road on its way over and had to get relayed home.

Alick did his usual wheeler dealing and came back from the nearby Car boot with three large boxes of scalextrics at a knock down price as it started to drizzle, which did not last long. The variety of trade stands was excellent and I managed to find most of the consumable items, nuts and bolts etc, to complete my Spitfire rebuild. The car is almost ready for paint, but the Le Mans bonnet is proving difficult to fit being fibreglass.

Forthcoming Events for September: **Selkirk has been booked**, as this year there is no entry fee. To date I have not heard anything about the Barrow show or the Millom show which was previously held at the beginning of August but according to rumours has been moved to late September. Follow us on the Cumbria Facebook page for more details. TSSC Cumbria. Safe Motoring,

Roy

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Hi everyone, we're approaching the end of the season and most events are behind us, but one or two still in the diary. The **Lincolnshire Triumphs Weekend is about to happen at Tattershall Lakes Holiday Park** and promises to be another great weekend to wrap up the camping for this year (for most of us anyway).

August saw the Sunshine Rally with Leics and Rutland group, who again managed to book the weather for the occasion and provide a relaxed, but fun weekend, and later in the month will be Ilkerton's Heritage & Classic Car show. If you've never been to this, you must try as the market place and surrounding area is packed with classic cars, buses and lorries. I find it amazing that there is such a variety of classics in our area.

The August meeting at Smalley was a little low on numbers due to the holiday season, but as usual we had a good natter, a quiz provided by yours truly, and a raffle. The quiz this time took on a different format involving handouts, and you could hear a pin drop as everyone engaged their brains.

The winners were a 3 way tie between Richard Malin, Richard Wheeldon & Paul, and Angie / Kim / Julie / Julie. As you can see, team sizes were somewhat varied!

Thanks to Colin for organising the route for our "Chip Shop" run

in July, which involved a run through Derbyshire on a bright and rain free evening.

Looking forward a little, our AGM at Derwent Valley will be the November meet, where a year ago, when looking for the AO, I foolishly stood still when everyone else stepped back. As always, everyone is welcome to our meetings and it doesn't matter what you drive.

So coming up:

4th September Lincolnshire Triumphs Camping Weekend, Tattershall Lakes

6th September Derwent Valley Monthly meet

25th September Crich Classic Car Show

4th October Derwent Valley Monthly meet

1st November Derwent Valley AGM and Monthly meet

6th December Derwent Valley Christmas meet

Finally, we are already working on 2017 Peak Run and if you attended this year, we would like feedback or comments on the changes we made this year, in particular starting the run from the campsite at Ashbourne and the venue / facilities for the drivers briefing, so drop me or Roger an email, or speak to us at one of the meetings.

As always keep an eye on the website and Facebook pages for updates and photos of events, and if you have any photos of any of the events, please send them to Colin for inclusion on our site. That's all for now.

Bob

DEVON

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

I think this year's Powderham was the best we have attended. Over 2000 cars there – not all on the TSSC Club stand of course! Though we did have massive numbers this year with 47 entered, of which 34 exhibited on each day. We had more of our members camping than ever before too. The weather held up with



only a little overnight rain confounding the forecast once again. Huge thanks to everyone who came and supported us, and especially to Shaun who acted as parking supremo on both days. Our usual gang of us, the Prowses and grandson Simon and the Glovers, made sure the pitch was mowed beforehand and it looked pretty good with a huge variety of cars on display. Cars we had not seen before were Shaun's very early 948 Herald thought to be the 11th oldest registered, Jon's lovely Vitesse 6 on her first Club outing for some 25 years, Harry's 1500 Spitfire, Alistair's smashing and rare 1300 TC, Alan's 1500 Spitfire, and son Dan's Mk III, both stunning cars. We were joined by 3 Leicestershire cars, along with the Acclaims from Monmouth of John and Michael, and some friends from Somerset too. There was a lot of interest in John B's Lightweight GT4 Special now painted up and looking great. Slightly disappointingly in the Anniversary year of the GT6, we only had 2, both Mk IIs belonging to Leics Chris and our own Jerry. As usual, we were delighted to see Trevor, Tim & Dawn and Morten & Lilian though without their cars. We were invited as a selected Club to parade in the main ring on Saturday and had a lot of interest in the Club and the cars.

Morten & Lilian joined us for July Club night, along with Tim in the Burlington. It was a cosmopolitan evening, with Mark Neugebauer from Hamburg joining us with his family. Also with us were our 'summer members', Bill & Chris Bate and as always it was lovely to see them. Ted Martin had had a problem with his Spitfire's brakes, the garage locally querying the length of his half shafts, and it took a phone call from Garth at HQ to the garage to sort out the problem. Jacob similarly had had a problem with his Spitfire, and the TSSC Facebook page provided a lot of ideas.

DEVON NORTH . . . ESSEX



TSSC AREA NEWS

It was a lovely evening, which brought out 11 Triumphs to play, and driving home at 10.30pm with the top down and not being freezing was what Triumph ownership is all about. It was Spitfire night, with a total of 5 cars, mainly 1500s but with Dan's Mk III and Mike's Spitfire IV. Two Heralds, mine and Sharon's, Bob's Vitesse, 2 Stags, Mark & Jane's and Steve's, Tim's Special. We were joined by Darryl from just over the Tamar, who has had a TR3 for many years, and is thinking of joining our gang.

COMING UP IN DEVON

Planning a great day on **Sunday 4 September** with the help of Neil and Sharon. We will meet at 11am at Exeter Services, then driving to the **Halfway House at Willand** for what sounds like a great lunch at 12. A scenic drive after. As usual we must have numbers beforehand. It would be lovely to see some of our central Devon members at this event.

Saturday 17 September will see some Club cars at the **Sidmouth Chamber of Commerce show** but this must have been pre-booked.

Devon Club Night will be Wednesday 21st at the Star Inn as usual.

October 2nd will be our annual Treasure Hunt for the 2 Jags Chris Trophy, organised by family Northcott this year. We will be starting at the old Yelverton Airfield north of Plymouth and lunch is planned at the **Moorland Hotel at Wotter**. Not too serious and a lot of fun.

Finally – Christmas is coming – we now have the menus for our **Christmas evening meal at the Dartmoor Lodge at Ashburton**. The date is **Saturday 3 December** - 3 courses for £22.50. Please let us know by the end of September if you want to come, and let us have your deposit please of £10 per head by then so that we can confirm the booking.

DEVON DIARY

Thursday 1 Sept North Devon Meeting at the Crealock Arms, Littleham

Sunday 4 Sept Lunch at Willand followed by drive.

Wed 21 September Club Night at the Star Inn Liverton

Sunday 2 October Annual Treasure Hunt and Lunch at Wotter

Saturday 3 Dec Christmas Evening Meal Dartmoor Lodge

Sue & John

DEVON NORTH Tel. 07806 351499
e-mail: darren@tssc-devon.org.uk

Meeting: Thursday 4th August 2016.
Venue: Crealock Arms, Littleham. EX39 5HN.



The build-up to the August club night didn't go quite to plan. As I arrived home from work that afternoon, Mr White Van Man who I had been following for ½ mile decided to stop suddenly right outside my house, stuck his van in reverse and went straight into the front of the Herald. Thankfully a new front valance and sidelight should see it sorted, but it did mean I had to attend the evening with a slightly sad looking Triumph.

So after a lengthy call to the insurers and a quick shower, myself and the good lady wife Michele, headed off for the Crealock Arms. Despite the Herald's bloody nose, it was an enjoyable drive up to Littleham and it's always reassuring to see a Triumph or 2 already in the car park.

So as we entered the pub it was good to see Andy Luckhurst, David Whitehead (TR7V8) and Alan & Janet Brace (MK3 Spitfire) already there. David had been on a bit of an epic journey in his TR7V8 for the TR International at Lincoln in July, over 8 hours to get there on a busy Friday, good effort!

Michele and I had been to the Sherborne Classic & Supercar Show recently, which was a great event and a much more manageable 2 hour drive away! Soon to arrive were Geoff Wheeler

and his wife in their Stag, just back from an extended stay in the Spanish sunshine, then Malcolm & Mandy Huxtable in Spitfire. Mandy is convinced Malcolm needs to do a deep clean on the Spitty, as the last two times she's been in it she's been bitten.....a new carpet set is being ordered I think! More Stag owners in Max & Si Whenmouth, having just got the car back after a double head gasket failure, a dodgy batch of head gaskets being the likely cause.....expensive all the same.

As I've always said, the Club Night isn't just for TSSC members, so I'm always pleased to see our local TR guys arrive with their great selection of cars. Andrew Willmott, Steve Williams and Paul Gibson with a TR3, 5 & 6 and with David's TR7 in the car park we had a TR from each of the 4 designers.



The TR guys did try to test my knowledge of why the TSSC is called the Triumph Sports Six Club, they rightly deduced the Six was to do with the range of cars it supported, but could only come up with 5, the Spitfire, Herald, Vitesse, GT6 & Bond. For some reason they weren't convinced with my less than confident 'Specials' to make up the numbers, they thought that the Triumph Sports Five Club just didn't have the same ring to it. Thankfully I just about managed to get a signal on my phone to find the 'About the Club' page on the TSSC website to confirm! I'll have to start swatting up in future so I'm a little better prepared.

It was really pleasing to see two new faces at the meeting, Rob Shaddick in his recently purchased MK1 Vitesse, making the short trip from Bideford and Richard Sky making the longest trip from all that attended in his 13/60 Convertible, a very respectable 70 miles from just over the border in Jacobstow, Cornwall. It was also good to hear that he had tried the heater fan modification I wrote about in the Courier a few months back with success.

It really was a great turn out this month, 18 of us with a wonderful selection of cars. 2 Herald's, 2 Spitfire's, 2 Stag's, 4 TR's, 1 Vitesse and even a Jag XJS courtesy of David's step son.

Thanks to all those that attended and look forward to seeing you next month.

Date of next meeting: Thursday 1st September 2016

Darren

ESSEX

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A short report this month as Janet's mum has been in hospital and I haven't had much time. The Toledo has done a couple of shopping trips and we did two events and the Club day so not a total non Triumph month. As those of you that follow the Essex face book page already know I think after ten years as AO it is time to step down and let new blood with new ideas take over the reins of Essex, so at the AGM on Club day in October I am planning to stand down.

Out and about - Hodderston a nice show in the middle of the town they close the roads for the day and hold a classic car show we had 5.5 yes 5 1/2 cars a TR6, 2 Spits Lightning and a GT6 with ½ pint. Lightning and ½ pint were competing to see who got the most photos, I think it was a draw.

Lots of looking around cars and shops, you can make up your own mind who did car and who did shops.

But it was a good day with good company and every one found something to interest them.

Club day this was an all Spitfire day with 4 Spits in the car park and 7 people having lunch it was a short Club day, there was lots of chatting between eating lunch and drinking coffee and we all left just before it started to rain and managed to travel there and back with the roof down, a good day.

Classics on the Common - something different again, this is a mid week gathering on a local common it is well attended and there is usually a lot of cars you don't see any were else. We went straight over after the grand kids were collected, Mike and Marion



ESSEX . . . HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

TSSC AREA NEWS

Essex Continues

had arrived early and saved some spaces. We had 4 Spits and a Vitesse, nice to see Kaylee up and running. We settled down to a lovely chicken salad with hamburger pie. THANKS Marion for the food, then a look around, I nearly bought a Sprint but it left before I could speak with the owners. There was a mixture of cars from the exotic to the down right strange and classics from the 1930's to the 1980's, then home just as it was getting dark only to find I had one head light out.

A big welcome to Thomas Naggs hope to see you at Club day.

Birthdays this month include, Ian on the 7th, Mike on the 15th Cat on the 19th Lesley on the 22nd, and our little Jack will be 5 on 28th and off to big school.

Up and coming September

4th Frankie's fest Ford Dunton car show
Sun 11th Club day, Passing Thyme, View garden centre,
A1245, old Chelmsford road, SS11 8S

Sun 18th Duxford (Herts/Beds TSSC) car show
at the air museum

23rd - 25th mini tour round the southeast coast finishing
with the OH, SO, Retro show at Margate.

October

Sun 9th Club Day & AGM, Passing Thyme, View garden
centre, A1245,

Allan & Janet

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Hi folks. Well the weather continues to make some areas smile, the suns out and the cars are buzzing, the main event for us is on September 18th and is our work to present the 23rd year of our classic event at Duxford IWM, there's an advert in the Courier if you're in a modern you need a copy of the advert to get in for £13 each, this gives full access to the museum and aircraft restoration hangars. There will be a snazzy raffle, the top prize is a trolley jack to lift your spirits.

