



International Family Weekend

19-20-21 August 2011
Stafford County Showground



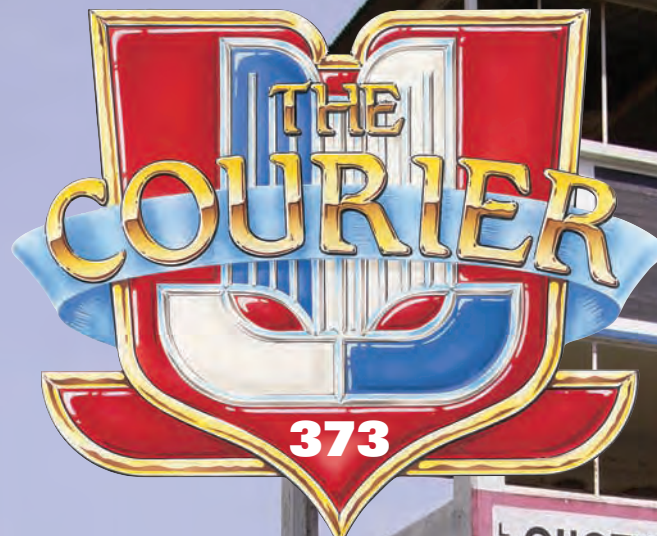
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The Courier 373

JULY 2011



July 2011



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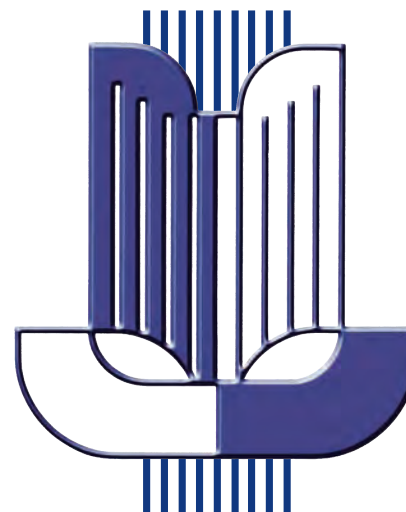
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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.373 Vol 33. JULY 2011

Price £3.50 Free to Club Members.

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Claire Hill, Nigel Hill, Derek Holman,
Simon Oliver, Jane Rowley, Gary Russell,
David Smith, Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 82.

Honorary MEMBERS

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

Whereas every care is taken to publish accurate information, the Editor and the Council of the TSSC do not necessarily agree with all the views expressed within THE COURIER and cannot accept any liability for erroneous or misleading information found therein.
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RUN IN THE SUN TO
THE ABANDONED
CIRCUIT DE GUEUX
FRANCE
PIC BY
JOHN DAVIES

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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2011 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

July 2011

FRI SAT SUN 1/2/3 JULY 2011
NEWBURY AREA CAMPING
WEEKEND IN NEW FOREST
CONTACT DAVE OR MARY
01635 868640

FRI SAT SUN 15/16/17 JULY 2011
NORTHANTS AREA STANDARD
& TRIUMPH RALLY
WICKSTEED PARK NORTHANTS
CONTACT ADAM 01933 229992

August 2011

SUN 7 AUGUST 2011
NEWBURY AREA STAND AT
NEWBURY CLASSIC CAR SHOW
NEWBURY RACECOURSE
CONTACT DAVE OR MARY
01635 868640

SUN 14 AUGUST 2011
TSSC LEICESTER AREA
SUNSHINE RALLY
BROOKSBY HALL LEICESTERSHIRE
CONTACT DAVID 07774 276564

FRI SAT SUN 19/20/21 AUGUST 2011
TSSC INTERNATIONAL FAMILY
WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2011

FRI SAT SUN 2/3/4 SEPT 2011
LINCOLNSHIRE CAMPING WEEKEND
JUBILEE PARK WOODHALL SPA
CONTACT GARTH 01529 307302

FRI SAT SUN 23/24/25 SEPT 2011
MILE OF TRIUMPHS
GREAT YARMOUTH
CONTACT CLAIRE 07971 017012

October 2011

SUN 2 OCTOBER 2011
HERTS & BEDS AREA PRESENTS
18TH ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR MUSEUM
DUXFORD JCT 10 M11
CONTACT PETER 01582 750943

SUN 2 OCTOBER 2011
NOTTINGHAM AREA
TRIUMPH & TRAINS DAY 2011
CHURNETT VALLEY RAILWAY
CONTACT ANDY 01623 554212
KEN (C.V.R.) 01298 24992

CLASSIC CAR SHOWS (CLUB INVITED)

July 2011

FRI SAT SUN 22/23/24
THE SILVERSTONE CLASSIC WEEKEND

September 2011

SUN 11
5TH LINCOLN IMP RUN
MGOC - TULIP STYLE RALLY
ALL CLASSICS WELCOME
SHIRLEY BAXTER 01205 460375

November 2011

FRI SAT SUN 11/12/13 NOVEMBER 2011
THE FOOTMAN JAMES
CLASSIC MOTOR SHOW
NEC BIRMINGHAM

“Comment

BY NIGEL CLARK E-MAIL: nigel.clark@tssc.org.uk

How many Triumphs are there left?

From time to time we are asked “How many Triumphs are there left?”. This month I am indebted to TSSC member Graham Bingham, who found the website www.howmanyleft.co.uk and put a link on the TSSC forum. This website has published DVLA data on how many of each model of car are taxed and assumed to be on the road, each year since 1994. It makes fascinating reading for any Triumph enthusiast.

The headline is that in 1994, there were 43,223 Triumphs taxed and in 2010 the number had fallen to 23,036. The sharpest decline was before 2004 but since then numbers have stabilised at around 23,000. While it is disappointing to see how far the numbers of “our cars” have dropped, we seem to have reached a plateau and the stable total since 2004 is very encouraging. The aim of the TSSC and fellow clubs to preserve Triumphs is now succeeding. We can deduce from this that Triumphs are much-loved classics rather than scrap-yard fodder, and that must be good news.

The figures for each model in 2010 were as follows:

TR2-6	6,333
Stag	4,699
Spitfire	4,185
Herald	2,705
Vitesse	1,434
SmallSaloon(1300,1500,Toledo,Dolomite)	1,326
Big Saloon (2000, 2500, 2.5PI)	1,051
GT6	921
TR7	382
Total	23,036

Acclaim and TR8 are not listed under Triumph but a little more digging revealed totals of 376 and 30 respectively.

Perhaps surprisingly, Stag and TR2-6 numbers have increased slightly in the last 2-3 years. This is probably due to cars being taken off SORN and taxed after restoration, or imports from dry climates e.g. USA. The Stag is the most numerous single model, followed by the TR6. And the rarest? That's the Spitfire 4 (Mark 1), with



Spitfire 4 – have you seen one lately?

just 17 examples on the road, although there are another 10 laid up on SORN.

By comparison, MG numbers are huge, mainly due to their modern variants. MG B and Midgets together run to over 30,000, so we have justification for the claim that our Triumphs are more exclusive!

A quick look into the numbers of some models on SORN suggests that a great many Triumphs are laid up, not on the road at present. For example there are over 1,000 TR6's, 500 GT6's and almost 300 Dolomite Sprints on SORN. That's more Sprints on SORN than on the road.

What can we conclude from these figures? After a serious decline in the 1990's, the Triumph scene is now in good health with a stable number of our cars being looked after and kept on the road. But there is still a big pool of cars off the road, ripe for recommissioning or restoration. Why not make it your mission to bring another Triumph back to life? The cars are still out there waiting.

We should also make sure that we recruit more enthusiasts to the Triumph marque. How many potential classic car enthusiasts have yet to find the virtues of Triumph cars, so why not try to get a friend interested in Triumphs? There are enough cars around and they all need good homes.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Correction

I must apologise for a momentary lapse in the Comment column of the June Courier, where my article may have caused confusion over the Dales Run event. I inadvertently referred to the Cumbria Dales Run.

This event, held on 10-12th June, is organised by the **TSSC North and West Yorkshire Areas**, although the route does venture into Cumbria.

Nigel Clark

TSSC International Family Weekend Bring and Buy Stall

This year at the TSSC International as an extra service for members and visitors, a Bring and Buy Stall will be operated in the main hall. On this stall you will be able to exhibit for sale, all those parts and spares which you have been promising yourself, or your wife, that you would get rid of years ago. There will be £1 charge for exhibiting the items for sale on the stall, and if the item is sold for less than £9.99, no additional fee. Above that there will be commission on a sliding scale. For example if the item is sold for between £10 and £19.99, £1 commission, £20 to £39.99, £2 commission and so on. Commission charges will be on display on the stall. Now is the time to have a sort out, create some space in your garage, and generate some cash to spend at this years International Weekend.

There are certain Terms and Conditions.

1. Items are submitted at owners risk, TSSC will accept no responsibility for any loss or damage.
2. Related items may be presented as one lot, e.g. a pair of headlamps, seats etc.

3. All descriptions and prices must be completed by the seller.
4. If any goods or proceeds are not collected by 4pm on Sunday 21st August 2011, the TSSC reserves the right to dispose of said items/cash as it deems fit.
5. All unsold goods/monies collected will only be returned on production of the sellers receipt
6. The TSSC are not responsible for the condition of any items sold and offer no guarantees or warranties on any items purchased.
7. A maximum of 5 items per seller at any one time.
8. The price stated on the ticket is the price the item is to be sold for on the day. We will not take offers on any items held by us.

Roger Haywood/Claire Hill

TSSC PR Officer

The PR Officer at the TSSC has a very important position, keeping the outside world fully informed of all the great things happening in our Club. Our thanks go to Adam Easton, who has been doing a sterling job as our PR Officer but has now decided to stand down.

So we are now looking for a new PR Officer; the main aims are to keep the classic motoring press supplied with a steady stream of information about TSSC events, new products in the Club Shop, and any other significant Club goings on. Most often, this means providing short, crisply written press releases with a few relevant photos to our extensive network of journalist contacts.

If you would like to volunteer, or would simply like a little more information, please email or phone me at the Club Office for an informal chat.

Nigel Clark



www.tssc.org.uk



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HQ OPENING TIMES

JULY- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

AUGUST- OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**HQ CLOSED AUGUST 18TH - 22ND INCLUSIVE
FOR INTERNATIONAL WEEKEND AT STAFFORD**

The Club Shop will be attending the forthcoming show

International Family Weekend

Stafford - 19/20/21 August 2011

Advance Orders for collection at this show are now being Taken. Members ordering in advance will receive a **5% Discount** on their order and Save Pounds on postage. To ensure we have the parts you need us to bring just ring the Club Shop Hotline 01858 434424 or Order Online - www.tssc.org.uk

Council of Management Meetings

JULY 10TH 2011

Any member who has any item of business that they wish to be discussed at a Council of Management meeting should send the item to: **Vivien Thompson**
TSSC General Secretary, Ivy Cottage, 5 Rectory Mews, Sprotborough, Doncaster
South Yorkshire. DN5 7LG. or email: gensec@tssc.org.uk

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SPITFIRE MkIV/1500 Register

e-mail spitmk4and1500@tssc.org.uk



Derek Ford & Hugh Glossop



3 Wheels on my wagon - 'Almost'

Gary and I were happily trundling along at around 70mph heading for the Practical Classics mass Spitfire test, we were on the A40 between Monmouth and Ross on Wye, just after Pencraig Gary tickled the throttle to overtake a eurobox, and the tachometer shot onto the red, no drive! Coasted to a halt on the hard shoulder, and tried again, no drive in any gear at which point Gary is all full of gloom and despondence fearing the worst in the form of a complete clutch failure or worse still a gearbox. Explained it couldn't be a prop because there was no knocking from underneath (if you have ever had a catastrophic prop failure you will know what I mean), likewise the inner drive shaft UJ, to cut a debate short Gary went to look underneath while I put it in gear and released the clutch, result the near side driveshaft was rotating but the hub with the wheel on it wasn't, diagnosis broken rear nearside driveshaft, and we were expected at HQ and then Bruntingthorpe that very morning!

A short discussion ensued, as to where we were going to have the car recovered to, Gary said home, but as we didn't have the bits in stock, I suggested **Mike Papworth's** esteemed emporium if he had the necessary parts, well luck was smiling on us that

morning, as after a phone call to Mike at 7.45 in the morning, he told us he had bought a new long type shaft the day before for stock, so with recovery arranged through our Club insurance we were off to Mike's place at 55mph on the recovery truck (damn slow). When we arrived Mike was there ready and waiting with a trolley to go under the broken driveshaft corner, as he expected the car to be on three wheels, with a considerable amount of damage, fortunately it was still on four wheels but he couldn't understand why as we were doing 70mph when it let go and the usual result is that the wheel exits, complete with drum and drive flange, unceremoniously dumping you on the ground with the wheel overtaking you and disappearing over a hedge or if you are really unlucky hitting something you will have to pay for or claim on the insurance.

As a side issue isn't it amazing how many bits you see hanging/flapping on cars while sat at the side of the dual carriage way for a time, most of it was bits of broken plastic bumper flapping in the wind!!

Anyway we rolled it off the transporter and sent the AA man who contracts for DAS our Club (PDJ) insurance recovery on his way, Mike then says '*push it into the workshop*', we get all of 10 feet and the wheel goes at a funny angle but didn't fall off, so an executive decision was made to repair where the car "landed". Mike had prepared the basic shaft

SPITFIRE MkIV/1500 Register

with the relevant bits/ bearings/uj and second



hand upright.

Off came the wheel and we then realised why

stopping the hub actually coming out, which is another good reason to change to discs on



the wheel had stayed on, it was because of the rear disc conversion, the calliper holding the disc in place and

the rear!

Anyway it was a simple matter of removing the calliper (two bolts) and putting this to one side as the flexible could be left in place, no bleeding of the brakes afterward!, hooray.



The Disc calliper bracket was transferred to the newly built axle assembly which you can just see in one of the pics and with the old drive-shaft assembly thrown in the corner in disgust the new one fitted, and the disc calliper put back on, result!

Time scale looks like this. Is it a record?

7.30 Drive shaft breaks
 7.45 Phone Mike
 7.50 Phone recovery and arrange to be recovered to Mike's
 9.15 On recovery truck and on our way
 11.15 Arrive at Mike's
 11.30 Car in its "landing spot"
 12.10 New shaft in and everything checked
 12.15 On our way to Bruntingthorpe
 1.00 Arrive Bruntingthorpe

I wont go into details about Bruntingthorpe but it was VERY wet and someone who shall remain nameless (not us) spun one of the cars and went grass cutting to much mirth and amusement of the others watching!!!!



amount of help from **Mike Papworth**, to which



Pic Martin Marrison

So there you are a day in the life of a Practical Classics test car, we got there in the end, with a little help from the AA and large

I offer my profound thanks for putting himself out and helping us, he even did us "mates rates" on the parts/labour.