I have a good group of volunteers to help with this and a rota of who does what will surface very soon to spread the work of ticket sales, raffle, refreshments.

We all tripped though some lovely countryside to meet up with



Doug and Mark from East Berks on what seems to have become our annual Wallingford Tour, all went well except in a moment of



senior incompetence I managed to mount the 2000 into the boot of Martin and Sara's lovely Herald. We managed to continue to the Boatouse where we filled the booked 20 places and calmed down as I was really cross with myself, and it wasn't an attempt to stop Martin winning back the best Area car award.

Martin has a spare boot lid and needs a rear lamp and a some bumper work and HYA will need a new nose and bumper, all because I thought he had departed when a late view of a motorcycle caused a halt.... needless to sayI didn't what a mess. And an avid dislike to motorbikes doesn't help put this right.

This year Sally our Barmaid! picked out Phil Sandford's cracking TR4A recently back on the road following a wheel departure wrecking half the car, well done Phil.

With 42 members at the pub we had some younger newcomers (sorry don't have my register here) with Mini and Spitfires, that's good, this was my first night out after a month of Welsh lurgy from a holiday and a pulled back, so if all is not recorded and I've missed the obvioussorry.

We may have a **run to Capel Manor early September**
It's not looking a good month for me... you all go and enjoy yourselves.

Regards

Pete

ISLE OF WIGHT

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We had an amazing turnout for our brunch run to Bluebells Cafe at Bridesford Lodge Farm. A very leisurely breakfast was enjoyed by all with just empty plates to show for it.

It was great to see new faces at our impromptu evening run to Freshwater Bay for pizzas. It was lovely to see Darren and Sam join us in their restored MK3 Spitfire. The evening finished in the pub for drinks and puds, a perfect way to spend a summer's evening, good food, company and weather, what more could we wish for.

August was our customary summer BBQ, which this year was kindly hosted by Colin and Christina with a run out on the mill road.

September is busy away from the Island with the **Spitfire Weekend in Holland, the All Triumph Day at Duxford and Totally Triumph in Norfolk** to name a few. If anyone fancies doing any events, let us know and maybe we can go somewhere in convoy to that there mainland.

Closer to home is our **next brunch run on Sunday 25 September**. If you would like to be added to our emails let us know your address, you can also find us on Facebook at Isle of Wight Area Triumph Sports Six Club.

Happy motoring.

Elaine and Tracy

WEST KENT

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Shows. Buds of May is rapidly turning into the Glastonbury of the shows weather-wise. The field was not too bad considering the rain the previous week, but the day went from mist to damp to rain to damp etc. so that's 3 years in a row. They do deserve better. Finally clearing at 3pm. Beltring Hop farm, billed as a tractor and smallholding show with the Pageant of Motoring, up to 400 cars expected over 2 days. Me being a trusting soul booked a 6 car club pitch. Saturday met up with Phil and Anne and we headed in. Well a small selection of lovely grey Fergie tractors, no smallholding represented at all and a few dull stalls. And virtually no public. Still up went gazebo banner and flag and we did have a nice time just our little group. So Sunday better, well this time 5 cars and was very pleased to meet up with Christopher (Herald) and Pete and Sonia with (GT6). Both members who can't get to

LANCASHIRE LEICESTER & RUTLAND

TSSC AREA NEWS



LEICS & RUTLAND Tel. 07530 307371

Well that's it, our Sunshine Rally has been and gone for another year. On the first weekend in August at the Rutland caravan and camping site a whole gang of TSSC members joined us from near and afar for a hot sunny weekend of great fun and frivolity.

The 12 months worth of fretting and worrying and planing eventually all came together and we set up camp on the Thursday. A few other areas also joined us on Thursday but the majority turned up on Friday. Over the 3 years that we have been having this event we have seen an increase each year in people coming to stay with us at Greetham in Rutland.

On Friday evening we had a quiz called "how well do you know your hosts?" Four questions each on the five of us and I think we surprised most of our own gang with some of the answers. Not many knew that one of our members was a Lady Zenobia Muschialli who was also a fully qualified mechanic! I think only Dave knew that I had once signed up as a crew member on a fishing trawler but only lasted one day as I was so sea-sick.

Saturday morning saw everyone drive off for the day on a tulip



route around part of Rutland. This is not a "peak run" but a casual 50 mile drive around part of Rutland, Britain's best kept secret. Rutland is England's smallest county with the largest man made lake, Rutland Waters. It has no motorways, no MacDonald's and no fixed speed cameras! We love it and so does everyone else who visits it.



Our campsite is nothing short of superb with a brilliant rally field. Whilst everyone was away for the day we got ready for the Saturday evening BBQ and entertainment.

We had over 50 booked in for the BBQ this year as it was so successful last year so we decided to up the anti a bit this year and



meetings. Along with Phil (Stag today), Ken (GT6) and Me with (Spitfire) we setup camp and had a lovely day in fact, see picture. But no real public and probably 50 other classics.

What a great meeting this month. 9 members in total with a nice selection of cars. Del was on valuation duty so all out in the car park bonnets up. Pete has turned up with a nice Vitesse to compliment his Spitfire. Excellent restoration project with the engine already gleaming. Very pleased Pete and Sonia Wright popped over, first time visit, hope we keep in touch. Also hi to Pete Watkins who hasn't been over for many a year. He came bearing gifts of some TR7 bits and some magazines from the early 90s. Now that's fascinating reading. Especially the TSSC advert.

I was intending to get over and view a nice pub as a prospective Maidstone venue, but the wife decided as my shoulder is much better, to break her wrist so apologies for that. Did pop over the new West Sussex group. Nigel and co made me very welcome, so that will be a regular along with East Sussex now. Now I know some of you have booked for **St Christopher's 18th Sep**. That's the same day as **Duxford**, and I will be heading up there to support. Anyone who can come along, let me know and we'll have a glorious run. So with **Aylesford the week before and Battlesbridge the week after**, a pretty busy Sep.

I see there are 11 new members in the Courier this month. Again I don't get to know who you are so it may seem rude me not calling and nagging you into popping to a meet, but if you're interested in meeting members do call or email.

Colin

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Hi All. Following the Santa pod 'TriumFest' the only other event we were attending in July was the Ripon Classic car gathering on the 24th, as usual a few of us had planned to go over and camp on the racecourse Saturday ready for the show Sunday, and again as usual we were to join the Cumbrian pitch. However things have a habit of not going to plan.....1st off not many members were interested in this (even though it's a really good show) and secondly there was only me that was going to stay Sunday....Dennis had a family do that he had to attend, Tony & Maria could only stop a short while and Chris bailed out all together because of a 'hot tub related incident' (ask him yourself!!!!). Basically you all missed an epic show as the organisers were estimating over 1100 cars were there. And thanks to Roy and the Cambrians for making me feel welcome. For next year's show who would want to B&B Saturday night instead of camping!!! (to be discussed later). The July area meeting was pretty well attended as we had invited Pip & Frank along to do some agreed insurance valuations. They had called in at Pam and Marks to do their cars before coming to the meeting where they did another five vehicles....busy busy, also it was good to see them again.

Finally, a date I'd like to try and get as many Triumphs as possible is **September 25th at BAE Canberra club**. Tom the steward puts on a bit of a show with all the car clubs that meet there. I'd like to do a bit of a show and shine of our own within this show, having categories with a twist so don't think that it'll only be concours vehicles.....anything from rolling restorations or daily drivers to mint end cars will fit into a category (once I've invented them!!!!). More on this by email later.

That's it for now....

Kevin

Leics & Rutland Continues

include Trout on the menu. We felt the strain trying to cater for everyone but we got there in the end.

After the BBQ we had our usual quiz then afterwards we had a local singer guitarist Dave who serenaded us for an hour or so. After that the guitars came out and the TSSC serenaded itself as the alcoholic stupor took hold. First off it was Butch from Northampton who is a very funny and talented guy! After that it was Richards turn on the guitar and it would have gone on most of the night if the wardens hadn't pulled us up.

The last 2 to bed were myself and Butch at around 01.30 after we had put the world to rights over a bottle of Bourbon from Canada!! I got up around 07.30 but didn't have a hang-over as I was still drunk!

Sunday was an on-foot treasure hunt around the village of Greetham followed by a car show at 2.0. It was a lovely line up of 30 cars including a Mk2 1600E Cortina and TWO Magenta Stags.

The car of the show was a 2500TC Mk1 owned by Chris Allen and deservedly so.

The organisers choice was Garth's Herald! This car is thrashed within inches of it's life and goes everywhere and just keeps going! Usually with a trailer on the back too! Well done to both of you.

The farthest travelled prize went to Sarah and her daughter Savanna who travelled all the way from the Isle-of-Wight in their Acclaim! Well done girls.

I need to say a lot of "thank yous" to many of the L&R gang for helping to make this event happen.

Steve and Pat Goddard for the tulip route around Rutland that no-one else in the gang could possibly do.

Dave Smith for the Treasure hunt in particular but lots of other things too. People like Chris Edmonds, Chris Bates, John Edwards for fetching and carrying all sorts of stuff. Lots of people for helping to set up site, run things over the weekend then take it all apart again. The raffle was sorted by Jean and Jan with lots of prizes donated by all the regular gang from L&R. Thank you one and all.

Lastly I have to say a big thanks to Jan Muschialli who is our treasurer without whom non of this would happen as Jan is always standing behind me and gently steering me in the right direction. Jan sorts out all the bookings and the paperwork and keeps it all together.

Finally, I have to thank everyone from near and far for coming to our Sunshine Rally. We hope you enjoyed it and would like to see you all again **next August Thursday 3rd to Sunday 6th.** We certainly enjoyed seeing you all and your cars.

The next TSSC event for us is the **Lincoln weekend 2-4 Sept** that will soon be upon us.

Duxford is looming too, Sunday 18th Sept.

Keep running on 4/6/8

Neil

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Hi folks and welcome to this months report. As usual it's been hectic in M25 East land with us being out and about every weekend and more besides.

Shows we attended in July were - The Billericay Summerfest, quite a local show, well for me anyway. It was organised by the local MG club, so it was nice to have a few



Triumphs there to show them what they're missing ha ha. Also one of our cars won a best in class trophy, can't say who though hee hee. The Wings and Wheels Classic Car Show was an even more local show for me, less than a mile as the crow flies. It was only the shows second year but it has grown rapidly and was very enjoyable with a good mix of classic and more modern cars, as well as some too stalls. So it looks like it will be on our calendar again for next year.

In between the shows we had a big bash at Lilley Boys house to celebrate his 50th. Thanks to Chris and Shelley for a lovely day, but don't mention the wooden bottle opener ha ha, you know what I mean !!

The big event back at the end of July was the Silverstone Classic and 'Hurrah' no rain like last year !! There was a great turnout, not only from our area but from lots of the other TSSC areas. The club definitely had the biggest presence on the camping field and with all the areas reasonably close lots of new acquaintances and friendships were made, especially during the boozy times around the camp fire ha ha. We had a great display on the Club stand with the GT6's and Vitesse's taking pride of place this year. Dickie Boy's Vitesse was looking resplendent parked in front of the club gazebo, chosen to represent the Vitesse 2litre model. One of the highlights of the weekend was the lap of the track for the GT6's and Vitesse's, oh and not forgetting one dubious looking Vitesse that suspiciously looked very much like a Herald ha ha. Once again the live music was good especially on Saturday night with Reef and the excellent Strangers. A lot of our crowd were observed to be doing some very dodgy dancing, or was that just me ha ha. We all had a great laugh, especially the drunken shenanigans on Saturday night (you had to be there ha ha), I reckon we'll be back for more next year. While we're still on the subject of Silverstone I'd like to say a big thanks on behalf of the M25 East Area to Nigel and Tracey Hawes who put in so much hard work over the weekend.

Apart from the shows, there's also been quite a bit of tinkering going on behind the scenes with various cars - Malc was finally able to show off his footwell lights while we were at Silverstone, this was the first opportunity he's had in the dark to show them off to their full potential, and yes they do look smart. Chris has been busy fitting hazard warning lights, a good idea really and quite an easy kit to fit. I'm sure you'll get lots of use out of them Chris mate ha ha. The good news this month is that after blooming ages Kev and Lisa's Herald has finally been painted and at this very moment (as I'm writing) is being put back together. I reckon by the time this edition is being read we should have all seen the finished result, can't wait. Kev and Lisa have also took the plunge and bought themselves a Dandy Trailer Tent, that's the third one we've had in this area. It's a nice one, been well looked after and is called Dandy Dave. The two Dandy's did look good parked next to each other, especially at night with our new lighty up bunting.