Hugh/Gary

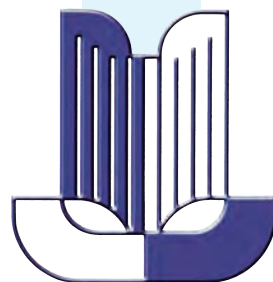
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Welcome to NEW MEMBERS

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



THE
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Gregory Murphy
Tony Humphries
Louisa Thompson
Chris & Cherry Danks
Nick Weaver
Charlotte Stephens
Nicky Elsworth
Graham King
Glyn Tindle
Jason Simpkins
Mike Bedford-Stradling
Nick Buxton
Steve & Sarah
Sara Harrison
Chris Hill
Alan Steele
Philip Taysom
Stewart Roy
David Saunders
Bill Ashe
Jack Ferriera
Andrew Phillips
Mark Pearson
Daniel Jellyman
Lewis Pestell
Stephen Bourne
Brian Currell
Sam Naylor
A G Mason
Mr Biggerstaff
Philip Rawnsley
John Waller
Justin Wood
Ian Lovi
Claiton Da Silva
Richard Headland
Jennie Caddick
Louis Adaway
Christopher Page
Alan Lloyd
John Brunt
Charles Corn
Adam Goforth
Jack Blades
Tim Stainton-James
Matthew Woodward
Christina Bartos &
Neil O'Kelly
Stefan Nigratscha

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Staffs
Devon
London returning
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Northants
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Cheshire
West Sussex
Nottingham returning
London
Hants returning
Germany
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Surrey
Surrey
Somerset
Staffs
Camps
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Hants
Surrey
Beds
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Lincs
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Somerset
Australia
London
Kent
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Hants
West Sussex
West Mids
Lancs
Cornwall
East Yorks
Surrey
Kent
Avon returning
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Ken Busbridge
Andy Maas
Patrick Smith
Russ Kearney
John Adreotti
Tom Easter
Chris Wilson
Philip Dell-Smith
Michael Smith
Wilfred Hargreaves
Eddie Beard
Peter Saunbury
Stephen Smith
William Sansom
Alexander Logan
Ian Cooper
Robert Page
Alex Billington
Carl Davis
Kristian Grimwood
John Kaddish
John Stewart
Matthew Green
Michael Brunnock
Sarah Oliver
James Oliver
Franz Fellingner
Mark Rogers
Andrew Roberts
Ken Hagar
Roger Shaw
Ann-Louise Whittaker
John Brumwell
Jerk Sintorn
Geoffrey Iredale

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Middx returning
South Glam returning
Herts returning
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Suffolk
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Essex
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Cheltenham
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West Yorks
London
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Cheshire returning
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Staffs returning
Kent returning
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*We hope you enjoy your Triumph
and everything the Club has to offer*

SPITFIRE I - II - III Register



www.tssc.org.uk/spitfire
e-mail. spitfires.tssc@virgin.net



Suzie Singleton

Spitfire or Hurricane?

First a correction and an apology. Sorry, I should have checked before sending off my article last month but thanks to Spencer Allen-Scholey, Andrew Peel

and Neil Fletcher for putting me right about the photo of the aircraft from the Battle of Britain Memorial Flight I included last month pointing out that it was, in fact, a Hawker Hurricane, not a Spitfire as I had assumed.



Now a more appropriate item for this column - and yes, I have checked, this is indeed a Triumph Spitfire.

Andy Turner sent in this photo of the Mk2 Spitfire he recently bought. With the comm. Number FC 88631 it is quite a late car, less than 300 from the end of the run. In fact I only have 2 newer Mk2s on the IVR register and there are only 10 newer on Joe Curry's International Triumph Spitfire Database (<http://members.cox.net/spitlist.htm>).

Andy told me that the BMiHT certificate noted that it was built on 3rd January 1967 and according to Mr G Livesey, who originally

sent me the details of the car for the IVR in 2003 it was originally sold at Edwards Motors, in Doncaster.



Now, just to remind myself that I know the difference - Spitfire . . .



. . . and Hurricane!

Following up on the item in my article in the March Courier regarding a Spitfire chassis which had been used for a 'Cannon Special GT' Ben Caswell sent me a clipping from the April edition of the Classic Motor Monthly of a TVR noting that the body looked very similar. It may be that someone used the TVR as inspira-

SPITFIRE I - II - III Register

tion? Does anyone else know anything more about the ebay car? I'll include the photos again here for anyone who didn't see it.



"THE SPECIAL FROM BLACKPOOL"



"The Lakeland Motor Museum has a new exhibit. It's the second TVR to have been built and the oldest surviving example of the make. This special was built by TreVoR Wilkinson and Jack Pickard in an old wheelwrights shop in Blackpool in 1950."

And just a brief inclusion of another Spitfire, this time the Mk3 belonging to Richie Lewis of Southern Area at the SHVPS Show at the Queen



Elizabeth Country Park near Petersfield last weekend. Richie has done quite a bit of work to this car since we first saw it and it's looking good despite the fact that it is going to have to have another re-spray sometime due to the paint crazing.

And now from David Embery the July update on the "Shropshire Spitfire" over to you David.



It now looks like being July when the MOT trauma will be upon us! We are now so close having sorted out the lighting, brakes and exhaust. As those of you who have seen the Shropshire Spitfire, the bodywork and paintwork is not exactly in the Concours category and that we will address that when we take the car off the road for a full restoration over the winter. However, with the MOT and the Stafford International Weekend coming up we thought that it would be a good idea to get her looking a bit more presentable. Therefore at our last get together the polish came out and after a bit of elbow

grease the back end came up quite nice! (See the Picture above)

Next week we start on the front! Steady but sure progress I think.

There looks to be one sticking point for the MOT and that is the matter of seat belts. We have now removed the hard top for what must have been the first time in 20 odd years

and looked properly at what belts we had and their condition.



more re-assured that the harness will suffice for the MOT but more long term I think we should look to the safer option.

Unless someone out there knows better and is an expert on where the harness points should be secured?

At the moment, with the current fixings, it looks like if someone had an accident the belt strap would decapitate them!

Well by the time you read this I am sure we will have solved the problem and I truly hope that the next update will include a rather nice picture of that very official but very necessary document - The MOT!!."

David



We have harnesses rather than the more modern 3 point inertia seat belts. We also found them to be secured to the body right underneath where the hardtop joins the body (see picture above), not, where I would have thought best, at the foot of the rear wheel arches. Maybe that is because they are harness rather an inertia seat belt? We are not too sure about it and are looking at solutions before the MOT that may involve a change to the more modern belt. Suzie and Guy Singleton were great in helping us feel a bit

And finally, I think it's been a while since I included one of my 'car trailers' so here's a purple Moggy we saw at the Popham show,



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Andy Wood

A Brilliant Response

Hello Again. I have had a brilliant response to my first article so first a great thank you to all of you who have sent me an email, if some of you are still waiting for a reply – I'm working on it.

Here's just some of the comments.

"Excellent first article" "the future articles sound good too" "photos look fantastic especially the rear suspension" "I enjoyed your column in the Courier" "looking forward to seeing more" and it goes on.

Fantastic encouragement, thank you all again for your replies, keep sending me your photos and what you are doing, so based on this response what do you think of the idea below. Please just send the stuff in to me, no need to ask.

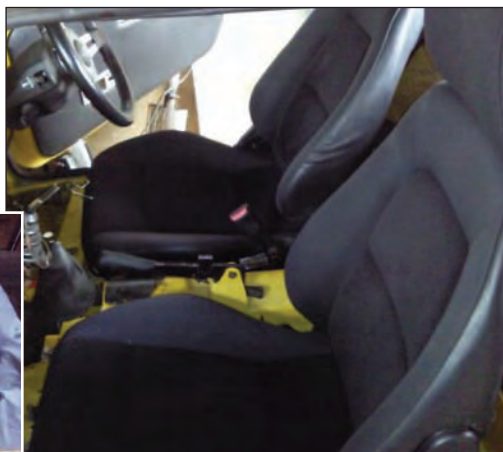
One thing that became more or less immediately apparent is the wealth of ideas and experience out there, rather than wait to read it here I thought I would create a more immediate method but don't worry I will still put all the good stuff on

these pages to show our colleagues what we are up to.

First of all I have setup a face book page, you can find with it with the name '**GT6nms**' and also a Twitter page again '**GT6nms**'. It's early days for these and it may not be the best idea, we shall see, but if any of you are internet Guru's and have a better idea or can tell me how to make it work let me know.

Anyway I have some of the first invitations for the first TSSC members to the *New Modified Specification Club* here are their pictures and brief outline of their ideas, some of which I intend to cover in more detail in a later Issue of the Courier.

Michael Wallace - who intends to put in red-top Ford Mk9 rear disks



Matthew Roberts – With the installation MX5 Seats, made a J type gearbox

from a D type one and a Modified overdrive prop shaft.

Richard Barbour - who suffered the same plight as many of us do and to use his words *"I am in the throes of a complete rebuild/modification of my MKIII Rotoflex car. At present the body is off being treated for the dreaded tinworm"* plus a lot more other stuff.

Nick Ledger - and a perfect body



tub restoration

James Beaumont - with his Rear End



Suspension set up.

Thought I would open up the Membership to Honorary membership those with special skills and knowledge (mainly so we can pick your brains).

One Question that I have been asked a few times is if the rear suspension by PRI will fit a Rotoflex suspension set up. Chris Cancelli of PRI replied *"We have been*

replacing rotoreflex systems with the IRS kits and the results are the same as with the Spitfire, incredible. Most everyone who does track days with their cars are claiming 5-6 seconds a lap just with the kit installed. There is no way you can make a rotoreflex work that well, not even close.

Yes, it means going back to the swing axle but with this setup extreme camber is no longer an issue and the car tracks superbly. It is all "bolt-on" so you can put the rotoreflex on the shelf for a keepsake"

Here's a couple of further quotes from you, how many of us can relate too these? 'hampered by a screaming wife' 'Any other advice apart from divorce?' no names here "discretion is the better part of valour" your secrets are safe with me.

This made me think how many hours do we spend trying to do

things that are not the success we hoped for, so maybe we could all benefit from the great success stories and not such great success stories, something I'm proposing to put together is a *'Modifications Manual', How to do it, How not do it*, and possibly what not to do, learning by my mistakes, I've made plenty, can't imagine I'm alone on this. It may just be Ideas for someone else to expand on, or complete details on a modification so if you want to get your name on the credits page - start writing and remember everyone likes a good disaster story.

Question for those IT Guru's out there, what's the best way to put this on-line?

I know it's a short article this month but I decided to put this together because of the response I've had in the last few days in place of what I was going to issue. It was going to be Me, Me, Me, again. Unlucky! So just a reminder; just send the stuff in, no need to ask. Toodeloo.

Andy



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e-mail. herald@tssc.org.uk



Colin Lindsay

Strange & Manifold *are the ways of Triumph!*

I was at Stafford a few years ago and there came on a sudden shower of rain in the middle of the Saturday afternoon, which literally put a damper on the autojumble. I remember watching some stallholders who threw a tarpaulin over their wares and to hold it in place, used a cast-iron Herald manifold at each corner. These manifolds were so common and so apparently unwanted that the selling price was a princely £1, and on the Sunday afternoon a few were still lying around the autojumble site, not even worth bringing home again.

It's a pity, as they're the simplest and easiest way of experimenting with cheap engine upgrades, whether to a tubular exhaust system or else an uprated carburettor, without having to splash out on both manifold and exhaust at once. The idea came to me following the purchase of a tubular exhaust on eBay – I didn't want to try

twin carbs just yet, as I was exploring the possibilities of different single carb upgrades. So why not just use the existing carb mount?

Enter the angle grinder!

Remember that this **WILL** destroy your manifold, so you cannot reuse it as originally fitted – you have to choose whether you want the exhaust half, or the carb half, depending on your proposed upgrade. Thankfully, as I said earlier – they're cheap!



Pic 2.

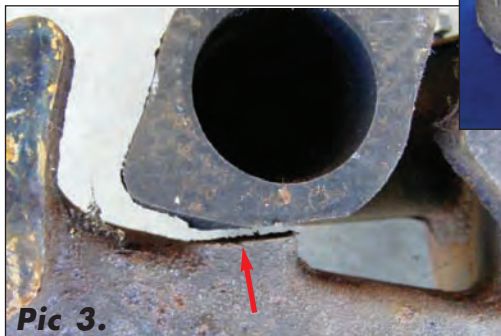


Pic 1.

Study the cast manifold in (*photo 1*) and you can see where the ports lie – there are two circular inlets, and four rectangular exhausts. This proves the theory that exhaust gases are more angular than inlet gases. Decide which half you want to keep – (*photo 2*) shows my two halves placed together to differentiate the two parts.

For the manifold mounting, start

by grinding off the two outer arms, which will give you better access to the central portion. These are not attached at the outer ends, although the profile always looks like they have broken free from the upper section (*photo 3*).



Pic 3.

You can then examine the centre section and decide where to begin cutting. Work from the bottom up grinding away metal as you go to remove the two centre ports (*photo 4*) – there is only a light wall between the chambers and if you slice through this, it's scrap. By



Pic 4.

carefully removing excess metal a little at a time you can cut, then grind, right back to a



Pic 5.

suitable contour with little or no trace of the

old unwanted part (*photo 5*).

A quick sandblast and a coat of exhaust paint



Pic 6.

(*photo 6*) – black stove enamel is excellent and often cheaper – and you have a professional-looking carburettor mounting for use with your exhaust manifold of choice.

Of course, if you want to reverse the process



Pic 7.

– just grind off the upper carb mounting which leaves you with an exhaust manifold for the standard single-pipe exhaust, so you can fit your preferred carburettor setup with minimum cost or disruption, as in (*photo 7*).

As I said earlier, I had reasons for this – I had been experimenting with various replacement carbs on my 1200, starting with a single Stromberg, and I didn't intend just yet to get into the realms of upgraded camshafts and modified heads; just a simple slight improvement in performance and reliability.

Not that there's anything wrong with the original Solex, but the devil will find work for idle hands...

Next month I'll show a few of the carb and manifold variations that I tried over the years, and a few that I'm intending to...

...Someday. See you then.

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B post mounting bracket 703625/6	£16.00
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Boot hinges	£43.50 pair
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Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/16PB	£56.00
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Brake pads type 14	£10.00 set
Brake pads type 16P/16PB	£10.50 set
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Front shock absorber	£20.00
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TR7

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Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£32.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
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Brake pressure valve TKC 3667	£41.00
Recon exchange brake caliper	£46.00
Brake shoes 5 speed GBS813	£15.00 set
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Recon rear hub assy (exchange)	£99.50
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Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£14.00
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£94.50

TR6

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Late type rear centre bumper O.E.	£125.00
Rear quarter bumper O.E.	£67.50
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
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Derek Giles

Going "Topless"

I think we have all heard the stories of certain individuals removing a saloon roof and claiming it was perfectly safe to drive it as a Herald convertible. Originally the only way to be sure was to buy a soft top car direct from the factory. Then back in the late 80's-early 90's Triumph Scene came up with the 'Tristan' conversion kit! This allowed the

Convertible' kit and later on converting it by swapping the rear tub. The Tristan kit was a direct replacement for the bolt on roof, which meant no cutting/welding or door glass changing was required! The kit rolled up and sat on the rear trim panel 'ala' the Volkswagen Golf Mk1. A kit was purchased in 1995 for £625, a large sum of money, but the kit was excellently made. There was a



saloon roof to be removed without losing most of the rigidity it provided. At £620 this was NOT a cheap option, but they obviously sold a few. (Photo 1)

This was where club member Tony Mattravers story starts: Tony writes,

In January 1994, my father and I purchased YPW 129J, a white 13/60 saloon. Sadly I do not have many photos, but I intend to talk mainly about purchasing a 'Tristan

Stag style T-bar with stainless side trims. All parts had to be bolted together and then covered using the supplied foam and vinyl trim kits.

The roof was unbolted by removing the bolts across the top of the windscreen, and then the b-post bolts from under the interior trim and finally those in the boot under the rear panel. Lifting the roof off was relatively easy as long as you remember to support/remove the side

windows before lifting too high! The residual sealant was removed with white spirit.



The front of the hood had a metal bar to push under the fibreglass frame cover. The hood bag fitted 'ala' the original convertible. (Photo 2)

Raising the hood was easy, unroll it, tuck the front under the screen fitting, attach to the T-bar then pull the frame up within the car and hold it in place on the T-bar with Velcro. Lowering was a simple reversal of the

The large fibreglass rear deck panel was bolted through the existing holes in the slam panel, this is the base to fix and roll the hood onto.

The T-bar, including fibreglass cover was bolted to the top of the windscreen frame through the existing holes, the rear of the T-bar and hood frame is then bolted to the b-post struts and these are covered with stainless trims. The rear deck panel had s/s inserts which fit the hood to it and poppers for the hood bag.

above process!

This makes a smart looking conversion with a full size rear seat. Original fitting took about 8 hours, but I used it for some 10 years, swapping back in winter took 2 people just over an hour. The only issue I had was the hood was just about long enough to meet the top of the windscreen, heavy wind and rain allowed some drips in. This was overcome when some years later I had a new hood made; an extra 1" was added and overcame the problem!

In January 2006 after reading a practical Classics article I decided I would convert my saloon to a convertible by exchanging the rear tub etc. I found a 13/60 convertible donor which had been in a field for 10 years (Photo 3).

Whilst feeling savage at cutting it up, it soon became clear this was well beyond restoration as even the main chassis rails were rotten as it had been





sat on them when the tyres went flat! I cut the top of the screen frame off, took the glass and anti-burst catches from the doors then carved the back end off mid way up the rear wings (Photo 4). This was surprisingly easy even with a 4" angle grinder! All the usable non required parts were sold at Stoneleigh.

I think we will leave it here for this month

hopefully next month's conclusion will be just as interesting!

As an aside I would just like to say 'Well Done' to Bernard and co for rescuing memorabilia from the HERALD PUB in Canley before it was demolished!!

Cheers for now,

Derek.



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Nigel Clark

Instrument Update

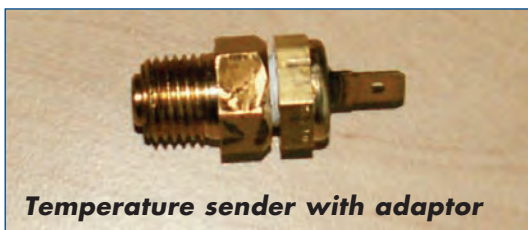
Rewind to the January 2011 issue of the Courier, and you may recall that I described the fitting of two extra instruments to CBJ, my

TR6. In that issue, a vacuum gauge and oil temperature gauge were fitted into the radio aperture in the centre console. The electrical oil temperature gauge required a sender to be fitted via the sump plug at the next oil change, after which I promised an update, so here goes.

The sender was fitted using a 3/8" NPT adaptor which screws straight into the sump plug thread. As a precaution against oil leaks I used a few turns of PTFE plumber's tape to seal the thread. A wire runs back from the sensor to the gauge. With a gallon of fresh Castrol Classic 20W-50 in the sump, it was time to find out what the gauge could tell us.

The scale on the gauge is graduated from 50° Centigrade in increments of 20°, so can be read to an accuracy of about 5°.

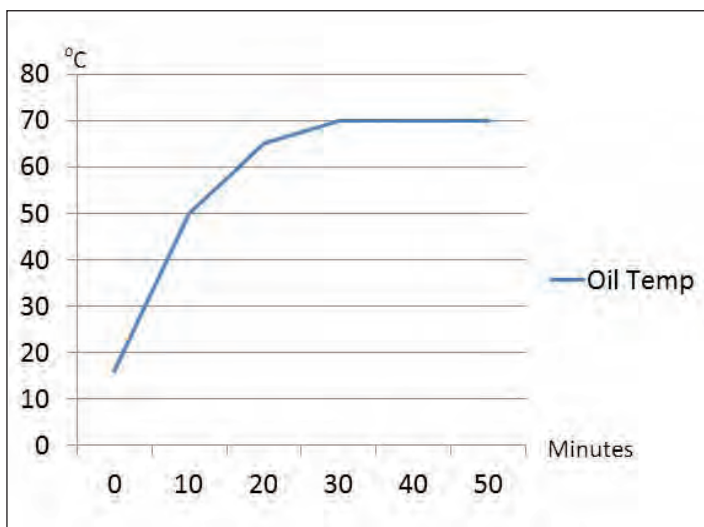
Having never monitored oil temperature before, I was fascinated to see what the gauge could tell and set about recording



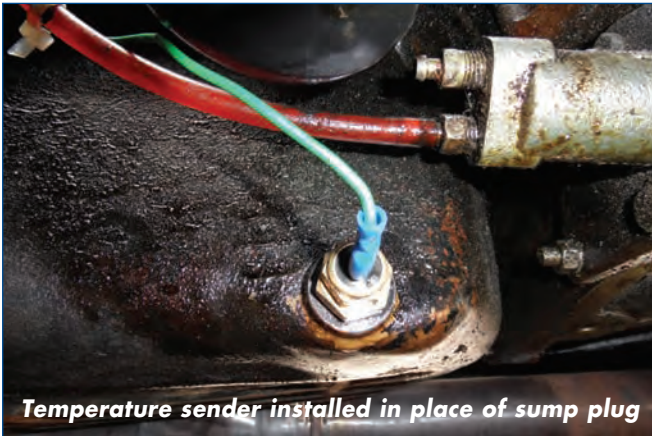
Temperature sender with adaptor

how the oil temperature changed with time and operating conditions.

My first trip with the sender installed was my 10 minute commute to the TSSC Office, and as expected after such a short trip, the



needle hardly moved, registering just 50°C on arrival. This is confirmation of why short trips are bad for engines and need more frequent oil changes, since at such a low



Temperature sender installed in place of sump plug

temperature condensation is bound to accumulate in the oil.

By contrast, the coolant temperature gauge had reached its normal operating reading



Electric Oil temperature gauge

within the 10 minute journey, so clearly the coolant heats up much faster than the oil.

My next trip was a run of about 40 miles, mostly on a fairly fast dual carriageway, with ambient temperature 16°C.

So the oil temperature climbs steadily and then settles at around 70°C on the open road, when the car was travelling at 60-70mph. On two occasions during this run the car was stopped briefly at traffic lights, when the oil temper-

ature quickly rose to 75°C then dropped back to 70°C when on the move.

Encountering slow moving traffic caused the oil temperature to rise, hitting 85-90°C after just 5 minutes.

Back on the open road and the temperature quickly returned to 70°C; perhaps the location of the sender in sump plug means that the cooling airflow on the open road leads to lower readings, with a heat soak effect when stand-

ing in traffic.

I have tried to research what the ideal operating temperature for the engine oil should be but there is little clear guidance available. Mineral oils are chemically stable to a temperature of 115°C, above which gradual degradation takes place at a rate that accelerates as the temperature increases. The degradation reduces the viscosity and lubricity of the oil, and oxidation at higher temperatures causes the build-up of resinous sludge in the oil. Modern synthetic oils can withstand higher temperatures but generally have too low a viscosity for classic engines.



Additional instruments in place

So what conclusions can we reach from these initial observations? In typical UK climate conditions the oil temperature settles in the range 70 – 90°C, so there would seem to be little risk of thermal degradation. It will be interesting to see what happens in future in hotter weather, or in prolonged heavy traffic as this seems to cause the temperature to rise more than on the open road. I have no oil cooler fitted, and based on results so far, it seems unlikely that a cooler would be needed on the road.

Brake Calliper Update

Many thanks to knowledgeable TSSC member Brian West, who wrote in with some clarification to my article last month about brake callipers. Here is what Brian wrote:

Hello Nigel,

I have just been reading your article in June's Courier about the imperial and metric brake callipers of TRs and others.

Whilst I agree with the date that you have given for the change over from imperial to metric threaded callipers, I think unfortunately there is an error in the information regarding commission numbers and identification of the two callipers, for the following reasons:

After commission numbers CP26075 / CC29928 the calliper type changed from the 16P to the 16PB. Both these types had imperial threads for the flexible pipe and the bleed nipple, and 1/4"

pad retaining pins, the main visible differences between them being different piston dust shields. These callipers are directly interchangeable although service kits are not, as the pistons and seals are different.

The metric callipers were actually introduced at commission numbers CP76095 / CC81079, these are referred to as M16PB callipers. These are physically almost identical to the immediately previous 16P callipers and use the same pistons and seal kits.

However, as well as having metric threads, the pad retaining pins were reduced to 3/16" diameter so the pads are different (same physical size but different sized holes).

So most 150bhp TR6s would have been fitted with the imperial callipers, as the CR series was introduced in Autumn 1972. As you rightly say, the diameter of the pad pin should indicate where a metric calliper had been fitted.

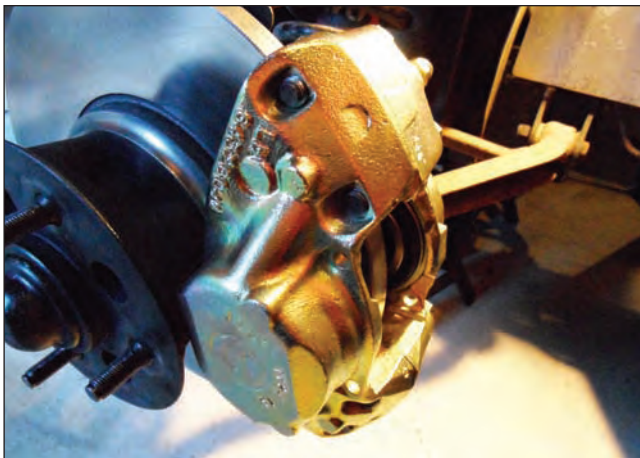
It is also worth noting that the calliper mounting bolts also changed to metric with the later callipers, so if a calliper is replaced with one of the other type new bolts should be obtained too. Thank you for pointing out this important safety issue, I suspect that a lot of people aren't aware of this.

Regards,

Brian West

Thank you Brian, for the extra detail including the 16PB imperial calliper which I had not mentioned.

His point about using the correct calliper



mounting bolts is also essential.

That's all for this month.

Please write in with your TR experiences. Did you take your TR to the Spa Francorchamps Classic – that would make an excellent story?

Or have you noticed any changes in how your TR runs due to modern fuels?

Please let us know.

Nigel



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Young Member's Co-ordinator



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Dan Chudleigh



Where to Start!

I think I'd best introduce myself and explain why I'm writing for the Courier, so here goes. I'm Dan Chudleigh and I had one of those silly moments and expressed an interest in becoming, Young Members Co-ordinator. So from now on, myself and Chris Baker will be sharing the role. For some reason still unknown to myself I

From doing this, I have gained all of my skills and expertise (or so I like to think). Many of you may recognise my Herald estate, I have been at Stafford with it for the past 3 years and also been to the Isle of Wight camping weekend for the past 3 years as well. I try to attend as many national Club events as possible (being down in Devon everything is so

very far away). Locally I never miss a Club night or run and down here in Devon we have a very strong, well attended group. If this isn't where you recognise me from it may well be from Triumph World, I made 2 appearances in there last year. So that's a little bit about me, I'm sure that you will all get to know me better over the next few months.

Now a bit about my



am a true Triumph nut. At the moment I have a Herald 1200 estate, Spitfire Mk3, 2.5 PI and a GT6 Mk3. I bought my first car (a Herald 12/50) when I was 16 and restored it over the next year, that was the first car I jumped in and drove from passing my test. Still to this day Triumphs are my everyday cars and I would never consider getting a modern. I take great joy in restoring a car then using it.

cars and I will start with my Herald. I bought it 4 years ago from a ebay auction that not many people saw, because the guy didn't spell 'estate' right. It was only a slip of the keyboard as to why I saw it, bid and won it for £150. I was still restoring my Spitfire at the time so the Herald sat outside waiting for another 6 months until I got round to it. I decided I didn't want to fully restore it, just get it on the road

Young Members Co-ordinator

and use it, so that's what I did. A little bit of welding and a flash of (very bright yellow) paint and 4 years on I'm still using it. The front peak was made from the front roof section of a Herald that I scrapped, the roof rack often gets used for everything and anything and as for the spotlights, well "why not".

Then on to my Spitfire, well I never wanted it really, but after finishing my first Herald I



needed a project and was offered a very rough Mk3 Spitfire, so "why not" I said again. It was an interesting project as it needed everything - floors, sills, the bottom of both A and B posts. The rust just went on and on, it was the car that taught me to weld (a very important lesson when you choose to play with Triumphs). I did a very silly thing when restoring the Spitfire, and that was to enter a show with the car, thinking that it was ages away, anyway needless to say ages came much faster than I anticipated. Two weeks before the show I received the rolling body shell back from spray, after some late nights and some help from some good friends I made the deadline and had a great weekend at the show. From that day on I have not regretted buying the Spitfire and have enjoyed every

minute driving it and it's been a very reliable car - still to this day it's not finished and I always have a long list of job and things I want to do to the car. I'm sure this is the same with everyone that enjoys their classic cars.

As for the project of the moment, that would be my GT6 Mk3, it is top secret and I don't easily talk about it, all I will say is I should have finished it by now. On top of this I bought a Mk2 2.5 PI on the road with MOT (that was a first for me, buying a Triumph that was road worthy). It was an impulse buy - I thought I could do with a Big 6, now don't get me wrong it is a lovely car and is luxury compared to a Herald, but with luxury (and a petrol injection system) comes a price and I do notice it when I'm at the petrol station. It's needed a fair bit of work to get it back to its former smooth drive but I'm slowly

working my way through the car.

So that's me in a few words, and I look forward to the challenge of writing a few interesting articles (well hopefully interesting) for you all to peruse through. I would really like to get to know who is out there and what you all drive, please feel free to email me or get hold of me through face book, after all I am here to help so hold me to it,

Dan





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Dave Rumens

Classics Down Under

I hope last month's article on camshafts was interesting. As an aside the higher performance versions were introduced up to the end of the 1960's. By 1969 they had reached their peak, sorry for the pun. This was largely due to the increase in the potency of fuel to 5 star 101 octane from around the mid 1960's. As we went into the 1970's pollution began to become a greater consideration than power and lower performance camshafts were introduced. Well after the up and downs of the camshaft it's time for me to take off my anorak and read about one man's passion for the Vitesse, in particular, as his is in Oz. Over to you Peter

Thanks Dave, my name is Peter Milne and I've lived in Perth, Western Australia for over 15 years now, all the while trying to maintain a degree of English heritage. Due to the heat I drive around in a modern car with dark window tint and the air conditioning at full blast, but I realised a while ago that something was missing from the mundane day to day driving in a city

constructed of straight lines and traffic lights. That was a Triumph! Having owned several Heralds and Vitesse's, the choice was easy, although the Vitesse was never sold over here, I would have to buy one from England.

I returned to England recently for a short holiday. This gave me a perfect opportunity to have a look round. Having only two weeks to find a car I was not spoilt for choice, but ended up with a restored MKII convertible. This I drove around before saying goodbye at the docks at Southampton prior to boarding the ship for Perth.

I decided to make my life easier by employing a Shipping Agent for all of the necessary



Picture 1.

paperwork and customs procedures etc, at a total cost of around £2,000. The trip took 1 month and I even had my car delivered to my doorstep. I was however charged the

plates and permission to drive on Australian roads. I have subsequently had some personalised black and white plates made up which suit the vehicle far better.

There is one major insurer of classic cars in WA, who did not have a '69 MKII Vitesse on their records, so mine is insured for the same value as a MK III GT6.

I have subsequently joined both Triumph owners clubs in Perth. One is more orientated to the display and appreciation of our classic vehicles, the other is more geared to



Picture 2.

equivalent of £200 for a pressure wash of the under carriage – to remove all of those nasty creepy crawlies and big dangerous spiders from England – which never occurred. I did complain to the quarantine department, but soon realised that it was a futile exercise: it was just another form of import tax, without the word tax.

Upon arrival, Picture 1, I had to have the lovely lady registered, so I booked a trip over the pits. The inspector was an Irish mechanic, whose first words to me were

"I used to do my apprenticeship on these". That's handy I thought and needed it as one of the headlamps decided to stop working. So another £500 later I was in possession of a set of disgusting blue and white standard number

racing. I cannot join in most of the race events as I do not have a roll cage, so I am left to participate with the show and shine brigade. Pictures 2 & 3. There are some very, very nice cars here, in beautiful condition. Cars here get a much easier life than those in England.

I have discovered another 3 Vitesse here – all personal imports. The Herald was sold over here with a MK I Vitesse bonnet, so most



Picture 3.

Aussies think that I have a 'little four cylinder'

last a lot longer than their English counterparts.