There's only about a month of the show season left now, so we'd better start thinking about booking up our foreign trip or trips for next year. How about Laon again as we all enjoyed it, and what about The Spa Classic or any others for that matter, plenty to think about ! That's about it for another month, See ya'll

John

September Events -
Sunday 4th - Capel Manor Show
Sunday 11th - Stadbroke Carnival or
Kents Classic Car Show
Sunday 18th - Essex Classic Vehicle Show
Sunday 25th - Battlesbridge Grand Motorbilia Day

IMPORTANT NOTE

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

MANCHESTER NEWBURY . . . NORFOLK



TSSC AREA NEWS

NOTE to ALL:
If I don't reply to your email or you
get an undelivered message then
I Haven't received it!! **Bernard, Ed.**
Please Ring and check
01858 434424

MANCHESTER Tel. 07752 246437
www.tssc-manchester.org.uk

Meeting venue this Month:

**The Joshua Bradley, Stockport Road, Gee Cross, Stockport.
SK14 5EZ. Tuesday 6th September .**

Hi all, firstly let me apologise if this is a bit brief, I'm on holiday enjoying myself at Tattershall Lakes so need to hurry this up so I can have a beer! We had 15 members attend the August meeting, Thanked Anne & Wayne for hosting the July meeting.

Would like to congratulate Neil Mortique and his family as Neil has now become a grandad.

Thinking of making our area meeting in January a specific one just for getting ideas together for the coming year to fill up our calendar with events, could do with some fresh ideas for venues as some members have said some of the shows have been attending over the years have been a little played out.

When applying for show stands we need to apply early. Unfortunately, we didn't get accepted for the August Tatton show on 19th - 21st August. The Wilmslow show in July was cancelled at the last minute due to the non stop rain, so members who were going to that show went along to the Didsbury show which was still on and met up with members who were attending that one, turned out to be a great little show and the weather shined, there's was no mud as the ground had stood up remarkably considering the amount of rain we had had.

We enjoyed a great social evening at The Arden Arms listening to Blues music and would like to thank Neil for arranging it, hopefully we will find another band on who we would like to see. Had another social evening in Manchester on sat 6th August, we firstly went to Lunyas tapas restaurant to sample their many dishes and then on to the amazing Manchester House, which is a bar at the top of an office block, doesn't sound much but was an amazing place with great views of the city, made you feel like a celebrity with its own separate chill out rooms.

Pip did the Brave The Shave for charity, by having her head shaved, raising well over £1500 for a MacMillan cancer charity in memory of Louise.

Our area BBQ weekend on 2nd Sept to 4th Sept is now back on as a BBQ, we briefly considered changing it to a buffet as we had arranged the use of the function room at Elm Cottage, however members at the August meeting suggested putting up the gazebo outside the function room and having the BBQ there. Members requested we do just chatting and a bit off music and no other entertainment, with a run out on the Saturday to be planned.

Some of our members went along to the annual Silverstone Classic weekend, thanks to Nigel Hawes from Northants area for arranging the main TSSC stand, weather was boiling and the show was even better than the previous year, next year we have been allowed a parade lap on the circuit to celebrate 40 years.

Our area bank holiday trip to Smighill farm in Kendal is now booked up for 26th - 28th August.

The Event City show in Manchester is on 17th - 18th September. I have had confirmation of our stand, there area still a couple of places left, if anybody wants to come please get in touch with me.

Need ideas for the Christmas do as we need to book early, look out for the comments on our Facebook page so you can get your opinions in on where to have it.

As previously discussed we are trying to rotate different meeting venues, as the Manchester area covers such a large area and our members come from all sides of the city, we will be changing the venue from time to time so everybody is covered by the travel time, so it's time for a move! This time Pete recommended the **Joshua Bradley, Stockport Road, Gee Cross, Stockport, SK14 5EZ.** So our next meeting will be held there on **Tuesday 6th September**, so see you all there at about 7.30pm, keep the ideas coming on any venues in our neck of the woods that you would like us to visit. That's all from me, see you soon.

Mark K

NEWBURY Tel. 01635 255159
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The highlight of the month has definitely been the annual Cars in the Car Park competition. I had to give up the shield having won the title last year. A great turn out of club members with 9 cars to choose from. With much gentle rivalry and many persuasion techniques being used the voting began for the car you'd most like to take home... As the slips were counted it was as close as Brexit and of course far more important... In the end the Spitfires wiped the board with 1st, 2nd, 3rd & 4th. Ollie's mark 3 was the outright winner making him the proud custodian of the Shield for the next 12 months. 2nd was Tim's mark 3, 3rd Phil's mark 4 & 4th my 1500 so still a contender!

There are a couple of local classic car meets we attend, both with a varied selection of cars to look at and of course there is a pint and lunch. The meet at the Cottage Inn, Bucklebury, was enormously successful this month with over 40 classic cars in attendance. The Club's Spitfires were showing off their 'award winning' cars along with a Bond, TR6 & TR7.

Just around the corner on 14th August is The Newbury Classic Vehicle Show in aid of Bloodwise (blood cancer) With 1000 cars last year it's set to be another great event.

Lloyd

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www.norfolk-tssc.co.uk

A good turn out at the July meeting followed by another great turn out for the Fish & Chip run to Cromer especially as a few normal attendees were unable to be there as they were on holiday. Once again the Fish & Chip Run was blessed with a lovely sunset that provided some great photo opportunities. Three Spitfires, two Vitesse's, a Stag and two MX5's completed the line up for the photoshoot. The fish and chips were not bad either and the dogs enjoyed their sausages as a treat. Why not join us next year as it's a great evening out.

Silverstone Classic quickly followed the fish & chip run and what a fantastic event that was as the weather was much improved over last year. Hundreds of Classics to see, racing to watch sideshows to keep you entertained and of course a few establishments serving cold beer to keep your liquid intake up to acceptable levels during the warm weather. Nigel & Tracey Hawes put a tremendous amount of effort into the Northants Club stand at Classic Silverstone with a very warm welcome to all who visited and the free coffee and biscuits were lovely thank you. Lots of TSSC cars to drool over and what a fantastic noise the six cylinder cars made on the GT6 and Vitesse parade lap. It really has been a wonderful year for the 50th Anniversary of the GT6 with lots of owners going the extra mile to get their cars to the events well done guys and girls.

Still lots of summer to look forward to with AO's and club members laying on runs and events for everybody to enjoy. Even if your Triumph is not currently on the road or you just have an interest in Triumphs or Classics you are more than welcome to attend any of Norfolk's meets or events and I am sure that goes for all other areas too.

Next area meet is to be held at : The Oak Tree, 59 Ipswich



NORFOLK . . . NORTH EAST . . . NORTHANTS NORTHERN IRELAND

TSSC AREA NEWS

Norfolk Continues

Road, Norwich, Norfolk, NR4 6LA. On 12th Sept from 20:00 onwards.

There will be club attendance at the **23rd All Triumph & Classic Day at Duxford on Sunday 18th September**. If you are going contact me and we shall park up as an area if possible.

DON'T forget **Totally Triumph** your very own event that will be held on **23, 24 & 25 September at Hermanus Leisure, Winterton-on-Sea and Longbeach camping site Hemsby**.

A lot of effort has been put into the event so please come and support our efforts on your behalf.

You don't have to attend every day as there is something for everybody on each day and evening.

Checkout the fliers in the Courier and on the club website for details or contact me on the e-mail address below for more details. Finally I put out a newsletter when I can so if you wish to be on the Norfolk mailing list drop me an e-mail at

mike.carroll01@btinternet.com.

Regards.

Mike.

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http://tssc-northeast.blogspot.com/

Well at last the summer is here, been lots of open top motoring from all. And steamy hot with the windows open for those that can't take or put roofs down. August meeting was a Quiet affair with only 10 members attending, but as it was the beginning of August and I expect a lot of members away on Holiday, it was also Croft nostalgia weekend and I expect quite a few attended that, Pauline and Greg attended and said it was a great weekend, unfortunately I am away this week for two weeks so was very busy that weekend, or I would have attended myself. There is very little happening at the moment so not a lot to say.

Those that went down to Silverstone had a fantastic weekend, definitely worth the effort to go, some of us were hobnobbing with celebs while there, Mike Brewer from Wheeler Dealers, what a nice normal bloke, just as he appears on TV and is happy to chat with enthusiasts any time, we have the photographs to prove it somewhere, and Ant Anstead from the Love of Cars, just came across to us while we were watching the bands and started talking to us, another genuine nice guy. The weather was perfect for most of the weekend with only light showers on the Friday night, and not too hot, it did get a bit warm on our return journey, travelling up the M1 in the GT6 with the windows open all the way, Kevan's and my GT6 took part in the parade lap around the circuit, good fun but a lot of hanging around while they marshalled us from one area to another before getting onto the circuit, I did manage to get into third gear, (I was doing 60 in second gear before changing into third) and then had to hit the brakes, round trip I completed 480 miles and averaged 39mpg, and we don't hang around, I was following Deryck who was towing the caravan and doing close on 70 all the way back, Silverstone to Birtley in just over 4 1/2 hrs.

Brian Armstrong took a little longer to get home in his Tanco Herald, as he popped a crankshaft oil seal on the A1 and had to get relayed home, but these things are sent to try us, not a massive job to fix you just have to remove the gearbox. (I am busy Brian)

Kevan now has a new 6mtr square timber double garage / barn, to store his cars, but don't let Chris Fish know or he will fill it for you.

Upcoming shows

Whitely Bay classic on the 18th September, quite a few have expressed interest so we hope for a good turnout.

If you want to enter contact North Tyneside Council Events ASAP. We will be taking the gazebo so should be able to offer some weatherprotection if it is too hot or wet.

Would anyone be interested in a **Xmas bash** this year, **Durham**

MG club are having a doo at Bowburn Hall Hotel Durham, on **Sunday the 18th DEC**, dinner and entertainment / live band, and overnight accommodation if needed, Steve Overall is getting me more info for next meeting.
See you all in **September**.

Geoff

NORTHANTS Tel. 07879 491778
www.tssc-northants.org
e-mail: **nigeljohnhawes@gmail.com**

Hi all. We have had another busy month here in Northamptonshire. Following on from our camping weekend and TriumFest in July we have had Silverstone Classic. The Classic has grown year on year culminating with a stand of 53 cars on Saturday, a bit of an expansion from the 10 or so cars the first year I attended. As well as being a great event it is a brilliant P.R. exercise for the club. A full report will be in the magazine around the launch of Silverstone Classic 2017 in November, but in the meantime thank you to everyone who went and helped with the organising even just putting your car on display boosts our presence. It is always a pleasure to organise it for such a friendly group of people.

Earls Barton car and bike meet is ever popular and this month the weather was good apart from the wind, bringing out lots of interesting cars, it becomes increasingly difficult to look at the cars since each time we go we seem to spend most of the time speaking to old and new friends. It is pretty good value at just £3 to get in and see a steady flow of cars coming and going throughout the evening.

I am writing this report having just returned from the Sunshine Rally. The camping weekend goes from strength to strength with great organisation and facilities. The quizzes were entertaining with Saturday's having a slightly unusual theme "death" followed by a singer playing popular songs we could sing along to. When he finished Richard from Peterborough fetched his guitar and he and Butch kept up the entertainment until we reached the noise curfew. Sunday we took part in the ever popular foot rally where a team made up of Jane and Chris Smart together with Tracey and Myself managed to come first. This win combined with the points from the Friday and Saturday night quizzes resulted in our team taking overall victory with Butch's team coming second. So not a bad result for Northamptonshire. Thanks to Neil and the guys for sorting another successful event.

Northants Area would like to send Norman Easton our best wishes and hope he will be home soon and back at our Meetings.

Look forward to seeing new and regular members at our meeting. **2nd Wednesday of the month, Overstone Manor, Sywell. NN6 0BB. 8.30pm**

Kind Regards

Nigel

NORTHERN IRELAND

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e-mail: **gt6s@hotmail.co.uk**

Hi again VERY LITTLE to report this month as not much happening I cannot even report on monthly meeting as this had to be postponed due to Alan (my co AO) and Pam touring Englandshire and attending the Silverstone event.

The Sperrins run on 23rd July was also postponed due to Douglas's ill health. We all hope you are making sound progress. Alan French is looking after the **Mournes run on 24th Sept** as I understand it.

There is a run pencilled in for **Sat 22 nd Oct** but I am unaware of who is looking after it. Douglas has offered to do the **Sperrins run** on that date. Unless others have an idea.