Picture 4.

under the bonnet. I have driven a total of 2,000 miles in the severe heat and the car has not overheated once, although the driver has several times!

Some people may think that taking yet another car out of England is depleting the stock and should be avoided at all costs. Having now seen the love, care and money put into our beloved classic cars here, I totally disagree. There is a thriving community of Triumph enthusiasts who club together for the common goal of preserving this range of vehicles, which due to the lack of rain, Pictures 4 & 5, will probably

This shows that even in the far flung reaches of the old empire a little bastion of English heritage and culture maintains. Picture 6.

Thanks Peter, you gave us a very good picture of the Classic scene over in Oz and provided some insight into importing a car.



Picture 5.

That's it for now, see you all next month.

Safe Driving & Keep Running On All Six

David.



Picture 2.

Picture 6.



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**Louisa & Victor
Thompson**

Concours Advice

The International Weekend is approaching ever faster and applications are starting to come in. I'm very pleased to say that **Autoglym** have again very kindly offered to provide bottles of their Super Resin polish for the first 30 entrants, so get your entry in fast to secure your free bottle now.

You can find an entry form in this Courier, page 38, so you can post your entry, e-mail your entry or telephone your entry to:

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In previous years we've provided some basic advice for people contemplating entering Concours for the first time. By way of something different we thought it would be good to get advice from people who have competed at the highest level, and on the basis of their stunning cars clearly know what they are talking about. Paul Griffies and Tony Simpson have very kindly given their valuable time to tell us what it's like for them and what advice they have to offer. I think

you'll agree the articles are very interesting and I'm sure will be very useful for novice and more experienced alike. Paul's article appears this month and Tony's next month.

Remember if you have any queries or questions, don't hesitate to get in touch, let's have another stunning display at what is the world's premier Triumph show.

Now over to Paul:

"Concours is as serious as you want to make it and taking part does mean a lot of effort and hard work for you the competitor"

Not my words but those of Angela McGowan who organised the TSSC Concours in 2000; and they are just as relevant today as they were then.

Victor and Vivien also gave some excellent advice on concours preparation in the July 2010 (No. 361) edition of the Courier and I



Paul Griffies - Best TR & Best in Show 2009 1st Masterclass 2010

cannot improve on that.

From a purely personal viewpoint I believe that concours cars should be driven and not transported to the event. After all, you have a Triumph and it thrives on being driven.

With that in mind the more you can do in advance the better as this will save you time in Bingley Hall.

In the days leading up to the International Weekend, I would therefore concentrate on removing any swirl marks from polishing the paintwork, checking for stone chips and thoroughly cleaning the engine bay and engine parts.

Once I had arrived at Stafford, on Friday, I would wash the car and then head for the preparation area next to Bingley Hall where I would remove the wheels and clean the wheel arches and chassis; which is the most time consuming job, especially if it has been raining during the journey from home.

Remember to bring a bucket, a trolley jack with rubber or wooden pads (to protect the chassis) and car vacuum cleaner with you.

As far as I remember the concours cars were allowed into Bingley Hall from Friday evening so as to be in position for Saturday (this applies to Master class entries only, remaining classes can come into Bingley Hall from early Sunday morning – Victor.) In 2010 judging of the Masters Class started at 2.00 p.m. on Saturday and the remaining classes were judged from 10.30 a.m. on Sunday so preparation time is of the essence.

On the Saturday morning I would turn to the interior and exterior of the car. Start with the interior but always clean all surfaces inside the car before vacuuming as you invariably get bits of cleaning cloth dropping on the carpets.

If you clean the windows and interior after vacuuming you will have to do it all over again.

Remember to get the vacuum into every

crevice and under the seats and don't forget to clean the sun visors and ashtray.

Finally I would check for stone chips on the sills and wheel arches and touch in where necessary before giving the car a light polish whilst also ensuring there is no residual polish left on the light lenses and in the corners of the bodywork.

I would then display the car with toolkit and spare wheel laid out ready for inspection.

It also pays to have the handbook and any vehicle history available as well.

Always ensure you are present with your car when judging commences. An obvious point I know but I've heard of cars being disqualified because the owner was not there when the judges arrived and you don't want all your hard work wasted.

Over the years I've had varying success in concours competitions but I can honestly say that I get as much pleasure from chatting to people who ask me questions about my TR or admire it as I do from winning a trophy.

TSSC members are among the most knowledgeable Triumph enthusiasts in the country and certainly the friendliest; so good luck and enjoy the International Weekend.

Paul Griffies

TSSC International Concours Sponsors 2011

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**NOTE: Once at Stafford
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Claire Hill

August 19/20/21

What will you be doing on August 19th, the 20th and the 21st this year?

Will you be amongst the many faithful regulars turning up at the Showground at Stafford wondering what bargains they can pick up this year?

Will the weather hold out?

Will such and such from that area have finally finished his car and got it there this year?

How many cars are going to be in the Concours?

What sights will they see in the Saturday night party?

Will the females beat the males again on the dodgems?

Who will bid highest for a go on the lawn mower racing?

Will they win any cash on Friday at the Race Night?

If you have never been to Stafford you will probably be wondering what on earth I am going on about..there's a surefire way to find out. Use the pre-booking form in this issue or get online to the club shop and take advantage of the early birds reduced booking price and join us for a really great weekend. Camping is available from 12noon on Friday, right through to 12 noon on Monday. This is all included in the price of your ticket, as is entry to the show for BOTH days.

The main display theme in Bingley Hall this year is a celebration of all things Triumph; kit cars, modified (thanks Hugh) and even some Triumph motorbikes. If you have a vehicle that is a little bit out of the ordinary, its not too late to book it in for the display.

Simply call myself, Hugh or HQ and give us your details. It would be fantastic to see what creative minds and engineering skills are out there.

The party theme is the 80's, all music and clothing...a time to return to a favourite time of a lot of our members. There will be spot prizes during Saturday evening with a special competition featuring some very familiar faces. More details in next months Courier.

I promised Bern I'd keep this one short and to the point but please feel free to contact me for any further information or details. Any offers of help or suggestions (polite ones that is) are always welcome!





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Ben Broadbent

Sell, Sell, Buy, Buy!

Hello again, what a month May turned out to be! Two cars sold and two replacements arrived! Added to that, the Show season was in full swing with boring winter weekends being replaced with action packed car runs and pleasant days strolling around the showgrounds! Of no real Triumph interest my everyday car; an MX5 Mk3 was replaced with a more practical VW Touran. The minor Triumph interest being that I can now transport large Triumph spares and pull the trailer again. However, from a major Triumph point of view



I had to make a vitally important decision. Should I. Shouldn't I, 'Sell the Stag!' The problem being my Stag was a Show Car, (pic 1) not a drive it, race it, have lots of fun in it car! It sat in its cosy garage waiting to go posing at shows. I wanted a car that I could drive around and not worry about cleaning and polishing it before the weekend. My previous two Stags had been that type of car. Also, my Stag only needed routine maintenance

at appropriate service intervals. So, nothing to write about here! Therefore, the decision was made. Sell the Stag, and look for a Stag rolling restoration project. On May 1st after an exchange of emails a very nice man from the Home Counties arrived. One test drive and a brief negotiation later, shock, horror, I was Stag less. Stag less for the first time in four years. My beautiful Stag was driven off the path and purred down the road towards the motorway. (I do hope I see it again at a show!)

The search for the new rolling restoration project was underway! However, funds were immediately hijacked by the powers of darkness that control my car budget. I am now the reluctant owner of a new bathroom suite, new kitchen, a rewired house, a greenhouse, a newly laid patio with matching patio doors and a zero balance on the credit card (all for the price of a Stag). I managed to fight back and rebelled, turning the side garden into parking for two cars (or an extra garage if funds allow). However, I've still got to find the funds to totally redecorate.

The search for a restoration project took me some 600 miles around the region with nothing being found that suited the purpose with the funds now available. (Then again, I had hijacked the house funds when I bought the Stag. Well, what's more important!)? I was getting frustrated; I wanted a car that could be on the road whilst being restored. If I could not have a Stag on the road, I needed a Triumph, any Triumph that I could drive! And then, Surely Not. No way. You must be JOKING, NEVER, NO NEVER. OH YES, I suddenly

without prior warning or thought process found I had won a Triumph on eBay. A Triumph, yes a Triumph. Are you sure? Yes a Triumph. Well, it says Triumph on the Badge. I can't say it 'Acc' no I can't say it 'laim'. ACCLAIM! There, that wasn't that hard to say. Triumph



Acclaim! (pic 2) But it's a Honda. Yes, but..... (to be continued next month in the All New Triumph Acclaim Register)

Meanwhile, I'm on the road and the search for the Stag Restoration project continues.... In the future I plan to provide full restoration articles about the restoration of my replacement Stag (when ever that is), but for now, here is a brief summary of the restoration of my Red Stag that took place in early 2008

The Restoration of the Red Baron

My beautiful Red Stag (picture 1 above) was given the name of the 'RED BARON' by its restorer, a local member of the SOC. This I believe was his sixth Stag restoration, all his other vehicles having previously won many awards at Classic car shows. He has undertaken two more restorations since he completed my Stag.

All the restoration work was undertaken prior to April 2008. Attention to detail was the ultimate goal to produce an example of a Stag Mk1 as close as possible to the original specification, subject to availability of components. The restorer carried out the majority of the work, whilst Tynwald Triumph of Warrington undertook the welding. Either James Paddock of Chester or Rimmer Bros of Lincoln supplied replacement parts. Aldridge supplied the Hood via Paddocks. A specialist in the Manchester area undertook the sand blasting and powder coating.

The Body - The vehicle was completely stripped of all mechanical parts before repair work to panels was undertaken. (pic 3) The



paint was not stripped to the bare metal as the restorer deems the majority of the bodywork to be in excellent condition. Repairs to bodywork was required in the sill area behind the B post (pic 4), Tynwald Triumph repaired it. A Rover



V8 had powered the car for 20 years, a replacement Mk1 engine was to be used, therefore, re-modification to the front of the



engine bay was necessary (pic 5). Again, Tynwald Triumph carried this out. The original colour had been Triumph Signal Red, but a



6.

decision was made to complete this vehicle using Ford Radiant Red due to availability and the brightness of the colour! The interior was painted first. (pic 6)

The Engine and the Drive Train

The existing Rover engine was discarded and a



7.

replacement refurbished engine acquired. (pic 7)
The gearbox, diff and drive shaft were all refurb-



8.

bished to a very high standard. (pic 8)

The Suspension, Steering and Braking



9.

All components were either replaced with new parts when available or refurbished parts when new were not available. (pic 9) All appropriate parts were sand blasted and powder coated. (see pic 8 above) All flexible components and other bushes were replaced.



10.

The Chrome work - All components were either new when available or re-chromed originals. (pic 10)

The Hood and frame - A new mohair hood was supplied by Aldridge and fitted to the refurbished powder coated frame. All other



11.

components were replaced with new parts, providing an excellent look. (pic 11)

The Interior - A complete new interior was installed, including new high quality carpets



12.

and door cards. Seats were stripped and completely refurbished. (pic 12)

The Dashboard was refurbished to a very



13.

high quality and unique finish. (pic 13)

The Road wheels and Tyres - James Paddock provided Refurbished Stag alloys. A local Tyre specialist supplied Toyo tyres. The tyres were chosen due to the reputation for

Progress Report update

You will recall in the May issue Neil Spencer reported on the restoration of his Magenta Stag. Well, he has been out and about, and has sent me an update on his Stag. Here is what he has to say. Over to Neil again!

In May I reported about the problems that I had with the mechanical side of the car. Well, my engine oil leak woes continued after the last attempt mentioned although we thought that we had cured the problem. Mike Ward at E.J.Ward removed the gearbox (again) for me to investigate what was amiss. We eventually found

that my engine is a very early block that had a different set-up for the oil way drilling at the back of the block, behind the drive plate housing.

On early engines the main oil way drilling through the block was tapped out at the end and a threaded plug inserted with some form of



14.

gripping the road. (pic 14)

I only managed 1000 miles in the Red Baron, mostly to shows and a few runs. I had driven 5000 miles in two years in my previous Stags. So I need a car I don't have to keep clean. My motto has to be 'Used and Cruised' and not 'Cleaned and Garaged'

sealing compound on the thread. Later engines had a recessed hole so that a properly headed bolt could be used. On my early block the thread was leaking and causing all the problems with oil leaks.

Mike drilled a recess in to the block with the engine still in position and fitted a bolt with thread seal and we cured that problem at last!

I have receipts that show the purchase from Rimmer Bros of a recon short engine plus all the



bits for a rebuild on 14/09/99 totalling £1334.93. This short engine was the same block that I had reconditioned in 2009. We never even noticed the rear oil way drilling. My oil pressure doubled after the rebuild and I suppose the bung just could not cope with the extra pressure.

Recently, I returned to Wards to investigate another oil leak, this time from the back of the gearbox that was dripping on to the l/h front silencer and burning off. We only found one bolt at the rear of the box that took half a turn on the spanner but that would seem to have been the problem as all is now dry.

The car has now covered just 74000 miles from new with lots of documents to back this up. The first lady owner kept the car for 8 years and only covered 16000 miles. It was rust treated (Ziebart) from new and has been extensively waxed by me.

While the car was at E.J.Wards I had them strip and rebuild the hood frame, as it was getting very difficult to operate due to bending of the various bars. (pic 15)

I would like to share a final picture of the Stag. This picture was taken on the club stand at the NEC last year. (pic 16)

Thank you once again Neil for your update. Just to mention again, please, please, send in your articles about everything Stag.

Best wishes, keep those V8's purring

Ben

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Guy Singleton

Ancient & Modern



This month's story is both ancient and modern - modern in that we were planning to join the Gloucester Area on their trip to Laon in Northern

France - shame it clashed with Classic Spa - but we gather that was good as well.

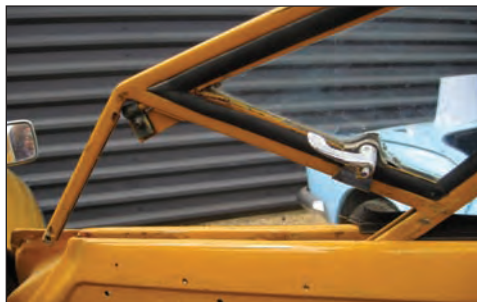
A week before we left I thought it was time to deal with some annoying faults on my convertible, one of which was that the passenger window was not going right down - a problem with the channel on the quarterlight.

Now we go to the ancient: in - I think, 1995 - I was returning from Stafford in the convertible and I stopped at a roundabout but the car behind did not! After some research into firms who would repair fibreglass I found one to do the repairs. At the same time I agreed that they would re-spray the remainder of the car. I had rebuilt the quarterlights a year earlier so I told the garage to leave them, but they decided they knew better and took them out and re-sprayed them. However, when putting them back together to refit to the car they put the rubber seals in back to front so that it was impossible to open the quarterlights! Being a convertible and very rarely driving with the roof up, it was some time before I realised what was wrong but never got round to doing anything about it as I would need to strip out both doors at the same time to switch the rubber seals over.

Now back to May 2011. I finally bit the bullet and decided to deal with the quarterlights and to replace the channel linings and thought that I would detail how it is done.

1. Firstly, take off the door panels and undo the bolt at the front of the door under the rubber bung - both of my bolts were missing so that was a quick job!

2. Then, undo the locating bolts for the quarterlights. The rear ones need to be undone on the quarterlight end of the mounting brackets (FYI the mounting brackets are different to Herald and Vitesse ones - been there, got confused and done that!)



3. The quarterlight can now be pulled up and if the glass is right down can be lent backwards and the front leg of the quarterlight will just come out (although I had to undo the back channel to get enough movement).

4. The next problem is to get the brackets



welded onto the quarterlight through the slot in the door - by carefully angling them they will come out.

5. The next job is to remove the opening quarterlight. To do this you undo the clip at the



bottom and then push the whole opening



section down to release the top pivot from its housing. You can now take the rubber seals off



of the frame - take care - new replacements are not available - and there is a very awkward bit by the top of the pivot brackets.