A toffee visited his mate the jelly baby who was feeling very down. Toffee said come on I will take you out for a pint see if we can cheer you up a bit. Jelly baby says I do not really feel up to it, also I am a bit soft and afraid of a fight starting. Toffee replied listen mate I am a bit hard if anything starts up I will look after you. So Jelly baby agrees they head off to the pub. Toffee and Jelly baby down a few pints. Then two Locketts enter the bar spy the Jelly

NOTTS OXFORD . . . PETERBOROUGH

baby and proceed to attack him while toffee hides under the table. After giving Jelly baby a pasting the two Lockets get thrown out. Toffee comes out from under the table. Beaten up Jelly baby says Oh yeah What happened to "I will look after you". Toffee replies "You got to be joking those Lockets are menthol!"
See you soon

Laurence & Alan

NOTTS

Tel. 07976 163006

Tel. 07837 110325

Just like to say thank you to all those Triumph drivers who had a drive out with us to Newark and visited the Barge Pub for a pint and pizza. It went down very well and lucky with the gorgeous summers night, which have been very hit and miss this year.

A big thank you to Leicester guys for a fab camping weekend all Notts area had a great time. Adrian nearly didn't make it as he had a wiring issue with his overdrive, but at the last minute a success and arrived in the P I .

Nigel, Di and Chris are once again driving around Great Britain in 48 hours in support of guide dogs for the blind if you wish to sponsor us we will have the sponsor form at the next meeting, which is for a great cause.

We are having another drive out this **September meet** to a mystery pub, to all those who wish to attend must be at the **Nags Head** for 6.45 pm sharp to pull away for 7pm.

Forthcoming events are:

Lincoln camping weekend 2nd to 4th September.
Duxford on the 18th September.

Totally Triumphs weekend Norfolk 23rd to 25th September.

Pistons and props at Sywell 23rd to 25th September.

If you need any information on events and trips go to the TSSC website or give me or Adrian a ring.

CHRISTMAS DINNER DANCE / bash, what ever you want to call it , is happening again on the **Saturday 3rd December . At the Jury's Inn Derby**. Three course dinner for £29.95 and rooms are at a discounted prices . All are welcome not just for the Notts area. For further info give Nigel a ring on 07976163006.

Nigel.

OXFORD

Tom Tel. 07972 039532

Nick Tel. 01869 246543

Oxford area group inaugural meeting was held at Brewers Faire in Bicester on Tuesday evening 19 July.

We had 7 attendees and 5 cars! I think the good weather helped. There was of course the initial getting to know each other but plenty of good natter about Triumphs etc. It was agreed that Bicester was a good location so the next meeting was arranged for the next **third Tuesday of the month being 16th August again at Brewers Faire**.

The pub was very helpful and had set aside an area inside (air conditioned) but by consensus we sat outside in the lovely evening sun. They are keen for us to return. Very early days yet but a run out was mooted, possibly to Stowe - which does have an excellent National Trust cafe!



The second * meeting of the newly revived (yes, there was a group a long time ago) Oxford area group and we had a record turnout of 8 cars and 15 people (including 3 ladies of the female variety and very welcome to see them and glad they made the effort).

I think the weather may have helped and we were able to stand or sit outside in the evening sun. We were joined by non members in the green 1500 Dolomite.

A lively and interesting conversation ensued until night fell. One member was involved with the previous incarnation of the group. There was a wealth of knowledge about all things Triumph.



TSSC AREA NEWS

They came from Brackley, Buckingham, Didcot, Oxford, Banbury, Milton under wychood, Milton Keynes and Bicester. Possibly other places I have forgotten too!

The group seems keen to arrange some runs out or visits and we must therefore attempt to organise something before the end of summer. A big thank you to everyone who made the effort.

Nick & Thomas

PETERBOROUGH

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

This is Augusts news which suffered from "Technical Gremlins"!

A good turn out once again for the Club night with quite a few club cars in the car park. It was good to have a meeting where we could stand or sit outside without a sudden deluge appearing. Have you all noticed the improvement in the finish on the alloy nose cone of Doug's machine. He really must be putting some elbow grease into it.

The TriumFest at Santa Pod was reported as being a great success. Apparently a Herald was recorded at 60mph through the speed trap in the standing quarter mile. I'm sure I have seen a Herald with a V8 slotted under the bonnet which would have been a tad quicker. Apparently there was the occasional vehicle turned back from the start of the Run what you've Brung event when it was noticed the old cars may have been dropping the odd drip of oil. There were 68 GT6's assembled together in the 50th year since the launch. Now if only Steve Abbott and myself had got ours there - it would have been 70.

I know a bunch of our intrepid travellers made the expedition to the Classic Le Mans event on the 8th to 10th of July. The report will be attached to the September edition as we had not heard from them at the time of sending this to print..

A contingent of members also supported the Sporting Bears Charity Country Fayre and Classic car Show event at Kimbolton School on Sunday the 10th. Always an enjoyable show with quite a few meet ups with members and old friends - some of them turned up to the club night on the following evening. The event was full of a whole array of vehicles.

More details will be available at the next meeting for **Tina's Barbeque at the Montagu Arms at Barnwell on the 24th of September**.

Doug Kendall has booked the **2nd of October** for our run out to **Arbuckles at Downham Market** for a special breakfast experience on the **2nd of October**. More details at the August meeting. Please confirm numbers for booking the seats.

We look forward to seeing and welcoming you all again at our next Club night on Monday the 8th of August at the **Golden Pheasant, 1 Main Road, Eton, Peterborough, PE6 7DA** around 8.00pm. Join in with the raffie and enjoy food and noggins and a good natter and that friendly exchange of experiences - and sometimes good advice too.

Doug

Ok, there are apologies from me this month. I thought I had pressed the send button for last month's report to land on Bernie's screen on time - BUT - somehow it finished up in the draft box!!

However apologies over and move on to the August Club night and a turnout of some nicely presented cars - in double figures too. There were bonnets up and down and discussions on suspension geometry, courtesy light switches, etc.. People realised that glasses were becoming empty and it was time to discuss other matters inside and get some food too.

It was good to welcome Malcolm Abbs with his very nice Stag into the fold. Malcolm did have a TR6 but needed four seats. We hope you enjoyed your evening Malcolm and look forward to seeing you join us again soon.

Colin Saunders reported on an exceptionally good and well organised Classic Le Mans Club area and the tireless efforts of the bar and catering staff. Colin was also surprised to find Dick Turpin was alive and well and living in Le Mans when he was charged £18.00 for two beers - and they weren't even pints! And the Club beers were £1.50!! The tales of woe with regards to the



PETERBOROUGH SCOTLAND CENTRAL WEST

TSSC AREA NEWS

Peterborough Continues

ferry's (one not sailing from Caen and the cars booked onto it being diverted to Le Havre and delaying that ferry) was interesting and would love to know how the damage to the underside of the E-Types and Healey 3000's will be sorted out on insurance! Sorry to hear of Grahams TR4 losing power in the dark on the M1 on the way home. So it wasn't a too smooth an event but the good memories will linger.

Silverstone Classic was a real delight. Superb weather and what a fantastic turnout from the world of automobiles and then to see some of them racing as well was a real treat. I was only there on the Friday but dropped into the TSSC stand and there was a good selection of Triumphs on display. Well done everybody. Such a shame it was not an official stand at such a prestigious event which really is the 'showroom' for the classic car movement. Yes there are cars valued in millions of pounds and everyone there is looking at history but we could do with a bit more razzmatazz to boost our Club, Members and their vehicles.

By the time you read this I will have experienced my youngest lad getting married at Kelso Race Course on the 13th of August and this excitement (certainly for Steph!) has meant that the progress on the GT6 hasn't been at the forefront in importance, but probably can now try to get some more serious work done on it. How come when you thoroughly clean a set of bulb holders for the rear lights and carefully put them safely away, you can't find the little termites! When the car was new it was Dinitrolled and amongst still sourcing parts I am still cleaning the gunge off bits like the plastic over-riders and the grill! Why rustproof plastic!! Well there again, it hadn't worked that well on the sills and front corners, etc.!!

Phil Renault advised of a Classic and Custom Car Show being held every last Monday of the month at Guyhirne. There have been some good turnouts of vehicles.

There's lots on this month as the adverts in the back of the Courier testify and also local small events too.

Pistons and Props at Sywell Aerodrome on Saturday and Sunday the 24th and 25th of September with discounted tickets available pre the event – promises to be another event full of history and action.

Tina is kindly cooking a **BBQ on Sunday the 25th of September, at the top of the car park at the Montagu Arms at Barnwell, PE8 5PW**. Please let us have the numbers at the September Club night when more information with times, etc. will be available.

Bad News and Good News. The Bad News is we have to **cancel the trip to Arbuckles at Downham Market in October** – but – **Hoorah! The Good News - we have re-scheduled it for the 2nd of April**. So far the first foodie event of 2017. Please pop it in your diary – the time will be 10.00 to 12.00 as we will have to vacate our seats by then. Promises to be a good event. More info on the possibility of us having a run through the Fens and into Norfolk and back later.

We look forward to seeing and welcoming you all again at our next Club night on **Monday the 12th of September at the Golden Pheasant, 1 Main Road, Eton, Peterborough, PE6 7DA** around 8.00pm. Join in with the raffle, food and noggins and a good natter and that friendly exchange of experiences – and sometimes advice too. Regards.

Doug

SCOTLAND CENTRAL WEST

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<http://www.tsscscot.freesite.website/>

The August meeting was attended by 10 members. The car park had a Vitesse, 2 Spitfires and a Rover 2000 in it. The weather held up so we were outside for a while. The Rover received a quick check up. The points needed adjusting, so feeler gauges were found in the depths of my boot. Many hands made light work and supply many tools, torches etc. etc. With all running smoothly we

were inside Lochinch, which is now booked for the rest of the year. Ashley was managing the bar, so everything was in order. All were safely backed from the numerous shows and trips abroad. We went over the plans for the next few shows which seem to be bunching up. We opted to go to whatever ones everyone favoured. Reports on Biggar and Kirkintilloch and others next time.

Report on Le Mans will follow, suffice to say everyone had a fantastic time as usual and the camaraderie abroad was good. Highlight was the run round the circuit, same again in 2 years? Some toured abroad before and after the event and saw some memorable places and people. A lot of miles clocked up.

Report on Silverstone. Silverstone Classic weekend. First time for me here. Thanks to David B for chauffeuring me there and back. It was quite a distance for us (380miles). No hold ups, food and fuel stops and we were there. Campsite was across from the circuit, local Tesco, all pitched up, and sorted. The event was easily the largest event we have been to. It was massive with every type of attraction imaginable. Thousands of cars on display. Racing of all forms. Access all areas too. So absolutely fantastic. Bands in the evenings, aerobatics, hot air balloons, traders. A lot to take in.

We did take the bus round on Sunday after realising that we walked for miles on Saturday. Spectacular entertainment (Wall of Death was downright scary, a class act). We got a run round the track in the Vitesse of Colin and David (thanks for taking passengers). John opted for the Auction and managed not to buy anything apart from the catalogue. We managed to miss the weather front or it missed us so we had all of Sunday too and watched the last races, went on Ferris wheel and saw Wheeler Dealers (GT6). Absolutely superb event. Thanks to all that attended (including Heather and Chris) Karen provided beautiful meals all weekend with Dave on breakfasts.

Thanks guys. In fact thank you all for making the weekend such a success all round. With everything packed on Monday morning it was time to head home. Slight detour to avoid road works and we all got home in one piece. Next year anyone. I will definitely be looking at taking a bicycle or something to get about (might even be a Triumph). Journey was quite a long day so an overnight stop might be in order.

Others were at CarFestNorth which seemed to also be a fantastic event (better bands, you decide) and Flookburgh for a steam event, which was also a great show. So, we have been all over the country sampling the events. A good summer so far.

We are at Biggar next then Kirkintilloch as a Club. The Glasgow Ignition Event and the Classic Car Boot Sale reports will be next month. There is also the BoNess Hillclimb and show at beginning of September that can be visited if you wish. That more or less completes the show list for the year with only some smaller local shows which again will be individual entries.

We have had a new member from Edinburgh, Keith, who has a blue/white Herald Coupe. If you see him please say hello. May be at Selkirk. (P.S. Good Luck with the wedding).

Hope to see car soon.

The new website for the area. <http://tsscscot.freesite.website/>. Is working well. (Thanks Michael) contact Michael directly if you want to add something.

The Sunday get-together at The Harvester continues to have a good turnout and is open to all classics, but has recently clashed with some shows. Every town should have a car breakfast club. You are welcome to stay as long as you want as there is space set aside inside, and a large car park.

Lochinch has been pre booked for the year for the meetings on the first Thursday of the month. There will be the usual donation of at least £2 at each meeting to help with Area finances. In the coming months we hope to get to see the various footage taken at the events and tracks, TBC.

NEXT MEETING will be on Thursday 1st September 2016 at Lochinch which has been pre-booked. And **Sunday 18th September** (check website or Facebook) at Harvester (for all classics and breakfast).

Dates for 2016.

The event calendar is being prepared as we go along please see above for an idea of events, website etc. The show season is now drawing to a close though.

NEXT MEETING ** PLEASE NOTE WE MEET ON THE FIRST THURSDAY OF EACH MONTH at Lochinch Pollok Country Park, Glasgow. AND THIRD SUNDAY OF MONTH at Harvester, Kinning Park, Glasgow G5 8NP (THIS is not an Area meeting, but a gathering of classics of all kinds) **

SOMERSET . . . SOUTHERN

Please come and join us. Santa Pod and Silverstone have provided the necessary inspiration. Triumph on.

Gregor G.

SOMERSET

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Hi all. There was a very good turnout for the July meet, with some 15 members in all! A warm welcome was given to Liz, Tina, Chewy, Ken and his wife and Richard, all were 1st time attendees. We hope you all enjoyed the meeting and will join us again on a regular basis! Tina and Chewy have Tina's late father's special which has the engine and running gear from a 2lit Vitesse.

Richard and his wife have a Spitfire 4 and are also restoring another Spitfire 4.

Another welcome must be extended to David J Bennett, who joined in June, we hope he can make a meet sometime soon!

We had six cars in convoy to The TOWC show on Paignton Green on the 24th

July, apart from a few showers the day went well and most had a decent day on the designated stand, thanks to all who made it.

We had 3 cars and 6 members) grace

the Le-Mans classic with their presence and as one of them was Martin its over to him for his insight as to what it was like:

"At the very last moment I was able to attend the 'Le-mans 24hr classic' this August with Jacqui, Colin, Steve, Richard and Ben. I travelled with Steve in his GT6 Mk3 and I wasn't cooked, in fact the car stayed quite cool all the way over and back home



again. Colin and Jacqui were in their TR4a, whilst Richard and Ben used Richard's Spitfire Mk3. We left the UK from Portsmouth on the Wednesday for an over night crossing to Le Havre. So after docking on Thursday morning we travelled on probably some of the best roads in Europe all the way to the Le-Mans circuit.

The TSSC campsite at the circuit is perfectly situated next to the track and with 24hr security, you know your car and possessions are as safe as they can be! The club arranged for an English food outlet (chuck wagon) to be on site for the duration of our stay. Marianne serves the usual chuck wagon food, but every night she always prepares, from scratch, an evening meal well worth eating! At times I would just sit on the site beside the chuck wagon overlooking part of the track, food, tea, beer and fast cars, Heaven! The club provides great facilities on site; showers, toilets, two large marquees; satellite TV, regalia, chilled beer and plenty of chairs and tables. All the work that Angie, Bernie and the rest of the team does, certainly helps to make this a fantastic all round event (thanks guys)!

All through Friday there are cars on track for free practice. Friday morning a large number of TSSC members took to the track in their own cars for two laps of this historic track. Free practice also takes place on Saturday morning! Then at 1600hrs the 24hr Le-Mans classic actually starts! The drivers of these cars (some worth hundreds of thousands of pounds) don't hold back! My favourite part was about 22-30 on Saturday night when the late 60's early 70's Le-Mans cars started. We were beside the start/finish straight when they started the race from a rolling start. You would never

TSSC AREA NEWS



believe how loud they are, you can feel the vibration through your feet and you have to cover your ears! All of the cars that race at Le-Mans are fantastic and show such awesome power, a petrol-heads dream come true! As well as the cars, food, wine, beer and great weather there are thousands of classic and exotic cars to look at, from the very expensive to the very rare.

Although there were only 6 Somerset members there, we all had a great time. Jacqui and Steve were very happy with their 5ltr barrels of wine from the local supermarket. Jacqui became an honorary French lady, sitting in a grandstand with a baguette and bottle of wine, well done to her as she was the only one to empty her barrel!! Meanwhile Colin was having fun trying to sleep as he and Jacqui kept on sliding off their airbeds, was this wine or something else??? We didn't dare ask! We wish Richard a quick recovery after his Spiderman impression went wrong, fair play to you mate for keeping a stiff upper lip and carrying on!! (It's the British way you know!)

The next 24hr Le-Mans classic takes place in 2018; Please give it some thought and think about joining us for the trip. I give you my word you won't regret it!" (Cheers, Martin)!!

Well it certainly sounds as though a wonderful time was had by all 6 of them,

Just a reminder of some of the shows in the next 2 months.

September 2016

Sunday 11th GKN Aerospace Visit,
to be confirmed by Kevin.

Tuesday 13th Club meet Fox nd Goose TA9 4HH from 8pm.

Sunday 18th Thornfalcon, time etc to be agreed.

Sunday 25th Town Square W.S.M from 10am.

October 2016

Sunday 2nd Grove Park W.S.M from 10-30am.

November 2016

Sat-Sun 5/6th Bristol Restoration Show, Shepton Mallet.
Guess that's all now folks,

We hope to see many of you at one or more of the above,
Cheers for now,

Martin & Derek...

SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi folks. We are now in the middle of the "silly season", shows and more shows. Sunday 17th July saw us at Kingsley Steam and Vintage Show, us being David in his TR6, Wendy in Sparky, Mike and Karen in the Healey and Barb and I on the Stag. Not a large contingent of cars, about 25 or so. A very good show with steamers, tractors, motorcycles and loads of stalls. The only downside not many public. Personally I think it would benefit from lots more advertising, after all it is the public that makes the shows.

The weekend of 23rd/24th July started early for us as we attended the Netley Marsh Steam and Vintage Show on Friday. Mike and Karen, Barb and myself set out at 7.45am on a nice bright morning, tops down. After me taking the wrong exit on a roundabout we got completely lost. We pulled over and after consulting maps, sat navs and smart phones we were on our way once again. When we approached the showground we were coming in the opposite direction to our normal approach. A very good show once again, something of interest for everybody. This being the hottest day of the year I am afraid the beer tent called. All in all, a good day out.

On a lovely fine Saturday morning David and Wendy, Mike and Karen, Barb and myself set out for the Ripley event. We were marshalled in on arrival, plenty of cars already parked up. The usual type of village fete, I spent most of my time chatting to people I know who I haven't met this year. Being a warm sunny day Mike and Karen, Barb and I had to have a wander down the High Street to the Ship Inn where we had an enjoyable lunch and yes you've guessed it a refreshing pint. Back home with tops down for a change.

Sunday saw Wendy Spitfire, David TR, Mike and Karen Healey and Barb and myself in the Stag head for a rendezvous at Chiddingfold Green at 8.00am, from there setting off to Amberley

Southern Continues

Chalk Pits Museum. Arriving early to gain a space around the main area as usual. NO WRONG! We were told that it was reserved for minis. Me thinks the elite. After protesting to several marshals we were directed to the other end of the museum, out on a limb. On returning to the main area we found all sorts of cars parked up. Reserved for minis? I don't think so! At lunchtime David, Wendy, Barb and I strolled down to the Bridge Inn and enjoyed a bite to eat and may I say a delightful pint and chips. Very healthy! On the way home we dropped into the Swan at Chiddingfold for a meal to round off a nice day out. Incidentally I will not be returning to Amberley after this years' fiasco and I wasn't the only one.

Saturday 30th July saw David and Val and Barb and U make our way to Worthing for a Lions organised car show at Steyne Gardens just a stone's throw from the seafront. This was our first attendance at this event. There was plenty of interest from the public which carried on throughout most of the day. Over 100 plus cars in attendance, I think we will be returning to this one.

Mike

On Friday 22nd July the schools broke up for the holidays so Mark and I threw the children in the car and hooked up our classic caravan and set off for West Oxon Steam and Vintage show in Witley. We had booked in both the 2500s and the Viking Fibrelane as exhibits. We were parked up with about 10 other caravans and campervans within the show but we found that the public didn't really venture in to our area as it gave the appearance of being a private camping area. We did have some interest in the car and caravan but not as much as we thought. The show itself was good with the usual fun fair, steamers, classic cars, military vehicles and tractors and of course the beer tent. We returned home on the Sunday evening as Adam had to be at a camp the next morning.

Friday 5th August we again hitched up the caravan to go to Weald of Kent Steam Rally, this time booking in with the Retro Caravan Club of which we are members. We arrived at the showground to be told we had to go across the runway(!) and follow the lane down to where the caravans were parked. We were greeted by the area rep of the club and had a good chat as we set up the caravan. There were several members of the club as well as individuals attending in caravans and motor homes. We were able to park the S next to the caravan so were able to relax for the weekend. We fired up the BBQ to make a casserole (as taught by Mark S) which was lovely and we were then able to throw a log on the fire and chat away to fellow members through the evening. We were a little surprised to watch several planes take off just a few metres away, this being repeated on the Saturday evening and Monday morning. We were treated to Spitfire flying displays on the Saturday and Sunday, a magnificent sight. Saturday evening, we cooked a curry on the BBQ then spent the evening listening the band play outside the beer tent. A great sight as all the steam engines were sitting very close and their owners enjoyed their drinks. This was a fantastic show, very relaxed but with organisers who came to see if we were happy. We had a lot of interest in the caravan and car and also enjoyed walking around the show as there was so much to see, Sunday being the most popular day for the classics. We'll definitely attend this show next year.

Vanessa

Hi All, our roaming meet for July was held at the Flower Pots at Cheriton. Always a popular venue, might be something to do with the ale that is brewed on site. I even managed to get Jackie to



ride shotgun for me. A pleasant evening was being had until the rain decided to show up around half nine to spoil things.

A new show to me was the Auto Show in Uxbridge. So, on the tenth of July Jackie and I set off around 7.30 am. We had a good run up, even the M25 was running well. On arrival we sought out Mickey and Julie and joined them who were setting up the Thames area stand for the show.

There was a wide variety of car, classics, yanks, customs and hot rods and a lot of trade stands to look over, plus a food village. It was also nice to meet up with a couple of friends off Facebook. The weather was sunny and warm for most of the day but we did have one downpour which did not last for long.

The journey home was not as nice as the trek up as the M25 had ground to a very slow crawl, but we did manage to get off onto the M3 then to Guildford and back home down the A3.

Our regular meeting at the Seven Stars should have been quite a big event as we invite the local MG group to join for the evening. In the past they have brought along up to seventeen cars, not so this year. Only seven

turned up, this may well have been due to the weather as there was a very small amount of drizzle in the air and as you all well know most MG roasters go about with their roofs up in brilliant sunshine so they are hardly likely to come out with damp in the air.

We ended up with sixteen Triumphs in the car park including Pauls GT6 on steroids (his E Type). Which brings me nicely on to the Bishops Waltham show in which Paul's E Type won best car in show. Well done Paul.

At July's regular meet and on the Roaming meet I was banging on about the "Crotch Cooler". A classic car meet on the first Sunday of the month (in the afternoon) from the month of May through to October. There is a run from Staples car park in Fareham to the Departure lounge to Alton GU34 4BH which leaves Staples around 1.30pm.

There is a wide variety of vehicles involved, classic cars, campers American muscle, street rods and customs, so there is something for everyone. There is of course the Departure lounge itself which serves food, tea, coffee and some bottled beers.

Jackie and I arrived around 12.45 and were able to see most of the exhibits arrive. Mike and Barbara and Dave came in a little later. Robin and Ann in their Stag and Peter in his had joined the convoy from Fareham with Mickey from the Thames area coming from Woking. I think we all enjoyed the afternoon in the sun.

The September Crotch Cooler is on September 4th and if the weather is good then it should be very busy as it's the tenth anniversary of the show.

At the beginning of July the was the TR Register summer BBQ at Hursley House near Winchester. A few of us from Southern attended but although a good evening the number of cars on show were down on last year.

Up and coming events

September

4th The Crotch Cooler, 10th anniversary (Should be busy) GU34 4BH

6th Regular meet, Seven Stars GU32 3PG

15th Roaming meet, The Hinton Arms

October

2nd The Crotch Cooler, Alton GU34 4BH (the last one of the season)

2nd Goodwood Breakfast Club, Italian Sunday.