6. To refit the seal, start at the top, getting it around the top pivot bracket. I found that if



you got one side on you could push the other side in with a screwdriver. I then did the two



lower corners followed by the straight sections



which helped to push the corners into position.

7. To refit the opening quarterlight put the bottom in first then push down to let it locate at the top, then push up to seat in the top pivot and then re-fix the clamp at the bottom.

8. The next job was to fit a new channel. The old one pulled out easily and the replacement



was better than the one I used last time being a straight section rather than off a roll. I found that it passed in most of the way and then I had



to tap it in with a hammer. The channel is located by a rivet in the lower section of the



channel housing.

Refitting the quarterlight is - as Haynes are very fond of telling you - very much the reverse of 50

taking it out. Don't be tempted not to re-fit the long spring wire which goes from the rear channel to the front channel - it all helps to reduce rattles.

I then took the opportunity to fit some new (straight!) inner door panels that I had - they are Herald ones rather than Vitesse ones so no door pockets - but much tidier than the ones that were on there!

Laon Historique

Now to come further up to date - Laon.

We had an excellent time. Thanks to Vicky Dredge and the Gloucester Area team for all the organisation - no problems.

On the journey down through France to Laon we spied a white Bond 2+2 and briefly caught up with them before they went off towards the peage while we decided to stick to the cross country route.

On Saturday morning whilst getting ready for the scenic drive - tulip diagram style - we met Philip and Annette Brown who have just finished restoring AOJ 339B and a very fine



job they have done with it.

The car used to belong to Bruce Pilborough (who was my predecessor as TSSC Bond Reg



Sec) who had intended to restore it as a Monte Carlo replica but did not get around to finishing this.



I did like the stickers in the quarterlights.

On Sunday, after a reception in the Town Hall, there was a parade around the town and many of the roads were closed off to create a



9km track, in several cases taking a route against the normal traffic flow, and including a section past the town hall where some cars (including Philip's 2+2) were parked before

and after the run and along the narrow medieval cobbled streets. An interesting route. We did a few laps before parking to watch the



world go by.

On Monday there was another organised run from Laon through various Somme battle - and now military cemetery - areas ending at the Thiepval Memorial, a major war memorial dedicated to the British and South African men who died during the first Battle of the Somme and who have no known grave. Between these two points the route took us in a loop which was recreating the route of the Grand Prix de Picardie race circuit, used from 1925 to 1939. Once we cottoned on that we were following the old circuit it made a bit more sense of the repeated diagrams in the tulip route - and the déjà vue aspect of passing though the same villages twice - it wasn't 'The Navigator' going wrong as I was starting to suspect - we had followed the route correctly.

Another interesting point on the route was while we were driving through Peronne (with a stop at the Historical Museum for those who wished) we were accosted by a young Frenchwoman with a large camera who was amazed to see such a variety of cars passing through her town. Luckily her first sentence in



when you were at university" according to my wife, but with a hernia and subsequent repair, I haven't the body (human) to do some of the regular routine maintenance jobs.

It's condition 2; I have no illusions. The door bottoms have some filler and there's some crazing of the white paint. There's also some flaking of the veneer on the offside door cappings. When I bought it, it was like a Flying coffin inside - everything black. This included the door cappings, steering wheel, and headlining. It now has a Les Leston wheel, and I had the headlining replaced some time ago.

French was followed by a conversation in very good English as we showed her the programme from the Laon Historique weekend and tried to explain why a mad bunch of British drivers had appeared in the town.

She took some photos of the Bond and we suspect that she may have been a journalist so there may even have been a photo of us in the French press!

The Thiepval memorial was the end of the organised route and from there - after a check on the time and distance left to travel to Calais - we opted to use the peage for most of the rest of the route.

We did over 800 miles in 4 days with no problems. There was a slight miss on the engine - almost unnoticeable - but, driving back round the M25 a more pronounced stutter appeared, but we completed our journey home safely - more on that next month.

Finally I have heard from **Len Hollingworth** who writes: *"This week has been a time of decision for me. My Bond passed its MoT first time on 11th May and the following day I celebrated my 74th. birthday. These two events combined to cause me to think that my 34-year love (generally) affair with the car should end. It's time to hope that someone younger and fitter would be found to become its new owner.*

It was "the car that you could never afford

Owing to very little use, it still looks very good. I have the original logbook and am the third owner. There are wire wheels, which are in need of some cosmetic attention to show off their attractions. There is a Bell stainless steel exhaust. I rang Bell, who assured me that they had had everything in stock, but that I should go to Swindon. This was because, despite their advert they wanted one to use as a pattern. This meant that it was supplied and fitted by Bell. Many people have commented on how well it was fitted.

It also has a heated rear window - not one of the stick-on types associated with Herald rear windows. It has very many fine filaments, just like those seen on coach windscreens, which are so fine as to be almost invisible. It did work, but the person who fitted the headlining also sawed off the terminals for the wiring. You suggested trying some liquid solder, but warned that it was only a hope. I haven't tried it, in case I break the window, but I do have the plastic rear window which the car came with but, lacking rigidity, it brings down the roofline a little."

If you are interested in taking over Len's mantle please contact him on **01322 525115**, Bexley, Kent he looking for offers in the region of £1,000 for the car which sounds realistic.

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Pip Flegel



West Midlands (Area of the Year)

by West Midlands Winston

The West Midlands Area has a wide range of members' the youngest driver being 18, whilst the oldest are in their 70's (including our AO). Many of these members are in more than one club and they possess a wide range of skills, always being prepared to help with "where does the pink wire go behind the dashboard?" to complete rebuilds.

On a typical night we can have between 10 and 30 cars and up to 50 people in attendance. The models of cars are numerous and vary from those that only come out if it's dry (50 miles between MOT's) to those which are used daily, some as high as 15,000 miles between MOT's.

Jayne, a midwife, is one of the daily users and can be seen driving round the City in her



We are quite an active group, meeting twice a month at either side of Birmingham city centre, this enables at least one run a month to be local and one a good blast round the congested streets.

A typical year with the West Midlands



car "Buttercup".



June saw a group of us attend Avon areas Christmas camping weekend. On the campsite Santa was seen throwing sweets from a Vitesse

Area Showtime

to any children who were around. We then had a run to Cheddar Gorge for Christmas lunch. Many people wondering what we were doing, as we were all still wearing our Christmas hats!

July and another two weekends under canvas, saw a few members take in the Bromyard Steam rally and the Stourport steam



weekend. At Bromyard the West Midlands mascot was found. Winston, pictured opposite.

August brings us to Stafford, you will always find us with our Marquee in the noisy area of the showground, you are welcome to visit us, we are not all mad! Again it's social eating, with Trish organising curry for the Friday evening. Then over to the bar for a couple of drinks and backing various horses in the Race Night, In the morning a bacon or sausage



sandwich for breakfast sets us for tackling duties on the gate. Followed by lunch and then a barbecue in the evening, breakfast precedes our activities once again.

September and it's the Coventry festival of transport, which starts from the memorial park and consists of over 500 cars, buses and motorbikes, leaving from 10:30 am for a 60 mile drive around the countryside and local

villages. The Lay-bys are filled with cars watching the steady flow of vehicles some of which travel clockwise, others anticlockwise round the route. The villages and pubs are decorated as everyone enters into the spirit of the event, making it a pleasure to participate.



Then it's back to the park where there are static displays from various car clubs and an arena of entertainment for all to enjoy.

October and welcome to the Round Britain Reliability Run (2000 miles in 48 Hrs), in which 4 teams from the West Midlands entered and completed, including a team of all ladies in Jayne's "Buttercup". We were not first Area to complete the run, that was Nott's Claire and Nigel Hill with Chris Gunby. The run starts in Crews Hill, Enfield on Friday evening. Breakfast is on the Saturday morning at John O'Groats, next is breakfast at Redruth, after visiting Lands End on the Sunday morning. Then it's back to



London via Pimperne Village Hall where the local W.I. provided home made cakes and tea.

A small group of us then went on to win the Derwent Valley Bowl, this competition consisted of ten games, these ranged from traditional pub games like "Bar Skittles" and "Shove



Ha'penny" to whacky ones like "Cock in the Bucket" (Don't ask!). The prize for this, was of course a toilet bowl. Our youngest driver, at the time, Tim won the individual Trophy and Sophie was second.

November and the NEC classic Car show, which was attended by a large number of members, we kept meeting at the various stalls selling spares (as usual), Chris had his latest



addition, a white 1200, on a neighbouring stand to the TSSC and unusually for him he had the bonnet up, as the engine bay was quite



tidy. The highlight of my day was meeting Sir Stirling Moss who visited a few stands.

There was also a group who attended the Birmingham Military Tattoo, our A.O. Rodger was there as part of the organisation and the

compare for the Dog section display (being an Ex Chief inspector of the Horse and Dog section in Birmingham).

December is Christmas time, and when we met for our meal and free raffle, it was attended by over 50 people and Liz won the



West Midlands Member of the Year.

Sunday 12th December saw a few of us head off to the Club HQ where another victory took place; one of our cars was car of the Day.

Also as part of our events, shoe boxes full of Goodies were collected for postage out to our Troops for Christmas on behalf of Support Our Soldiers (SOS).

January and time for the New Year Run into the Derbyshire Hills, this annual event organised by Notts and Derwent valley is essential for blowing away the cobwebs, especially with the roof down. Many West Midlands convertible drivers, I am sure, have forgotten how to put a roof up.

Once again victory, when we won best dressed car of the day.

A few of us, wanting to get out, on a Saturday



arranged a trip to Bridgenorth and Ludlow for the following day, at short notice there were 6 cars and 16 members in attendance and we found a 14th century pub that opened



The New Year Run

up an upstairs room for our party and served an excellent meal at short notice in mid afternoon.

February saw us not about in the cars, but celebrating the Chinese New Year in Birmingham's Chinese quarter, with 8 of us going for a meal.

March and its time for spares, Stoneleigh here we come, a few of us arrived early enough for us to park at the back of the club stands in the hall, again we appeared to keep on meeting each other as we were all looking for those elusive parts. Still any money was well spent. If any wives are reading this, then no-one spent more than £5, honest!



Crich Tram Museum

April and "Drive it day" saw a split, as one group of 6 cars went to Crich for the Standard Triumph day, whilst 2 cars headed for the

May a run out to Long Marston saw 6 cars attend a model air show, this had quite a few



Long Marston model air show

jet engined aircraft, one of which flew at around 200 mph, and large scale aircraft. The photo shows a quarter scale Spitfire in front of our 3 Spitfires that were there on the day.

The Sandwell show was next, where we had a turn out of 31 cars and support of 2 cars from Coventry. Once again our gazebos were alive with the smell of bacon cooking on arrival, followed by hot dogs, burgers, pork baps and samosa's for lunch and the urn constantly on for tea and coffee. This event is a great day out for the family with cars, buses, lorries and motorbikes on display. The arena was active throughout the day with various displays, there was an auto jumble (Guess where we were), craft Fair and a funfair.



The Sandwell Show

Sandbach Festival of Transport. Crich was the first convoy drive of our youngest Driver, Luke, who had only passed his test a couple of months earlier.

And the Year starts again!

Steve Hudson

**Area Showtime Continues
Over the Page!**

South Yorkshire at the NYTW

North Yorkshire Triumph Weekend

by Paula Johnson

A multi-club event, with a volunteer committee who devote a great deal of time and effort to ensuring events run smoothly, the NYTW is regarded by many as an unmissable part of the northern Triumph scene. Unfortunately, the main sponsors, will be scaling down their contribution next year, and new sponsors are vital if the weekend is to continue in it's current format.

The South Yorkshire TSSC turnout was great,



The Motley Crew

For 26 years the picturesque fishing village of Runswick Bay near Whitby, has come alive mid May, to host the annual NYTW. Ideally situated where the North

York Moors meets the Sea, Runswick Bay caters for those who like good old fashioned seaside fun, or wanting to escape into the wilds.



with thirty of us in 8 Triumphs, (and a few moderns to hold all the camping gear!) The



A Great Turnout

Lunch at Blakey Ridge



The Pied Piper of South Yorkshire



concours. There was a respectable range of Triumphs and some other classics including a nice E-type Jaguar FHC and a Peerless. Once again, Runswick was a Triumph of a Weekend - Look out for it next year, come along and join in the fun!

weekend's activities kicked off with the meet and greet with quiz on the Friday. On Saturday there was a scenic run over the Moors, before heading into Whitby. In the evening there was a BBQ cook off, before we made our way to the marquee for the live Blues band and the real ale bar. Sunday morning saw the usual flurry of last minute waxing, before the cars assembled for the informal



The band - "Tin Can Alley"

DRUMHORC HILL CLIMB

MY START IN MOTORSPORT

by Paul Robinson



Inspired by the exploits of other members of our area in years gone by, articles in the Courier and the sure knowledge that I am not getting any younger I decided nearly a year ago that I was going to enter a Triumph in hill climb events.

Well over 10 years ago two other members of our area took part in the Northern Ireland hill climbing championship- Gordon Dunlop and David Edwards. Each took a very different approach. Gordon had restored a Spitfire Mk IV in fairly standard form (all steels panels) but with a tuned engine including hot cam, twin Webbers etc. Taxed and with a MOT the car was used for all sorts of club events.

It is plain white and, other than the roll over bar and quarter bumpers at the front (standard bumper cut and welded), looked much like any other Spitfire.

David took a very different approach and bought a TSSC championship winning circuit racing Spitfire from England complete with trailer and Triumph 2500TC tow car. There is practically nothing standard about this car – fibreglass panels, limited slip diff, full roll cage and a highly modified engine. I'm not sure what all was done to the engine (the list includes Audi 80 pistons apparently) but it certainly was very, very fast!

Back to 2010 and my first choice was to build and obtain a cheap Mk3 spitfire shell and build a car up from that. However for four reasons I changed my mind:

1. This was not going to be a cheap option
2. I have nowhere to store a purely competition car between races
3. If it turned out that I did not enjoy hill

climbs I would never be able to recover the cost and

4. I already had a pretty decent road going Spitfire in which I had invested both time and money to make it the way I wanted.

I spent a bit of time doing my home work including reading the Motor Sport Association regulations (the blue book), anything about racing Triumphs, and asking lots of questions. The co-ordinator of the Northern Ireland Hill Climbing Championships (Conor Lavery) was very helpful and in the end I was confident that I could use my existing MK IV Spitfire. Possibly the worst model of Spitfire I could have chosen (heavier than a MK3, not as much power as a 1500) but I reckon the car is more competitive than its driver plus that's what I own!

Dale Huxford covered the regulations and modifications needed very comprehensively in the January 2011 Courier. In my case the car has been kept very close to standard. All the panels remain steel, the engine is fairly close to standard (except for a four branch exhaust manifold, K&N filters and a full width alloy radiator (£160 including taxes and carriage from California- Santa was good to me). It even retains the original 1 1/4 inch carbs. The regulations allow the use of three point seat belts and I am quite happy using the static belts in my 1972 car (I bought new belts a couple of years ago). I did fit a second hand roll over bar and must thank local member Alan French who made up suitable heavy gauge plates for inside the wheel arches. Although not required by regulations a FIA approved fire extinguisher has been fitted. As the Mk IV ignition switch is under the dash and I cannot reach it when belted in, I

also fitted a cut off switch where I could reach it in the dash. Another TSSC local member, Lawrence Cochrane, donated this. I have to say I got a lot of help and encouragement from fellow club members.

Originally I planned to use my existing motorcycle helmet but it was only valid for motor sport use up to the end of 2010. As I only have one head and would like to keep it intact I opted to buy a new helmet rather than rely on a second hand one with an unknown history. As Dale explained in his January article the rules have also changed regarding overalls. However rather than spend £300 (or more) on the latest FIA spec I opted for a second hand pair (£40). They are only valid for 2011 but if it the end of this season the hill climbing bug has well and truly bitten there will be another letter to Santa!