You could register if you have a Triumph designed by Giovanni Michelotti

4th Regular meet, Seven Stars, GU32 3PG

16th Sunday Lunch meeting The Fox, Bramdean, SO24 0LP



NORTH STAFFS . . . SURREY

November

1st Regular meet, Seven Stars, GU32 3PG
5th-6th Restoration Show, Shepton Mallet, @Bath and West Showground
6th Goodwood breakfast Club , Hot Hatch Sunday
20th Sunday Lunch meet, The Hunters Inn, SO32 2PZ

December

6th, Southern Area Christmas Dinner

That's all for this month folks, no rant from me next month as Jackie and I will be on hols. Thanks to Mike and Vanessa for their blurb this month
 Take care

Mark

NORTH STAFFS Tel. 07939 603061
 e-mail: triumphsportssixstaffs@gmail.com
 Web. www.tssc-staffordshire.co.uk



BBQ TSSC North Staffs

Following Eccleshall Show Sept 3rd 6pm
 At Hisseys Garage

Cost just £5 include drink

All are invited to come along and meet fellow North Staffs members
 Hisseys Stone Rd Trentham ST4 8NJ

Having been away on holiday for a good part of July I didn't attend many events so have little to report on over the month.

When down in Cornwall we did go for a meal at the Hawkins Arms where the lovely folk from Cornwall hold their meetings, we were made very welcome by Carol Mike and fellow members, it was great meeting up with fellow TSSC members.

I understand that a number of our members ventured over the border to Wales and on to Bodolwydenn which I'm informed was a very good show again.

I'm told that one of members Stag shamed its self on the way to Bodolwydenn when a front wheel bearing seized and had to be recovered. It must have been due to all the flawless miles it covered in France earlier in the year and decided it had enough of foreign travel as it entered into Wales.

The other Stags of Stag-fordshire are slowly getting sorted with a new pressure plate fitted to my Stag resulting in much-improved gear selection, and with a second-hand fuel tank fitted the fuel leak is fixed.

The car made it to Shugborough along with four other Triumphs and a Lotus, the Lotus standing in for Maxine's Stag which is getting some fresh paint to its rear wing and lower front wing. It was

TSSC AREA NEWS



an early start for Shugborough, so when we had set up after fighting the wind the frying pan was whipped out and the bacon was soon cooking along with Staffordshire oat-cakes, and nine of us were more than adequately fed. The



show as always had a good variety and quantity of cars, and the weather improved as the day progressed, let's hope the National Trust who are taking back the management of the hall let

the organisers continue with this event in the future.

Last month's meeting for a change had some better weather with a good number of Triumphs in the car park, and we sat outside to start with but the temperature soon dropped and we had to move inside. We had two members visit us for the first time, Ged who is from over the border in Derbyshire with a Vitesse, also Mark and his daughter Holly in a Spitfire. Both Ged and Mark have many other commitments which mean they are not able to join us on a regular basis, they are more than welcome to join us again when they can.

We have a couple of events to attend before our **Anniversary BBQ on September 3rd.**

Apedale August 28th

Monthly meeting August 31st with drive out to

Swan Inn Lichfield

Eccleshall Show September 3rd then onto BBQ.

Draycott in the Clay Agricultural Show September 4th

Etruria Vehicle Rally September 11th

Breakfast meet Stone September 18th

Sywell Classic September 24th /25th

Let's hope that the summer weather hangs on well into September and we can get out on the road and enjoy doing more with our Triumphs.

Until next time

Dave

SURREY

Tel. 07900 657176

Hi All, returned safely from Le Mans, witnessed the 62 seat BBQ care of the Gloucester group, well done. A Good journey back but still almost missed the Ferry - why?

Congratulations

to Bob who cycled the London 100 the other weekend, its easier by car but not such an achievement.

The problem with the Vitesse was indeed the head gasket as diagnosed by Con and Adam, sort of job where a spare pair of hands can come in useful. Bit of a faff having to take it to bits again to torque down the head, (42psi) but now have less of a tat from the tappets.

Well attended meet at the end of July, William has a new Herald





TSSC AREA NEWS

Surrey Continues

"shooting brake" with interesting colour scheme, but sounds very good and will no doubt be slightly adjusted in the up direction. Michael's Mercedes was lovely but a bit "German" but we are open minded at Club Triumph.

Cranleigh Classic will have been and gone in glorious weather. The photo is care of the Jeremy Studios and is of the 4 cars and boys having a breakfast stop en-route to Le Mans.

Taking advantage of the good weather to use the cars and like Bob now have a blue floored garage.

All the best,

Cliff

SUSSEX

Tel. 01273 813691

August meeting was a very busy evening, I counted 14 members, so there were many different conversations going on, I would like to welcome Steve to our fold, who has a 1500 Spitfire, only had it for a few weeks, I understand he comes from sunny Eastbourne so a very warm welcome. I hope you enjoy the club.

Several of our branch went to TriumFest, Santa Pod and had a very enjoyable weekend, Clive took his Spit up the strip and didn't break it, well done. Then the following weekend, again several members went to Classic Le Mans and all said everything about the weekend was fantastic, weather was superb if a little too hot for some, the racing was brilliant and Martin even managed to have his Stag searched by customs, but everything was ok, but all in all a fantastic weekend.

I myself have been to a couple of car shows, with a couple of our members, one was Michelham Priory, a beautiful spot for a car show and another one this weekend at Hooe, which is near Pevensey Bay, which was another lovely setting with a very wide spectrum of vehicles from early 1900s through to 1960s and 70s so both were very good shows, as I have said before if anyone would like to go to any shows next year let me know and I will give you the details.

I have been doing a bit of work on Pete's Herald, now the seat doesn't move and the door shuts properly.

Also I have bought a 1500 Spit, to keep the GT6 company, I think they are enjoying each others company, this is a very strcturaly sound car, just needs a couple of jobs to get through an M O T. This car will get used though in all weathers unlike the GT6, which is the idea of buying it.

Also from the same seller as my Spit, they have a very mint Herald Coupe for sale, I don't have any details of year, engine size etc. But if anyone is interested I will give you contact details, it is between Portsmouth and Southampton.

Next meeting is Wed 7th September so hope to see you all there. Cheers

lan

SUSSEX WEST

Tel. 07799 660212

Well first I must apologise for a lack West Sussex input for the June report in last months Courier. Quite simply I just ran out of time as I'll explain.

The June Thursday evening meet at The George & Dragon looked like another rain affair, coupled with the fact I was leaving at "sparrows start" the following morning for Newhaven in the Vitesse for "Le Mans" proper. The car was already polished, packed, fuelled and put to bed ready to leave approx 6 hours later, and I really didn't fancy getting it wet, although I don't usually mind. A total of five of us attended on that June Thursday and just one Herald, well done Barry you are turning out to be a good stalwart! Anyway it did drizzle and we still had a good evening sitting inside the newly purchased marquee. I left 5am the following morning with a very good friend of mine for Newhaven (who incidently did come on the meet the previous evening, I think to get more into

SURREY . . . SUSSEX SUSSEX WEST . . . THAMES

the Triumph mode as he actually owns a Jag XK). Our weekend was an absolute blast as have not been to Le Mans since the mid nineties. One thing very much more noticeable now is the lack of classics attending since my previous ventures, quite clearly Le Mans classic has filled this void, and we will most definitely be attending the classic in 2018. One thing my friend Henryk did say in his heavy Danish accent literally 50 miles from arriving at Le Mans, "Nigel this really has been a very boring journey, we've not overheated, all the warning lights are off and it's been so smooth, I was expecting to have stopped for repairs at least three times by now, maybe I'll have to trade in the XK perhaps for a GT6...."

Anyway hence the absence of a report as it just passed me by. Onto the July meet. Beautiful summers evening with a record total so far of 7 cars, and 8 members, (Iain, I will name and shame, not a rain drop in sight!) Great turn out, and once we had ousted the rogue VW Toureg from our kindly reserved area we were on a roll. Three Vitesse Conv, two GT6 Mk2, one Spitfire Mk3, and good old reliable Barry in all weathers 1200 Herald! Good to meet also Colin who runs the Kent area coming over the county border to have a little sniff at what's going on, hopefully Colin you enjoyed the evening, and we had two newcomers too, thankyou you are all welcome.

So far we've had nine members attending over the last three meets and several of us own second (or even third Triumphs) I've calculated we own sixteen Triumphs between us, not bad at all, obviously very understanding wife's.

Cranleigh classic show is fast approaching on 14th August and hopefully see many of you there up on the TSSC area.

Don't forget next meeting at **George and Dragon, Dragons Green, Horsham on Thursday 18th August**, let's fill the car park!

Nigel

THAMES

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Hi all. What a good time we've had, been busy at a few shows, Santa Pod, Clandon, Uxbridge and Ripley see below for details. Our meetings at the George seem to be going well although parking is not great as the pub is quite popular. We have enjoyed doing the roaming meetings, but it does not seem to be getting us any new members, although we have had some old members visit us at both meetings.

ROAMING MEETING AT THE FAIRMILE COBHAM 7TH JULY.

Julie and I have a lovely sunny trip in the Vitesse to the meeting. Once there we meet up with George B & Martin F sitting outside. We go inside to eat at the table we had booked and had a wonderful meal (apart from George's tomato soup ruined by basil). We also have the company of Mike H and an old returning Thames member Bob R, who remembers when Leon G, then Mike C ran the area. Triumphs in the car park were Three Vitesse Convertibles belonging to George, Bob & Me. Mike was in his ever dependable VW Golf convertible and Martin was making the most of the ales by coming in a taxi (Wise man). Work on our Triumphs has been:- Martins got a new prop shaft for his 2000 Mk2 saloon, it now has a fresh MoT as does his Spitfire 1500. Georges Vitesse is still cutting out every now & then. It was a great venue and we were made very welcome, the lovely food and ales were a bonus, hope to come back to this one!

SOCIAL EVENING AT THE GEORGE INN 21st JULY.

I am in the Vitesse on my own (as Julie was working late) and have a great trip to the meeting. At the George Inn on this sunny evening. Inside the pub I have the company of George B, Tony H, Chris C, Jay M, Marc F another old Thames member returning to a once local pub and on his first visit for a while John I. Triumphs in the car park were George's Vitesse, Tony's Stag, Chris C's Spitfire Mk3, Jay's Spitfire 1500 & my Vitesse. Work on our Triumphs has been:- George has now (fingers crossed) sort out the cutting out problems which was the electronic ignition. Tony's found a corroded fuse stopping the electric fan from working on his Stag. Chris reported that his Spitfire gearbox will be rebuilt after the show season ends. Jay has had the Spitfires head skimmed and converted to run on unleaded fuel, new door mirrors fitted. Marc is hopefully inspired to get his Mk2 Vitesse convertible and Mk 4 Spitfire back on the road soon, he also brought

TSSC AREA NEWS

along some old photos of past shows in the 80's (including one of my Vitesse before I owned it). John is wiring up his GT6 and hopes to have it on the road soon, but admits he's looking to get a MX5. A great night and our first enjoyed outside enjoying the fine weather.

SHOWS & EVENTS

TRIUMFEST UK AT SANTA POD 2ND/3RD JULY.

With the Vitesse towing our folding caravan and Julie following me in her Herald we make our way to Santa Pod at a relaxed rate along the M25 & M1. We had a good trouble free journey even with a slight detour, but found the raceway and on to the campsite. We find Martin and young Eddie tent and set up our caravan close by. There are a lot of friends already set up and there is a good feel to the place already. We take the Vitesse to hunt for supplies at the local supermarket and on the way back just as the clouds open up with a heavy shower we find tonight's supper. We get the roof up on the Vitesse as the rain starts to fall and run to shelter in the chip shop to order some pie 'n' chips. By the time they are ready the rain had stopped and we make our way to the campsite to enjoy our supper and wash it down with some chilled beer or Archers in Julie's case. We spent that evening with Martin, Nigel & Gill around a small camp fire eating nibble's, drinking and chatting the pleasant evening away.

Saturday morning we had breakfast, moved our Triumphs to the display area on the opposite side of the raceway. Julie got the Herald valued and we made our way back to the campsite after watching some cars go down the strip and looked through the traders and auto jumble. After a light lunch we were on gate duty and with the odd showers it was a lovely sunny day. The field next to the TSSC site was rapidly filling up with the campers for tomorrow's Retro show and there were some lovely cars turning up. That evening we took Julie's Herald to the Dog & Duck and enjoyed a lovely meal. On our return we relaxed in the awning and were joined by Martin, Nigel & Gill, Will for another great night chatting and drinks.

Sunday we had a relaxed start, we took our Triumph's to the display area which was buzzing with loads of car on show and lining up to go down the strip. To the rear of the Triumph display there was a drifting display going on which we watched for a while, there was a good amount to see and Traders to search through the cars on the strip were quite amazing and there were some surprising times for the quarter mile. One of the most impressive was watching the jet powered car do the run reaching 300mph. late afternoon and we decided to pack up the caravan and head home. It was a good weekend and a nice show site which can hopefully get better.

CLANDON PARK 10TH JULY.

It's not a very promising morning as it is drizzling rain when we leave home in the Vitesse and collect Julie's Herald. We continue to the show ground in the drizzle and park up, Julie is next to George as he saved us a space and I end up a couple of cars down. The rain is getting heavier now so I shelter in with Julie as the saloon is more water tight than the convertible. Soon we brave the drizzle as the rain eases and soon stops, the sun is out very soon after that and the showground comes alive. We start off with a cuppa tea, followed by a wander around. There were few Triumphs on show as well as over 200 classic vehicle's. George was in his Vitesse convertible as was I, Julie was in her Herald 13/60 saloon, Mike was in his VW Golf convertible. Also there were, another 13/60 Herald saloon, a Roadster, a GT6 Mk3, a TR6, two Renown's, a Stag, a Dolomite 1500 SE and a Standard 12. It was a lovely show with some auto jumble, raffle and tombola's, a bird of prey display, a model railway set up under canvas lots of different eating places, coffee and tea stands, a beer stall and ice cream van. Kid's rides, arts and craft traders, with a good mix of classic car's, bikes and Lorries to see. It turned out to be a lovely day out.

UXBRIDGE AUTOSHOW 17TH JULY.

We have two loaded Triumphs as we head to pick up Trevor T (the owner of Jules Herald). I have the show equipment in mine along with Julie's son Shane, Julie has the refreshments and Imogen (Shane partner and bump, plus a friend of theirs. Trevor is up front with Julie in the Herald and I follow them in the Vitesse. At the show ground we find our stand plot with Tim H in his GT6 Mk3 waiting for us. We have a corner plot and arrange parking to make the most of it with the event shelter in the far corner, Flags and banner are soon set up as Teas & Coffee are made for our member as they turn up. On the TSSC stand we have

Julie's/Trevor's Herald 13/60 saloon, Dave L Herald 13/60 saloon. Tim H GT6 Mk3. Bob R Vitesse Mk1 convertible. Mark & Jackie S TR7 coupe. Carl & Harry S Mk2 2000 saloon. Ken & Sharon in their Herald 1200 convertible. Jay & Sam in their Spitfire 1500. Tony, Penny & family in their Stag. Other Triumphs on show were, a TR2, two Dolomite's, a Mk1 2000 saloon, a TR4, eleven Stag's, a Renown, a TR5, three Vitesse's one estate, two convertible's, a TR6, a Spitfire and a TR7. One of the Vitesse convertible was Kens with a recent 5 speed gearbox fitted which looked very impressive. The show has had a makeover which worked well, lots of the trader stalls had been rearranged, the smaller amount of cars on show were in the main field with the funfair taking up more of the smaller field and public parking. It was a lovely hot day and a great day out.

THE RIPLEY EVENT 23RD JULY.

Off we go in tandem His & Hers Triumphs, we head to the show with no dramas. As Julie has not booked we opt to park up in the overflow parking, which on a hot day like this means we get some room to put up a gazebo. The disadvantage is the grass is longer and the ground is a little rough under foot. We park up and start to set up the gazebo, which breaks as soon as we attempt to pop it up. Plan B was to move the Triumphs back near to a foot path along side the trees and bushes where we can shelter from the worst of the sun as it was a very hot day. We are soon joined by other classic cars that can see the benefit. To the right of me George & Eve, park up in their Herald 1200, Tony, Penny & Harry park up in their Stag next to them. Martin & Cynthia come and join us in the shade, their Spitfire 1500 in the rows of classic parked on the finely cut grass field. Also parked in these rows are George B in his Vitesse Mk1 convertible, Mike & Barbara in their Stag, David H in his TR6, Mike & Jasmine in her Mk2 2000 saloon, Barry in his Stag, Mike H in his VW Golf. Other Triumphs on show were a TR5, two TR3's, two Spitfire's, a TR8, five Stag's, a Vitesse Mk2 convertible, two TR4's, three TR6's, a Roadster & a Toledo. There was a lot of other classic cars tractors & motorbikes to see as well as the usual fete stalls, tombola's, jazz orchestra, accordion players, radio controlled models, dog show. In the arena there was ballet dancing, a rock choir, tug of war, children races, Punch & Judy show, clowns. All the usual food stalls, ice creams. Still a great relaxed show.

Our next meetings at 8 pm is at the **GEORGE INN Wraybury** in **September on the 15th & in October on the 20th**. Please come & join us for a warm welcome or call me on 07773623807.

Coming events. SEPTEMBER

- 3rd Classic Car Display Camberley
- 4th Shere Hill Climb Shere NR Guildford
- 11th HQ open day Lubenham
- 18th Surrey Classic Vehicle Gathering Tilford rural life Centre
- 18th All Triumph Day Duxford
- 23rd/25th Totally Triumph Norfolk
- October/November
- 30th Autumn Classic Breakfast Brooklands
- 11th/13th Classic Motor Show NEC Birmingham

Mickey & Julie

NORTH WALES Tel. 01691 600215
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Hello, everyone. July started off with the Llangollen Transport Weekend on 2nd and 3rd, and a number of our group who did not go on the Spanish trip went along, and reported back that it had been a most enjoyable show.

Once again, the old trains and buses were running regularly, taking people into Llangollen and Corwen.

Tuesday 5th July was our monthly meeting at The Trevor Arms, Marford. Although there was still a good attendance, some people were missing, but the meeting went ahead well, with Helena and M.G. Richard going over last months events, and the ones ahead. The raffle was a great success, once again, and the

North Wales Continues

evening was full of chat and laughter. Another enjoyable night! Saturday 9th July was the Brymbo Fun Day, but the day was a washout due to the constant rain. We were due to go in our Spitfire, but decided to stay home, and we know that others of our group were booked in for the Daresbury Classic Show, but they did the same as us and stayed put.

On Sunday 10th M.G. Ken and Phil went to Daresbury, but unfortunately the organisers were towing cars INTO the showground, so our friends joined us at Caerwys, a re-instated, very large show. The rainclouds threatened all day, but the event went on, and very interesting and good it was. Although rather windy as the day progressed, it was a most enjoyable day, at the end of which we made our way home in our Stag, followed by Julia and Alan in their Spitfire.

Saturday 16th July was the Oswestry Ironworks Classic Show, and our group had a good attendance with seventeen cars. Many more classic vehicles were there this year, so classic clubs were in an adjoining field. All that were showing were given a complimentary lunch, which was very welcome. The Ironworks exhibits were far more this year, with incredible creatures and birds all crafted from steel and wrought iron, also arches, garden features, gates and fences, all with their price tags on! A great display, showing the skills of the makers of such wonderful items.

On Sunday 17th July eleven of our cars went to the Wem Vehicles of Interest Show, so a number of us met at Ellesmere to depart at 9.15 a.m., whilst others of our group made their way down from the Chester area going straight to the event. The timing was perfect, as the two groups of cars met up purely by chance, so we were able to park together. This show had a larger display than last year, with motorbikes, cars, motorhomes, lorries and tractors, many taking part in the drive through the town in the afternoon.

There were also many stalls and food outlets. The whole weekend was a most enjoyable affair, both shows being really good. Saturday 23rd to Sunday 24th July was the Llangollen 60's weekend, so Julia and Alan, together with us, attended in our Spitfires. There was a nice variety of vehicles, including coaches and double decker buses in the Glyndyfrdwy station showfield. The complimentary tickets meant we could ride the buses or trains to Llangollen and/or Corwen. The four of us took a seat on the top deck of one of the old buses, and travelled into Llangollen, having fantastic views over the valleys and hills. In Llangollen, after the ladies had had some shopping therapy, we found a good restaurant in one of the side streets and had a great meal before we took the train to return to the cars and relax in the sunshine. Talking on the train with Alec and Pauline, who are members of the Jaguar group we attend, we found out that although they now live around the Chester area, they, like us, moved up from the Midlands about 20 years ago. It turned out that Pauline and Roger used to live in the same street in Coventry:- small world, isn't it?

Tuesday 26th July our group's OFFAL had 35 of us meet at The Plassey, Eytton. We overwhelmed the staff with such a crowd of coffees and teas, but they handled it very well. Before we were due to leave heavy rain started, so those who had arrived with open tops were quickly raising their roofs. Our route, prepared by M.G. Ilene and Phil, was very good, but took an interesting and challenging turn because the Council had closed a road for repairs. However, by following the diversion signs, we were able to pick up the original route, and arrived at The Willows, Llandegla, for our pre-booked lunches. This was a smashing venue, where

the staff served good food at a very fair price. Once again, a really great day with great company.

At the time of writing this we have learned that our very good friend, M.G. Sam, has passed away after a brave and determined fight against cancer. Such a lovely man, he contributed so much to our group during the time he was with us, and he will be greatly missed. Everyone's thoughts and love are with Joan at this very sad time.

On Sunday 31st July there was a clash of shows, Classics at the Castle Bodellwyddan, Bersham History Alive and Audlem Festival of Transport. We decided to take a look at the Audlem show, a free event for exhibitors and public, and what a fabulous event it was. Over 300 classic vehicles met at Hankelow Village Green, where refreshments were available, then at 11.00 a.m. all vehicles travelled in a steady procession from there, around and through Audlem to a large playing field, where all were lined up for display again. There was a children's play area, a band playing a variety of good music, and the adjoining canal had a narrowboat festival taking place. We spent the day with M.G. Alison and Pete, and had such a good day:- this show is a must for more of our group next year. One of the more unusual exhibits was Sir Malcolm Campbell's 1925 Bugatti, and according to the history details on the car, it was driven by Rex Harrison in the film "The Rake's Progress".

So, that's all for now. Don't forget our meetings are held at The Trevor Arms in Marford on the first Tuesday of the month at 8.00 p.m., and there is also a meeting at The Plough in St. Asaph on the third Wednesday of the month at 8.00 p.m. Come along and see us.

Forthcoming events:- September

3rd September:- Fun Day at the Trevor Arms, Marford:- 10.00 - 4.00.

4th September:- Potteries Charity Run.

4th September:- Cholmondeley Castle Show.

6th September:- Monthly meeting at the Trevor Arms, Marford.

18th September:- Wheels Within Wem Show, Wem.

21st September:- Meeting at the Plough Inn, St. Asaph.

24th - 25th September:- Birkenhead Park

Festival of Transport.

27th September:- OFFAL.

October

2nd October:- Walled Towns Run.

4th October:- Monthly meeting at the Trevor Arms, Marford.

9th October:- Annual Threshing Day and Vintage Show, Ruthin Market, Ruthin:- 10.00 - 4.00.

16th October:- Wheels Within Wem Show, Wem.

19th October:- Meeting at the Plough Inn, St. Asaph.

25th October:- OFFAL.

Regards,

Helena and Roger.



SOUTH WALES Tel. 02920 315260

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St. FAGANS CAR SHOW JULY 17th

This is always a great show for those entering and for the general public, the entrants get a free visit to the famous St. Fagans museum and the general public get a free Classic Car Show to supplement their museum visit, FANTASTIC!

Al, Michelle and I turned up at the first meeting point at Cardiff Gate services in my Vignale to find Tom & Maff waiting in their immaculate Vitesse 2L Convertible. We were soon joined by Paul & Dotty G in their beautiful TR6, Robbo in his 1200 Herald Convertible (for sale), Young Eddie & Mo (13/60 Saloon) and Ant who had found the meeting point but lost his Moggie's keys and so was in his modern! Bang on time we left for the next meeting point and were joined en route by Mikey J in his immaculate GT6. As we pulled up in Cardiff West Services we were greeted by a fine sight, Thumper Watson (Spitfire 1500) was waiting, we hadn't seen him for a while so it was great to see him on another club run. Just before the time to leave for the short run to St. Fagans the Monmouth Mafia turned up, Mike & Heather (Acclaim)

and John (Triumph Cortina), Fantastic. Mikey J led our group of cars for the last few miles to St. Fagans and we were joined



en route by Lyndsey & Hilary in their newly painted TR6 which looked absolutely fantastic. As Mikey led us to a prime position on the showground Derek joined us in his immaculate TR6.