The first hill climb of the Northern Ireland Championship is at Drumhorc hill, in County Down, between Banbridge and Gilford. The course is just over one mile long with a rise of 385 feet. It consists of public roads, which are closed for the event - Northern Ireland and the Isle of Man are the only parts of the UK at present where you can get a road closing licence. The entry fee was £65 and there were nearly 60 entries including my Spitfire and a MGBGT in the pre 1974 road going production class.

The week before the event I realised that I really needed to use a drivers seat with a headrest (early Mk IV seats have no headrests) but again local members rallied around and I was able to borrow one. Two days before the event I received a text



In the pits and waiting for scrutineering.

message from the organisers which simply read "*Nm 33 hillclimb*" 33 will be the Spitfires number throughout the Championship. Suddenly it all seemed to be very real!

The night before the event was spent filling the boot of my support vehicle (my wife Jacqui's Herald) with tools, trolley jack, axle stands etc). Early Saturday morning saw both the Spitfire and the Herald set off for the event, stopping on



Catherine, an essential member of the pit crew.

route to pick up our friend Catherine who, along with Jacqui, made up my pit crew. Scrutineering was scheduled for between 8.00 and 10.00 and when we arrived at around 8.15 most of the cars appeared to have arrived already. However we had no trouble getting space in the

pits (this is the side of the road leading to the start line).

Having settled in to the pits the numbers on the side of the car could be uncovered and the

Then back to the cars and wait for the start. After what seemed like an eternity it was my turn to go. Put on helmet and gloves and drive slowly up to the start line. The timekeepers

signal when to stop and then roll the car back or forward until the timing blade is in the right position. Once the timekeepers are satisfied, wait for the lights to turn from red to green and, when ready, off you go!

Don't panic!

I had read the map of the course, watched endless You tube footage of other cars competing but the real thing is something else. For a start when wearing a balaclava and helmet I could



Fitting the timing blade

(home made) timing blade fitted. I nipped up to the start line and signed in, taking the opportunity to have a quick look at the other cars taking part. Next would come the moment of truth – scrutineering. Had I prepared the car properly or would the scrutineer pick up on something? When it came my turn the Scrutineer was very impressed with the Spitfire and it got a clean bill of health. In fact she was so impressed that



Waiting to go



Milling around before the start

she brought the Chief Scrutineer back to see it!

10.30 saw the drivers briefing during which we were advised that each car would have to pass a decibel (noise) test. This did not worry me as the Spitfire has a standard rear silencer (my neighbours have enough to put up with already) but some drivers looked a bit worried.

barely hear the engine, meaning I could not hear when to change gear – requiring frequent glances at the rev



Green to go

counter at first. In addition in the first practice run I was not entirely sure what was round each corner. It came as quite a surprise when, coming around the third corner and starting up



Going up the hill (dry)

the main hill to see the right hand side of the road lined with cameras on tri-pods (the professional photographers hoping to sell photos to the magazines). However no time to think about that, up the hill as fast

dry for my first practice run, which I completed in a less than impressive 93.67 seconds. The heavens opened just before my second practice run and the start was very slippery. Despite this I was able to get my time down to 92.02 seconds. However by

are road legal the marshals lift the barrier and you can drive back to the pits going through the nearby village. Local people were clearly used to this and very few seemed to be surprised that the driver next to them at the lights waiting to turn left was wearing flameproof overalls and a helmet!

In common with most hill climbs here you get two practice runs and two official runs. All are timed. Although there was a light rain shower the roads were reasonably

the time I got to do my first official run the roads were very wet indeed and my time was down to 94.22. However by this stage I knew the course a lot better and had much more confidence in the Spitfires handling ability in the wet conditions. For the second and final official run the roads had dried slightly and I managed to get my time down to 91.29 seconds. Not a good result,



And in the wet

as possible and into the next bend, another slight hill, very tight bend and then, almost before you know it, you are across the line and reaching the count down markers telling you to slow down. For the non-road legal cars the next stage is to park and wait until you can drive back down the course to the start. However for cars, like the Spitfire, which



Returning to the pits



and Herald head back to home. We had an excellent time. It's nothing like driving on normal roads and you learn a lot about both your driving and also your car.

It was also great publicity for the club and I hope this will also encourage more members to have a go. Who knows maybe we will have a team of

almost three seconds behind my nearest competitor and nearly 15 seconds behind a 1500 Midget. However, much to my surprise I was not last – I was 53rd out of 56! Three cars failed to finish including the MGB GT (fuel pump). The organisers were certainly very positive and thought I had done well for my first hill climb.

At one stage we thought there was going to be an extra, unofficial entry – the police came by to check how things were going and ended up at the start line. There were offers to put a timing blade on the front of the panda car and let them have a go but sensibly they declined- the Chief Constable might have choked on his corn flakes if I had seen a photo of it in the Sunday newspapers.

Then it was pack up the cars and the Spitfire

cars for next years championship (good way to mark the Spitfires 50th anniversary).

What's next? Well I'm pretty sure the weakest link in the team is the driver rather than the car so I will leave any engine performance improvements until I have a few more events completed. By the time you read this I should have completed two more events.

The first is Cultra on the 4th June, held within the grounds of the Ulster Folk and Transport Museum. This is not a championship event but it is near to where I live and I need all the practice I can get.

After that it is Cairn Castle on 25 June– over 1.6 miles and apparently the longest and fastest hill climb in the UK. Should be fun!

As they say in this part of the world – keep it between the hedges!

Paul Robinson



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THE HERALD PUB

CANLEY RD, COVENTRY.

by Bernard Robinson



After the piece in this years April issue on the proposed demolition of the Herald Public House in Coventry my curiosity was aroused. If nothing could be done to save this small part of the Triumph story itself, I thought at least we could document its demise in the Courier and I redoubled my efforts to gain permission to at least photograph the Pub's passing before it was lost forever.

I needed to contact the then current owners (Admiral Taverns) which I did through the Estate agent board telephone numbers. Eventually I got through to *Neal Barnes* of **Admiral Taverns** who was looking after the sale of the site. *Admiral Taverns* and Neal couldn't have been more helpful and were very keen that some of the 'Herald's' heritage was preserved. The problem at the time was the site was sold and Contracts were due to be exchanged in a couple of days time and then *Admiral*



Taverns would no longer be able to give any permissions for photography on site. Neal quickly contacted his colleague *John Cameron* and explained the situation and John then organised entry into the premises the following day through the security company looking after the Pub.

With a fully loaded Camera and quite a bit of excitement I took off for Canley Rd early the next morning. The first thing that greeted me on arrival was the 'Herald' roadside sign as I pulled alongside the Security fencing surrounding the Pub. As ever, I was a little early so took the opportunity to have a good look round the site and take a few exterior photos. The duly arranged appointment time



The Herald Public House



Canley Station (Canley Halt as was) and The Canley Factory site is just the other side of the tracks. In fact Canley Rd used to continue over a level crossing but this was replaced by a footbridge in the 90's and the loss of drive-by passing trade seemed to be a major factor in the Herald's demise.

Entering the Lounge bar I spotted the Stained Glass panel of a Herald, not

came and went and so I contacted Neal at Admiral once again. He informed me that if I could hang on a while the Security company would arrive later on. I went for lunch.

Shortly after my return the security guy's van hove into view. He opened the rear door of the Pub and unset the alarm system.

Once my eyes adjusted to the gloom I started taking pictures (had to use the flash as all windows had steel shuttering)



the type of Herald I would have preferred to find, but a really nice period bar decoration none the less!

The atmosphere was very 'Mary Celeste' with many items left in place (glasses/seating etc) just where they were on the day the doors were locked for the last time.

One of the main reasons I was so keen to get inside was that I had been told there was Triumph related Murals on the walls at sometime but I'm afraid, search as I did I could find NO remains of these, due in the main I think to later 'refurbishments'.

The Pub is situated just a few yards from



It was around now that the thought that all this would soon be smashed and lost seemed a great shame to me.



I finished the photo shoot and came away with the thought that I should do something about that.

On my return to the office I contacted Neal at Admiral to thank him for his assistance and to see if there was any possibility of acquiring any items before the demolition. The speed of the sale caught me out as Neal informed me that Admiral Taverns had that day exchanged contracts with the new owners but he and Admiral Taverns were still keen to preserve some of the Pub's heritage and that if I sent him an email listing the items we would like he and colleague John would forward this on to the new owners of the site who were in fact the **LNT Group**. This I duly did and awaited contact by the new owners. We would have gone no further without this help from **Admiral Taverns** and **Neal & John** in particular, so many thanks are due to them.

My Wish List was as follows: **Herald Pub Sign**, **'The Herald' Neon Lettering** and **some outside signage**. Nothing ventured, nothing gained! so with that in mind and also as **Nigel Clark** had said on seeing the photos *"Wouldn't it be good to replace the HQ coffee bar with this?"* I also included **'The Lounge Bar itself with the Stained Glass Herald motif behind it**.

This was all happening at the beginning of May so after the South of England Meet and getting the June Courier out of the way I still hadn't heard anything, I was getting a bit disheartened when I got a call from **Tim Blakeley** of **LNT Construction**

My email had been sent to him as he was in charge of clearing the site prior to construction of an **LNT Ideal Care Home**. Also he had discussed this with the Group Chairman, 68

Lawrence Tomlinson as **Ginetta Sportscars** are also part the **LNT Group** and **LNT & Ginetta** would be very keen to support the heritage preservation of a fellow group of 'Classic' car enthusiasts.

As an aside Ginetta Cars have an amazing website where you can find information on this iconic range of British built and designed road and race cars, it can be found at www.ginettasupercars.com, well worth a visit.

Tim went on to say that **LNT** would also like to **DONATE** the items to the Club if we could dismantle and collect them! A fantastic response and much more than I was expecting. We very much appreciate this amazing donation from the **LNT Group**, very refreshing in these austere times to find such a benevolent attitude from a large company.

Time was now of essence as demolition was scheduled for the following week. So the next Wednesday saw us loading the Club Van and trailer with all we thought we might need to remove our intended items and myself and John Fairey took off for 'The Herald' wondering what we may find.

Tim of LNT had informed the demolition crew we were coming and so once on site we decided after consultation with the site foreman, that we should concentrate on the removal of the Lounge Bar.

We hoped we could recover everything that day as obviously we were holding up the demolition process and crew. The bar removal was no easy matter as it was still plumbed in but a couple of hours dismantling saw it



eventually come free.

The demolition Crew guys helped us drag the bar outside and then lifting it with the digger

The Herald Public House

we loaded it onto the trailer. Amazingly, none of the ceramic tiles imbedded in the front were damaged!

Next to benefit from the power of hydraulics was the pub sign. A stop was quickly placed



around the top and an initial lift proved it would slide off its 4ft mounting spike, John



released it from its power cable (all power to site was disconnected!) and up it came. After some careful positioning we strapped it down



to the trailer but with its great weight, it wasn't going anywhere! We then scoured the pub for any associated memorabilia, the main item being the Stained Glass 'Herald' panel from behind the Bar which we removed and safely wrapped and boxed up. The neon backlit lettering on The lower outside wall was the next job. The upper wall signage front and rear was totally inaccessible without scaffolding, so time and site Safety Rules



meant that this would have to stay. Removing the Lower lettering proved that point fully as first we had to take off the outer boxing and most of these boxes had securing bolts which were totally rusted solid, so careful use of the grinder was needed to remove the heads of

these. Once the outer boxes were removed this revealed the Clear Perspex mounts which thankfully were screwed into plastic rawlplugs.



Most though were situated immediately behind the neon light tubes which then had to be removed first. So a time consuming fiddly job which I wouldn't have wanted to attempt high up on a Scaffold!



We had at least got a full set of lettering so possibly 3 sets of the same lettering was not a necessity? John (above) wrapped and boxed the lettering up safely and put these on the van.

A final look round the site provided some more outdoor Menu board style signs, the ground spike for the big pub sign and a very nice hand pump for the bar. Quite a haul!

We thanked the Crew for their help (some Beer Tokens were given out as without their

help the two of us could not have done this all in a day) and we left for Club HQ. The site foreman told me before we left that the building would be down in the next couple of days, so we were happy to be 'Just in Time'.

Now we have plenty of time to restore and place everything into HQ and this will be a



long, big project, but will add some Period atmosphere when done.

I have been told by a few ex factory employees that they remember the Pub well and it was mainly used by guys that worked on the Canley Road side of the factory, situated as it was, close to the original 'Ivy Cottage' site.



So an appeal now, if anyone from Coventry or the Factory who may be reading this has any information on 'The Herald' Public House, I would love to round out the story.

IN THE NEXT ISSUE OF

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TONY SPICER

JULY 1956 - MAY 2011



I first met Tony 30 years ago when I walked down the path to his cottage with the aim of trying to sell my Mk 2 Vitesse convertible. I failed miserably as Tony and his then wife Janice persuaded me to keep it and put it back on the road and I am still driving Triumphs today.

Tony was very enthusiastic about Triumphs and was often a source of information, help and spares to many people. He was West Midlands area organiser for a number of years in the 80's and to quote another friend Ray Prichard "was largely responsible for bringing together a group of Triumph enthusiasts who still remain friends and his legacy is enjoyed by many who have since joined the happy throng."

With Tony at the helm the West Midlands area helped organise the early concours's at Motec and other events such as Shardlow Marina, also helping other areas such as Worcester with their early WAC events

Tony was always willing to lend a hand and get his hands dirty whether breaking a Triumph to provide spares to keep others on the road or rebuilding his pride and joy a concours winning Mk 3 GT6.

In latter years Tony was not so active with the club due to family commitments but still kept his GT6 and an enthusiasm for Triumphs

Tony sadly passed away on 23rd May after losing a battle with Motor Neurone Disease.

Our thoughts go to his wife Alison, family and all Tony's friends.



May he rest in peace but his memory live on

Ken Heaton
West Midlands Area

FBHVC Important Survey by Nigel Clark



The Federation of British Historic Vehicle Clubs exists to ensure that we all continue to have the right to use our vehicles on the road – whatever their age.

It does this by lobbying but it can only be really effective when armed with accurate information such as the number of people involved with historic vehicles, the number of vehicles they own and the value the movement brings to the economy.

FBHVC's last survey in 2006 now needs to be brought up to date, and a new survey has

been started. We urge all our members to take part and to encourage their friends to do so as well: the more people who do, the more accurate the results will be, and the more accurate the results are, the better the FBHVC will be able to protect all our interests.

The simplest way to participate is to go to www.fbhvc.co.uk/2011-survey and click the link to the questionnaire. The link is now open and will remain so until the end of July.

If you prefer to complete a paper questionnaire, please send a C5 stamped addressed envelope to **FBHVC, Kernshill, Shute Street, Stogumber, Taunton. TA4 3TU.**

The screenshot shows the FBHVC website's 'Survey 2011' page. At the top, there's a header with the FBHVC logo and the motto '...to uphold the freedom...'. Below this is a navigation menu with links like 'Home', 'Contact', 'About us', and 'Membership section'. The main content area features a message from the FBHVC President, Lord Montagu of Beaulieu, explaining the purpose of the survey. It states that FBHVC exists to protect the freedom to use historic vehicles and that the survey is necessary to challenge politicians and persuade regulators. The message is signed 'Montagu of Beaulieu'. Below the message, there are two buttons: 'FULL SURVEY' and 'SHORT SURVEY'. The 'FULL SURVEY' button has a note: 'Click this button if you have any vehicle made before 1981 (or if you have had any such vehicle in the last year)'. The 'SHORT SURVEY' button has a note: 'Click this button if you do not currently own a pre-1981 vehicle, and have not owned one in the last year.' The left sidebar contains a search bar and a list of links including 'About FBHVC', 'Survey', 'Join Here', 'What's New', 'Legislation', 'Trade & Skills', 'FAQ', and 'Vehicle Registration'.



Paul Richardson©

“Buttercup” A Follow Up



Digressions during interviews can lead to information that didn't seem important at the time. One such example I've recently come across took place during an interview with Ray Henderson concerning his first hand knowledge of the **“Buttercup trials car.”**

This must have been where I'd gleaned my original info on the car, which I reported from memory in the December 2009 issue to qualify that this car was not built at the Standard Motor Company or had any influence on the design of the company's first Sports car. During the interview, Ray was giving his account of the conception of the 20TS prototype sports car, and at the time, which was in the mid to late nineties, Ray told me that he'd been contacted about reports that a trials car called 'Buttercup' was the inspiration behind the 20TS, and this had been banded about for many years apparently and is considered nonsense by those engineers I've asked about it.

The interesting thing about coming across the relevant section in my interview with Ray is that by sheer coincidence, he'd actually seen Buttercup again in the mid nineties, because a close pal of his had actually restored the car for its owner about a year before my interview

with Ray. I'll let Ray's account unfold, which I think puts an official end to the theory that Buttercup inspired the Standard Motor company's first sports car.
Ray related.



**Buttercup trials car with Transverse
Leaf Spring Front Suspension**

“Whilst we're on about this 20 TS business, another thing that's sprung up in a magazine again is that a trials car called Buttercup started the idea behind the 20 TS, and several people have asked me about it.

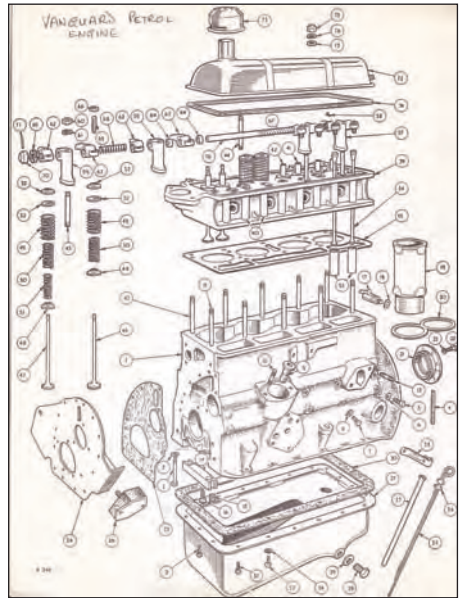
I interjected here 'I've never heard that one before Ray, what sparked all that off.'

“Well someone has told people that Buttercup was the inspiration behind our company's first sports car and that's just damn ridiculous that is, it's absolute fantasy and whoever put that about originally from our place obviously hasn't got a clue about pro-

Buttercup - a follow up

duction sports car design or suspension. You see, the front suspension on Buttercup centred on a transverse leaf spring for one thing and that set up went out with the ark. We'd already moved on to independent coil spring front suspension on all our cars by then you see including the Mayflower so there was nothing we could learn from that trials car."

"That special was built originally in about 1950 by a man called Ken Rawlins who worked at one of our distributors in Birmingham and it was a one off trials special designed for mud plugging up those steep grass hillclimb courses of the time. When this chap Rawlins finished building it he brought it over to Banner Lane to show it to us because he knew several people in the company. It had about a foot of ground clearance underneath it to clear all the humps and ridges on the climbs, and he probably got the chassis and engine, and anything else he wanted to build the car from our place for all I know, because it had a standard eight chassis that he'd modified to take a Vanguard engine and a Vanguard three speed column change gearbox. But there was no conceivable way it could influence any sports car design. It was a stumpy looking special with a home made



The Vanguard engine obviously inspired Buttercup. But Buttercup did not inspire the TR2.

long ago because an old pal of mine, Ron Bland, who'd also worked in experimental at Standard, rebuilt that very car for the chap who owns it now, and Ron showed me over it after he'd finished restoring it.."

"Anyway, having told you all that, any of our design team would get any ideas they needed for a new sports car by taking a good look at the production sports cars about at the time, and most of our management and directors went to all the motor shows to man our stands, and I know by experience that there were always plenty of sports cars and new prototypes on



Buttercup trials car with Standard 8 Chassis and fitted with a Vanguard Engine

open body and simple bolt on mudguards. It was a typical trials special of the time that's all you can say about it. In fact, strangely enough, I saw that Buttercup trials car again not too

display at Earls Court. In fact we had details of all the sports cars about with all the engine specs and road test reports in our technical library including folders on Morgans, M.G.s



The 20 TS TR Prototype at Earls Court

Roadster project I've told you about so everyone was concentrating on that prototype then and not any new sports car prototype at the same time, because that just doesn't make any common sense, now does it."

Ray's mention of the Morgan connection with the Standard Motor company on engine supply, prompts the observation that the 'export sales sports

and the Jaguar XK 120 when the 20TS was built. You see, all motor manufacturers had technical libraries there was nothing unusual about that, it all went hand in hand with keeping on top of the latest designs and what competitors in the industry were up to. But the one thing we had up our sleeve when the top office decided to build a sports car was the two litre wet liner Vanguard engine, because it was just the right engine size for a new mid range sports car."

"You see our design staff wouldn't mess about wasting their time with any design analysis on a trials car that's damn nonsense. Anyway, Standard had a good relationship with the Morgan Company because Morgan's used Standard engines, and Morgan's were looked over in our experimental department before that trials car or the first TR prototype was built just out of general interest. But getting back to the idea behind the TR2, I don't think building a sports car of our own was even thought about in experimental at all until early in 1952, and the original idea came from Sir John and our top sales people when they found out how many M.G.'s, Jags, Morgans, and what have you, were selling over in the States from what I remember. Anyway, at the time that Buttercup trials car was shown to us, we were working on the first prototype Bullet

car influence' must have been hanging in the background at the Standard Motor company for several years before the TR2 was produced. The first time 'direct interest' in sports cars was shown by the company was when Sir John Black made an offer to by the Morgan company in 1950 (and I doubt that the Buttercup Trials car had any influence on this decision!). Obviously aware that Morgans were selling exceptionally well, Sir John's aim was to increase manufacturing facilities for Morgan (Morgan could only produce a maximum of about five cars a week and had a long waiting list) as well as to obtain a foothold in the sports car market. This offer was rejected by Morgan simply because the Morgan family wanted to retain the business themselves.

This brings me to another aspect of Company history that needs addressing. It has been reported that after the Morgan Company rejected Sir John Black's offer of a takeover, Sir John became embittered and decided to manufacture the company's first sports car, the TR2, simply to 'hit back and get even with Morgan'. This is simply not the case, and I'm often baffled why such opinions are even voiced because Sir John was not the sort of person who became jealous of anyone or any competitor he simply got on with the day to day business of running The Standard Motor Company – always with its

best interests in mind and certainly not personal vendettas.

In fact during an interview with Peter Morgan



Peter Morgan. This photo of Peter was taken in his office at the Morgan factory in Malvern after my interview with him.

on the history of the Morgan company, he confirmed this and was at pains to point out to me that after his father HFS (Harry Frederick Stanley) Morgan rejected Sir John's offer there was no animosity at all between Sir John and the Morgan family. Peter told me *"Sir John was not the type to look over his shoulder he just moved on."*

At director level, John Warren (export sales director of Standard) related to me that the TR2 was produced as a direct result of market research into the 'huge' market for British sports cars in America and John never made any mention whatsoever of the Buttercup trials car. Likewise, all the engineers I've interviewed who were with the company during the relevant period never mentioned it either, but Morgans and M.G.'s were mentioned to exemplify how popular open top British sports cars were in

America. The sports car that was often brought into conversations, was the Jaguar XK 120 which from 1949 set the standard for high powered sports cars with it's iconic twin overhead camshaft 'XK' engine.

On the subject of the Standard motor company's research department, penning this article brings to mind that Ray Henderson regularly emphasised how far ahead Standard Triumph experimental projects were considering that the company was the smallest of the Big Five. I remember Ray telling me during interviews that at the time the design attributes of the four valve combustion chamber were under scrutiny by Lewis Dawtrey (prior to his design of the four valve 'Sprint' engine), Lewis purchased one of the

world beating four valve Cosworth 'FVA' (Four Valve series A) formula two racing engines for analysis and Ray went to Cosworth to collect the engine. In another clip Ray related.

"Lew Dawtrey even had stuff in our library about marine and diesel conversions on our Standard Ten engine, and I remember we had all the info on the Ten engine conversion done by our distributors out in the Far East so the engine could be run on cheap alcohol fuel they'd brewed up from some of the crops out there.."

To conclude, I think the most unfortunate aspect for historians on Standard Triumph history is that Lewis Dawtrey, Chief Technical Engineer from 1931 until he retired in 1971, was never interviewed before he passed away in 1975. What a definitive account that would have been from the great man.

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July 2011



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TSSC Northants
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Email: tsscnorthants@aol.co.uk



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AREA DIRECTORY

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

**DIRECTORY CHANGES TO
AREA LIAISON OFFICERS**
PIP FIEGEL, FRANK SPENCER
TEL: 01524 791607
E-MAIL:
Pip1272frank@homecall.co.uk

SCOTTISH AREAS

Area	Area Organiser/s	Meet at	On the
CENTRAL & WEST NORTH EAST	Gregor Graham: 0141 952 4624 Danny Stroud: 01224 742315	Lochinch Sports Club - GLASGOW Various see report in Area news or www.brmmbrmm.com/grampiantr.bb	See reports 1st Wed. 7.30pm Last Thurs. Eves.

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	The Cock & Pheasant - BOLLINGTON CROSS	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
HALLAMSHIRE	Julie & Adrian Hadfield 07837 110325	Dinnington Rugby Club - DINNINGTON S25 2PB	3rd Mon. 8pm
MANCHESTER	Frank Spencer: 01524 791607 Pip Fiegel: 01524 791607	BARTON Aerodrome ECCLES. M30 7SA. Just off A57	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691) - Witton Gilbert off A691 Durham to Consett Rd	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366 Lisa Garland: 0151 5491267	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	Canberra Club BAE Systems - BALDERSTONE	Last Tuesday 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The White Swan - DEIGHTON	2nd Mon. 7.45pm.
SOUTH YORKS	Paula Johnson: 01302 887491	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Alan Heaton: 01274 781814	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil & Lyn Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. Eves.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemans Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tuesday 8.30.
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	Sandhills Tavern - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Adam Easton: 01933 229992	The Elwes Arms - GREAT BILLING	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358 David Embrey: 07701 049881	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE		The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
STAFFORDSHIRE		Lakeside Tavern - BARIASTON	1st Wed. 9pm
WEST MIDLANDS	Roger Haywood: 07969 024999 From May to September	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	Stefan Graham: 01384 279686	West Midlands Police Social Club EDGBASTON	3rd Tues 7.30pm
		The Berkley Arms - SPETCHLEY. WR7 4QL	1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 01244 543171 Bob Whiting: 01492 516479	The Crown Pub, Gresford Rd - LLAY	1st Tues. 8pm.
SOUTH WALES	Jon Cronin: 01656 861709	The Plough at St Asaph	3rd Wed 8pm.
		The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	John Barleycorn - DUXFORD CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927	CHECK AREA NEWS FOR VENUE	1st Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

NORTHERN IRELAND	Mark Raine: 028 2587 9189	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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SOUTH EAST AREAS

Area	Area Organiser/s	Meet at	On the
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. Eves.
SOUTH BUCKS	Carl Swanson: 07788 436167	The Squirrel - PENN St, BUCKS. HP7 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM	1st Thurs. 8pm.
GATWICK	Sue Cottingham: 01342 843290	White Hart - ARDINGLY/TURNERS HILL	2nd Thurs. 8pm.
HANTS & BERKS	Andy Cook: 01252 810828	The Crooked Billet - (A30) HOOK	1st Tues. 8pm.
HERTS & BEDS	Peter Lewis: 01582 750943	The Three Moorhens - HITCHIN SG4 9AJ	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 01983 281427	Woodmans Arms - WOOTTON	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	Philip Willcocks: 07973 333303	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640 Mary Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed. Eves. 7.30pm
SOUTHERN	Mike Goolding: 01252 722432	The Seven Stars - STROUD	1st Tues. 8pm.
SURREY	Karen Chignell: 0208 8733022	The Wellhouse Inn - Chipstead Lane, LOWER KINGSWOOD	Last Wed. 8pm.
SUSSEX	Clive Senior: 01273 566593	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Tues. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	The Fox & Castle, Burfield Rd - OLD WINDSOR	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS

ANDOVER	Guy & Suzie Singleton: 01672 514241	The White Lion - WHEREWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. Eves.
CORNWALL	Tony Spicer: 01726 851687	Hawkins Arms - ZELAH	2nd Thurs. 8.30pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LIVERTON	3rd Wed. Eves.
DORSET	Mark Bland: 01747 838066	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 01452 790126	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	Adam Fiander: 01722 421041	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
WESSEX	Trevor Carlyle: 01425 475376	Ring AO for Details	3rd Thurs. 8pm
WYDEAN	Alastair Johnson: 01594 811076	Royal Forest Inn - COLEFORD GL16 7DA	2nd Tues. 8pm.

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ALO REPORT . . . ANDOVER AVON . . . BERKS EAST

TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Frank and I thought this might be a good time to mention something we have had on our mind since the 2011 AGM.

There have been many comments on the website and also by telephone and email about certain topics that members are not happy with. May I take the opportunity to express that we

have been upset and indeed hurt in some cases at the personal attack some members of the COM have had to endure due to changes that some of our members do not agree with. All COM members are volunteers and work very hard attending meetings and Area Events, we do this in the interest of our Great Club and never for personal gain. We might not always get it right and we might not please everyone all the time, but we will always put the good of the Club first, we will always be open and honest and open minded. We will always listen to your opinions and discuss your ideas; we look forward to hearing your hopes and opinions.

If there is something you don't agree with and want to discuss this you can always contact by email, letter or phone (reasonable hours please) the General Secretary, contact details are in the Courier.

This will be much more effective than ringing us at 10pm at night and having a rant or indirectly on the website.

Remember if you really want to make a difference to the way the Club conducts itself, AO's can attend the Area Organisers Seminars and in the meantime contact us to add items to Seminar Agendas, so go to your Area Meetings and make your feelings known or indeed volunteer to be an Area Organiser.

We have an A/O Seminar at the International on **August 20/21st** please can A/O's forward any questions or opinions to Frank and myself so we can add it to the agenda.

Away from negative things now the event season is well and truly in full swing, may we take the time to say thank you to all the A/Os and members that are spreading the word of the TSSC and working hard in helping others to enjoy themselves.

Simon Oliver can now add your event images on the website front page (As per Wicksteed & Stafford.) You can send your own images and text and Simon will try and make something eye catching and creative. Simon can then link the image to an event listing, web page or forum posting of your choice.

Frank and myself are trying to get around to as many events as we can this year, so hopefully we will see you there.

Pip & Frank

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

We've had a good start to the show season with combinations of Andover, Southern and Newbury members filling stands at

Wyke Down, Popham and Queen Elizabeth Country Park.

At SEM it was great to see Anja who brought her parents along for the day. We gather Dad has not made much progress on the GT6 but that they have been to a couple of Cambridge Area meets. More seriously, great to see Peter & Rosie and little Anja - growing up fast.

We had a nice surprise at our May meeting at Wherwell when a contingent from Salisbury Area came to find us: Jasper and Adam in their GT6s, Jon & Oliver in the Vitesse and John with his TR6 masquerading as an MGB for the evening.

A bit of a shame the locals were a bit thin on the ground but Robin and Graham came to meet our visitors.

John showed us a prototype turned metal (aluminium? sorry, can't remember exactly) gearknob with integral overdrive switch he'd had made - very swish - I would have thought he'd get quite a bit of interest in it and we understand that he is preparing to market them.

The next meetings will be:

2nd July - BBQ at Guy & Suzie's in Cadley, SN8 4NE

14th July - Regular meet The White Lion, Wherwell, SP11 7JF

Guy & Suzie

AVON

Tel. 01454 327059

We held the auction at the May meeting with some interesting results! Mary tried to bid £500 on something, but then retracted it and some bargains were had with books, a watch, shower gel, socks and various other items that went very cheap.