We soon had the event shelter erected to shade us from the sun and Paul & Barb got the cooker fired up to keep a supply of tea and coffee for all throughout the day. Thumpers' wife Susan then joined us with grandson Owain. Tom & Matt had a visit from their relatives from Mexico and set up a table for their refreshments which added to the atmosphere and it was great to see Stuart amongst them. Even Younger Mo brought out a case of freshly baked fruit cake which immediately attracted Mike The Cake who brought along Emma & Louise to swell our numbers. Fantastic. We also had a brief visit from Crazy George & Andreas and we were lucky enough not to have them set fire to anything! It really was a great day out and time flew by, I thought that it was about 2pm when the P.A. system announced that the show was closing (it was 5pm) so we hastily packed up the event shelter and cooker paraphernalia and made our way to the exit then taking our various routes home. As we travelled along the Eastern Avenue Al summed up the day nicely when he said "Well, what we lacked in gas for the main cooker (our TR Reg Sec's fault) was certainly made up for by the quality of the members who were able to support this great event" "Butane your lip!" our TR Reg Sec replied. FANTASTIC!



Bern

(AO, not TR Reg Sec)

WESSEX

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Silverstone Classic 28th-31st July exceeded all expectations and will definitely be put on next year's calendar! It started with Trevor, Jerry, Neil, Pauline & myself, meeting at a civilised time, (11 a.m.) and a leisurely drive with a break halfway for a comfort stop (That's the posh way of saying, "We needed the toilets!") Going up on the Thursday meant that we missed the queues getting into Silverstone and we had plenty of time to put the tents up and suss out what was there. Janis & Richard came up early on the Friday. With the traffic being as congested as it is nowadays, we find that from the south coast this is a suitable distance for us and our cars. We were welcomed by Nigel Hawes, of the Northants area with coffees, teas and biscuits in their posh marquee. It made a good base to return to when we wanted sustenance and shelter from the sun/rain, although on the whole the weather was pretty good! Also it gave us chance to catch up with other members, thanks Nigel for all your hard efforts! The facilities were the best we have come across, plenty of toilets and good showers, but most importantly, kept clean all during our stay by an army of cleaners (take note, Le Mans!) The food outlets were more than acceptable and the prices were not too bad. There was plenty of courtesy buses to transport you to all parts of the track to find the best vantage points to watch the racing. Also the pits were open, so you could mingle with the competitors, very informal and relaxed!

Le Mans Classic, Duncan, Peter, Fran & Alan did the Le Mans Classic, Dave doing his own thing with his friends from the Lagonda/Bentley fraternity! Here is Duncan's account of how the weekend went!

"After a few weeks of checking and sorting the old girl for the trip, Peter and I headed off loaded to the gunnells with the necessities to survive on the camp site. After meeting with Alan and Fran we proceeded to the Ferry Terminal in Poole to begin the big adventure. The early Thursday morning departure started with a customary full English breakfast which also acted as a celebration of Peters birthday.....lots of chatting and in no time at all, we disembarked at Cherbourg and headed off in the direction of Caen.....as soon as we hit French soil, the overdrive failed and then noticed that fuel & temp gauges and indicators were not working! Yep the electrical gremlins were at work.....it ended up being a combination of a glass fuse with one loose end and on a separate circuit a bad connection going into the box...one replaced fuse and a wiggled wire....and off we went. ...would not be able to do that in a modern car! What are the probabilities of two new faults occurring at the same time!

Met some great characters on the trip, a guy on the ferry who seemed to talk more about all the fellow racers he had bashed off the track rather than the races he had won. On the camp site the guy and his son on one side of us, is a Formula 1 mechanic for Renault and had to leave early so he could catch up on the race, so he knew what would be ending up on his desk on Monday morning for him to sort out. And on the other side, a group of lads and their wives who seem to have a collection of "his and hers" cars back home, aside from the Porsche, Lotus Elise and Sunbeam Tiger that they were there in....."his and hers" E Types!!!! Just jealous.....but you meet some really great people. The two East End type characters that recounted tales of the dodgy deals they did in their youth! Great companionship.

The words "An ant under a magnifying glass" comes to mind.....scorching, with a bit of a breeze covering everything in Le Mans dust.....sticks beautifully to the factor 50! Alan had met a few of his friends near the Dunlop bridge where they were watching the racing and was right where the Sun was most hottest.....don't know how they managed to stay so long in the full Sun.....Peter and I retreated to the shelter of one of the bars with direct view of one of the large video screens, where we got a better view of the racing whilst quietly refreshing ourselves with a few beers and more convivial companionship, got to be done! The club stands alone, were hours worth of browsing. One of the evenings we went in to Le Mans for a meal with Fran, Alan and a few of their friends...a few beers and a great meal.....then a wander around the Cathedral to view the projected effects they shine onto the Cathedral. Le Mans town deserves a return trip to spend a bit more time exploring.

We stopped off for refreshments in picturesque Sees on the way back, catching up with Dave on the Ferry. So no more misbehaving from the TR6.....although at the Thursdays meet it appeared that Big John's TR6 had to be low-loaded back, due to one of the rear wheels deciding it did not want to go in the same direction as the rest....reading between the lines it sounded like one of the trailing arm mounts had broken, letting the trailing arm wobble around, we will see.

So, to sum up Le Mans; lots of walking, heat, beer, wine, racing, great company, any car you can think of.....a great time!"

Duncan

Hursley, we all decided it would be a good idea to go to this Tuesday evening meet and I must say it was well worth the effort, even though the traffic at that early time of the evening was horrendous! I was surprised how many of us went. The setting was perfect, all it needed to complete the scene was for a cricket match to be playing! (On second thoughts, perhaps not, stray balls & windscreens don't go together!)

Onto other events coming up:- Beaulieu Auto Jumble, 2/3/4th Sept, where Dave, Trevor and myself will be sharing a stall with our auto jumble friends. Swanage Railway, 9/11th Sept, which for any train buffs is a must!, with free train travel for the weekend included. Also a good one to do in the closing stages of the season is Thornfalcon, nr. Taunton on Sunday 18th September. We are thinking of arranging a day trip to the Hollycombe Steam Museum at Liphook, late September. Alan was going to look into this when he gets back from his travels in August. So that is a brief précis of our remaining plans for this summer, what summer?! If you need more information, best to contact Trevor, or I

Wessex Continues

will let you know, as and when I get it, either in next months report or via the Wessex Triumph group email.

That just leaves me to mention the Christmas Dinner! Yes! It's that time again! I think last year went down as a success and some have voiced their opinion to have it at the same venue this year! Which was the good old Tyrrells Ford! So I will be looking into that and will let you know what options are available. If anyone has an alternative venue that they would like to put forward, please let Trevor or myself know, so that we can put it to all, that also goes for any events, runs or shows that you might think others would like to do!

Next meeting will be at the Tyrrells Ford, Thursday 29th September.

Martin

WEST MIDLANDS Tel. 07969 024999 Chris. 07505 110922

I believe our August meeting on Tuesday 2nd August 2016 was affected by the holiday mood, in that some of our regular members did not attend, taking vacations at this holiday time of year. In the Midlands this time of year is often referred to as the Car Makers Fortnight, this refers to the two week holiday break taken by the workers at British Leyland, Longbridge and a few other car makers. Of course now we do not have a major car manufacturing business in the midlands. Shame.

We still had a good core of people attending the meeting but the weather had been rather bad during the day so there was only a small number of Triumphs on display. I have got to admit that I was one of those people who thought that my pride and joy would be better off spending the evening in its garage.

I still remember with pleasure attending this years TriumFest held at Santa Pod Raceway on the 1st, 2nd and 3rd July this year, and personally I send my rather belatedly best wishes to our headquarters staff who must have spend a lot of time and thought in arranging this venue. I think there was something there for everyone, and I am sorry to say that only two members of the West Midlands Area attended this year. Unfortunately the dates for this years event did clash with several very good events in the Midlands area, the main one being the Cars in the Park at Lichfield. I am hoping that I will be able to persuade more of our members to attend the 2017 event which is being held at the same venue.

Events next month include **TSSC Headquarters being open for visitors on Sunday 11th September 2016 from 11am until 4pm.** At the same time Lubenham Village are holding their annual scarecrow festival. My wife and I attended last year, and the village put on a really good show, so if you and the family have nothing to do on this date, bring your Triumph along to TSSC HQ, and at the same time enjoy some good village fun.

Duxford Imperial War Museum is holding its All Triumphs & Classic Day, again on Sunday 18th September 2016 another good day out, but unfortunately for me it clashes with **Stoke Priors Steam Rally held that week end the 16th, 17th and 18th September 2016.**

Whatever you are doing, whatever week end, make sure you and your family make the most of your Triumph. Show it off, you know you want too. Cheers

Roger
the Dodger

WIRRAL Tel. 0151 625 3172

Hello all. This month has seen quite a few events in the Calendar which various club members have got along to and thoroughly enjoyed. On 2nd July was the Neston Village Fair including the traditional classic car cavalcade. Our own Jan & Brian won 'Favourite Classic Car in Show' with their lovely Morris 1000 con-

vertible. Well done to them. Also early in the month was the Clwyd Practical Classics show in Caerwys attended by a dozen or more Wirral members. The event went well with some 450 cars attending, stayed dry and raised around £14,000 for Wales Air Ambulance – amazing. The Wirral Classic Car Club rally and show on 24th July, organised by our friends Wirral Classic Car Club, was also a good day out commencing with a convoy through the villages of west Wirral and finishing in Thornton Hough for a display of the cars. The weather was a bit patchy but spectator turnout was good with entrants coming long distances to participate. Congratulations to Jopie Lang and Geoff Bell who won best

in class for their respective cars, excellent. That same weekend was the Llangollen 60's event where classic cars of the era attending the event earned entrants an open ticket on the Llangollen to Conway steam train, which is a great experience. The highlight of the event is the Saturday night when the station hosts a real ale festival with live music. Needless to say this is very popular with our own 'game for anything' Andy Poselthwaite who turned up as Sergeant Pepper, his partner Ailsa, supported this year I understand by Steve Dickson and partner – all getting well into the spirit of the event (emphasis on spirits, judging from the photos I've seen!). Andy tells me that he kindly obliged a number of 'fans' with a photo opportunity in his company (no doubt for those weird websites you read about...). Sadly, our ever popular leader and local hero Dave Evennett was unable to attend most of the event, despite squeezing his tent, galoshes, pipe, pyjamas and slippers into the boot of his Stag and setting off with good intention. Sadly his efforts were severely hampered when a Diesel nozzle somehow snuck into his Petrol filler and proceeded to fill Dave's Stag with £50 of the dirty stuff unabated (It's OK Dave we've all been there!). Naturally Dave was forced to drink alone at home that night (I wonder if he still wore his 60's gear?). This month's club meeting at the Cottage Loaf was well attended with much loitering around the car park as usual followed by well intentioned banter, beer and chips in the bar. We are keen to attract non members to come and join us in the car park and loiter too. So if you're passing come loiter with us (remember it's a car club...).

In other news, the great Peter Dunne has 99.99% completed his incredible Vitesse restoration with a tick in the MOT box this month. You can see much of Peter's amazing work recorded in his excellent videos here: <https://www.youtube.com/channel/UCCzpZXUilDsEW0aW9DcN1Fg>. Watch and be impressed. In the final few weeks of the restoration, I have had both Peter's TR6 and his other pristine Vitesse in my Garage. In fact, he doesn't know this but his Vitesse proved the perfect quiet spot in an otherwise overrun house, for me to write (and practice) my 'Father of the Bride' wedding speech, in preparation for my Daughter's wedding on 5th August! Something about that familiar Triumph environment and classic car smell (you know the one) took me to a good place and perhaps aided my train of thought – and the speech went very well! Peter will be helping me with the restoration of my GT6 Mk2 (33 years in my possession) soon. I can't wait.

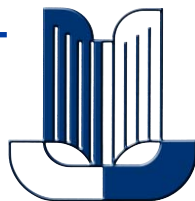
Coming up: Monday 29th August (bank Holiday) Hoylake Lifeboat day and Air Show; 27th - 29th August Gold Cup Oulton Park; Sunday 4th September Cholmondeley Castle Classic Car Show; Sat/Sun 24/25th September Birkenhead Festival of Transport; 24/25th September North West Vintage Rally, Victoria Park, Widnes; 25th September Static Show, Gordale Garden Centre, Burton; 24/25th September High Legh Festival of Transport (to be confirmed), Knutsford.

Call me and I can point you towards the right contact. That's it. Happy motoring.

Rick



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