Mark went to the Turkish grand prix and we did 4 days at the Bath and West show with the police car on display with Avon and Somerset police. Very hot, very dusty but a good show and looks like we will be invited back next year.

By the time you read this we will have had Castle Combe action day, Brean, and will be looking forward to more shows in **July** and **August** including West Somerset rally (already booked) Hay on Wye and Stafford. I often hear about shows or events at short notice so please send me your e-mail address if you want information to junewrighton@tiscali.co.uk At June's meeting it was good to see our youngest member, Sam, with his parents and dog! Also congratulations to Tyler and his wife who have a new daughter. There may be some last minute places for Hay on Wye on **14 August**, if interested please contact me.

Jane

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: mark@serapeum.co.uk

Loads of cars this month - Mickey's Vitesse, Trevor's Herald, three Spits, and two GT6s! Andy Cook made it down in his "nappy-cack-yellow" Mk3, which was a pleasant surprise.

We also had Peter in his Jag XK8, which still has the silencers removed!

These summer nights are great for pottering around in the car park, looking at engine bays etc. - it stays light till about 10pm now which makes things far more sociable on club nights. The weather was good to us too, unlike last Sunday when I went down to Swindon in Bob the brown Spit... the spray on the M4 was atrocious and Bob leaked a little... Anyway!...

Last Saturday was the Ace cafe Triumph meet, attended by me in George the GT6, plus Bryan in his Spit 1500 and Andy

BUCKS SOUTH . . . CANTERBURY



TSSC AREA NEWS

in his GT6. Not a huge number of cars, but plenty enough to line both sides of the car park. Lots of TR7/8s, a "rat look" saloon with skeletal driver (a dummy skeleton with baseball cap, smokin' a fag - ha ha!), a gorgeous Mk2 GT6 allegedly owned by Dave Picton (of Picton Sports Cars) and painted in what I thought was Damson but turned out to be a similar Jag colour, a 32,000 mile from new Blue Spit 1500 which was frankly amazing, a lovely TR2, a couple of Stags and a TR6 etc. Food was good too - the fish and chips were fab, and when you order tea you get it in a mug, like it should be! We got there at about 11am and stayed till about 4ish. Also, there was an E-type that turned up but the car park stewards wouldn't let it in because it was a Triumph day! - I said they should let it in and park it next to my GT6, since it's really a rich-man's GT6...

Anyway, before that, I think the Aston Clinton show came just after the last meeting so I'll report on it now. As usual it was well attended with all different marques and quite a few of our guys, although I thought we could have done better being all parked together rather than spread out across the field. It rained of course! Not too badly though. I went in the GT6 - it's first outing of the year, having passed the MOT without incident the day before. I saw Carl and Dan from South Bucks, and Helen turned up - nice to see everyone and I'll no doubt be back next year cos it's a good show, especially for those of you with families (there are craft stalls and the like too, not just car stuff). Recommended.

Main events coming up are: the proposed rolling road session on **9th July** - I will be making enquiries and letting those people who expressed an interest know the details by phone, so if you don't hear from me by the time this comes out, just give me a bell or a text. After that there's the Uxbridge show on **17 July** - give Mickey in Thames area a bell if you want to go to that as there's a £5 booking fee (although I doubt they'd turn anyone away if they just turned up). I'm going and have booked my space. Then there's the Silverstone classic on **22-24 July**. It really sounds good (lots of cars, camping and classic rock bands). Of course, then there's Stafford on **19-21 August**. The show season is well and truly upon us, so make the most of it before Autumn catches up with us again!

That's all for this month, really hope to see you next month - bring your car if you have one, bring anyone you like, member or not - we'll be happy to see you all whatever!

Oh, and it's the **2nd Tuesday** of the month - that's **12th July** - at the Shire Horse from 8pm.

See you soon,

Mark

BUCKS SOUTH Tel. 07788 436167
www.tssc.org.uk/southbucks
email carlswanson@btinternet.com

Hi all. Sorry if the news is a bit brief this month, but new job and busy home life is taking its toll on my free time! The weather seems more like April at the time of writing. The Classics on the Common at Croxley green was a good day though. Several hundred cars of all makes and models. I took my 2000 and Dan took his Jag out as the show usually attracts many, many Stags! Tues 10th Ace Cafe evening which we made an early start to, and managed to get in the car park which is no mean feat this time of year! Good selection of Triumphs, and nice to see Andy again with his very clean Dolomite.

Sat 14th saw my 2000 in for its first MOT since I purchased it. All seemed well but you never know if your car turns out to

be two made into one! However, all fared well at Paul's (thanks Paul)! Later that day we went to the Hyde Heath show which was a superb collection of cars and the Fly past from the Memorial flight! To be at a show with a Hurricane, Lancaster and Spitfire (Super Marine variety!) is superb and a one off. However, the following day at the Chiltern Hills show we had another Spitfire fly over, complete with barrel roll!

The Chiltern hills show was a bit damp and overcast, but still attracts over a thousand vehicles of all types and ages. We had a stand not as full as usual, but a good variety with my 2000, Dan's Stag, Mark (East Berks) GT6, and Tony & Penny's (Thames) TR8 which created a lot of attention with the bonnet open showing the superb V8. We met at Amersham Tesco as usual, but Dan managed to leave his pass at home. Dan went back to get it and we waited. Tony and Penny waited for a while but I said they may as well head on. Dan turned up a bit later and we had a run to the show. Highlight being as we both blast pass a Minor estate that was heading for the show! I say blast, he was doing maybe 50mph and we went past at 65mph, but the Chris Wittor big bore exhaust on my 2000 and the V8 below from the Stag must have sounded great inside the Minor!

Wed 18th monthly meet at The Squirrel with my 2000, Phil in the Hurricane, Dan's Stag, and Andy's Dolomite meant we had a good collection of Triumphs in the car park. The non Triumph drivers but welcome just the same being Paul and Liz with the Sheep which has been sheared for the summer and Rob who brings us details of what's coming next at Sky!

Dates for your diary. Depending on when this arrives, there is a show at Wigginton on **Sat 9th July**. Ace classic night is **12th July**. One of the biggest shows of the year is the Uxbridge show on **17th July**. I know the Thames area usually have a stand with the 2000/2500 team, so if you want to be on display, please contact Mickey from the Thames area for details. **20th July** is the monthly meet at The Squirrel, Penn Street.

Please let me know if you need any further details for any shows mentioned. Take care.

Carl

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

If I state right at the start that nothing startling happened at the June meet, you, dear reader, won't be disappointed when you reach the end of this report!

Let me start then by saying what a treat it was to welcome Eddie back to the fold after a long absence. I can report that he has lost none of his witty charm and repartee during his time away.

Charles spoke to us concerning the on-going arrangements for the 2000 National, details of which I will not repeat as they are all in last month's report.

Several members got their heads together regarding meeting places and times for the Hamstreet show, while Ray was disappointed that his Stag was not running correctly despite having sailed through its MOT.

The rest of the evening was spent outside in the gazebo with a variety of discussions including private health insurance, the merits of domestic solar power and the difference between ionic and Doric columns! I can report that the event at Canterbury Cathedral was interesting and enjoyed by those



TSSC AREA NEWS

CANTERBURY . . . CHESHIRE COVENTRY

Canterbury Continues

who attended. I hope the TR7 is better Del.

The evening ended with an orderly dispersal apart from Paul and Dianne's Gentry which threw its toys out of the pram in the lighting department. Hope all is satisfactorily resolved now. And so the events:

Steve brought to our attention the Jim Kingsland Memorial Run which will be on the **3rd July**. Jim was the President of the Folkestone Automobile Club and the run will be to a place he enjoyed: the Bredgar and Wormshill Railway. Cost will be £7.50 per person and the meeting place is the M20 junction 8 at 11am.

Also on the **3rd**, we have "Wings, Wheels & Steam" at Groombridge.

The **17th** is the Darling Buds event while on the 24th it's the Kent Air Ambulance open day at Marden.

Further details can be found on the website or by phoning me. Regards

Phil R

CHESHIRE

Tel. 01625 425845

www.tssc.org.uk/cheshire

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Obviously mailing the weather elves with a plea for good weather on the evening of our first run out has had some positive effect. It was pleasant during the day and the sun came out later, which meant that those cars with ragtops were able to have them down for the run without fear of getting wet or freezing. Six of us gathered in the car park of the Coc and Pheasant (the k and the t have fallen off the sign on the side of the pub!!). We waited a little longer than usual as the first run wasn't that great a distance, and set off through Pott Shrigley and the surrounding countryside to arrive at the Church House in Sutton, where we filled most of the remaining spaces in the car park. It was nice to see Roy again, the Spitfire having required the application of some money to cure diff noises and lubricate the path through the MOT. I'll investigate this fibre thing in the diff before the next meeting, and note that my diff failure (in April 1978) was catastrophic and resulted in three plastic coffee cups full of minced bits of what used to be inside.

I am informed (thank you Roy) that the landlady of the Church House was impressed by the arrival of a number of 'old' cars at the hostelry, and would like to see us again!

We seem to have four places where cars are being returned to service (a new euphemism for welding metal where the tinworms have been feeding). These are Hark the Herald in Macclesfield, Paul's Vitesse in Leek (it's just been pronounced worth putting back together), Richard's Herald Estate somewhere in the depths of Cheshire, and Andy and Jackie's Spitfires, in another far flung part of Cheshire (I think). Make that five, Roy admitted to having another Spitfire which only needs a bit of work to make it a running car. I was impressed that the worms which had munched their way through the Herald Estate chassis had left nice white circles after their latest meals, allowing Richard to decide that a fair quantity of new outriggers was needed to provide worm-free chassis bits (or is that just fresh food for the worms?).

We also seem to have debates about how many layers or skins there should be in Herald/Vitesse tread plates. I was convinced when I put Heap the Vitesse back together **** years ago that the answer was two, and looking at the photographs of Hark the Herald's treadplates, which I believe were original before the angle grinder removed them, the answer would be one!

We had a token presence at the Tatton show on Saturday (well, two regulars) and the weather held out all day, despite the threat of rain in the early afternoon. The tannoy invited us to buy a few spares to keep in the garage just in case (as if we didn't have enough bits in the first place!) On Sunday it was a bit cooler and there was a light shower (in Macc) just before escape time. Again, we had a presence of two regulars (that we know of) and there must have been more rain at Knutsford than at Macclesfield. But the GT6 got a number of admiring visitors, so all must be well.

The weather elves are all over the place with their offerings for the jaunt to Thurstaton this evening. One of my intended companions has indicated he'll be in Wessex (I think) and the other has been hijacked to be on-call for his employers. More on this should it happen in the next report.

Our next meeting is on **Thursday 7th July** at the Coc(k) and Pheasant(t). It's the second run out of the year so 7:30 for 8 please. Bit further this time, 30 miles, and more of the single track roads.

Henry

COVENTRY

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After a glorious April, what a cold May it turned out to be. Still not much rain so we were still able to get out and about. Our first jaunt was to the Sandwell Historic Vehicle Show on Sunday 8th May where Pete & Ann and ourselves joined the West Midlands Area stand which must have been the biggest stand of the show with 32 Triumphs on display. A big thank you must go to Chris & Roger for their fabulous hospitality. They certainly know how to put on a show.

Tuesday 10th May was the Heart of England meet at the Griff which was a bit chilly to say the least, so the turn out was a bit down but nice to see a couple more TSSC members there. On Sunday 15th May we attended Bidford on Avon Vintage gathering. A lovely small show on the banks of the river Avon, again a bit windy and cold and showery, never mind still had a great day out.

Tuesday 24th May was the Griff again and this time a lot better weather with a good turn out of vehicles and again nice to meet some more TSSC members. We are getting a nice little group of us now regularly attending. We should have been at Prestatyn on bank holiday weekend but the inclement weather put us off, so a nice 180 mile trip down to the Forest of Dean to see Lyn's cousin was undertaken and the weather was good to us, never had to put the roof up.

Saturday 4th June we were at the Kenilworth Agricultural Show with the Heart of England Club. Great show and great weather, got well sunburnt, and we also did on Sunday 5th at Bulkington Working Mens Club with a small display on the car park with once again the Heart of England lads.

Some bad news, as some of you may be well aware of by now, the Coventry run has been cancelled this year, a victim of its own success they tell us. They are looking for a new venue for **2012** and it will also be moved to a new date which will be August Bank holiday weekend **Saturday 25th & Sunday 26th**.



TSSC AREA NEWS

CUMBRIA

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Tuesday 7th June our regular monthly meeting at the Bull & Butcher was a lovely sunny evening, although a bit blustery. Once again fairly well attended with 13 classic cars arriving. Apart from the regulars we were joined by Roger Perkins from The Heart of England with his immaculate 1962 Moggy Minor, Tommy & Sandra Coughtrie in a excellent 1970 TR6, Perry & Marie Robbins in a near perfect Vitesse plus TSSC members new to our meetings, Malc & Sharon McBeth in a cracking Vitesse and David Rose in great looking 1957 Landrover. David is in the process of renovating a Vitesse. Also a welcome to Mike & Shirley Colley in their 1974 Stag. In total we had 2 Spitfires, 2 Heralds, 2 Vitesse's, 1 TR6, 1 TR7, 1 Stag, 1 MGB Roadster, 1 Moggy Minor, 1 Landrover and a Jaguar XJS Convertible. A good selection of classic cars. We were also joined by Paul & Joan Cheshire with Paul slowly recovering from his broken ankle. Nice to see you both, even though it had to be in a Mondeo. Get fit soon Paul, missed you both on our jaunt.s.

We can safely say the evening was a success and a good time was had by all.

Forth coming Events:-

Sunday 26th June Princethorpe College www.princethorpe.co.uk/main/Our_Schools/Princethorpe_College/News

Tuesday 28th June Heart of England meet at the Griff 7.00pm

Sunday 3rd July 11.00am till 4.00pm a new meeting at Bulkington Working Mens Club Chequers Street Bulkington a small informal friendly meeting in conjunction with The Heart of England come and go as you please, should be a BBQ if the weather is good.

Saturday 9th & Sunday 10th July Birdingbury Country Show

Tuesday 12th July 7.00pm See you at the Griff again

Sunday 17th July Beaumanor Hall Leicestershire a Transtar Promotions event.

Saturday 23rd July An evening run out to The Rose Tavern at Baxterley starting from the Bull & Butcher Corley Moor at 6.30pm, Kevin Murray organising the route anyone interested let us know soon.

Sunday 31st July A visit to Jaguar Heritage Museum followed by a drive to a hostelry for Sunday lunch. We need to know numbers to enable us to choose a venue which can facilitate us all.

Sunday 7th August The Mary Ann Evans Hospice run from Nuneaton to Bosworth Water Park via Coleshills & North Warwickshire, entry £10 per car, for details 02476153364 or email www.maryannevans.org.uk

Sunday 14th August Fillongley Show. This is our local show where we have a club stand, come and join us, let us have your details.

Saturday 3rd & Sunday 4th September The Shackerstone Family Festival for details go to email www.shackerstone-familyfestival

Next Meeting Bull & Butcher **Tuesday 5th July 7.30pm**, Also don't forget you can join us at the Griffin Inn Bedworth at the Heart of England meets on the **second and fourth Tuesday of the month** at 7.00pm

One last item for those members who only read this newsletter in the Courier, we email the newsletter within a couple of days of the meeting so if you are not receiving it by email please update your details with Angie at the TSSC HQ at Lubenham, email info@tsssc.org.uk

Once again great to see new faces and cars, as well as the regulars of course. Keep enjoying your classic motoring.

Regards

Phil & Lynn

A few of us braved the elements for the Border City Steam Fair at Carlisle on the May bank holiday weekend. Although it was a little damp it was the wind we had to contend with. I hope it did not put off our first time campers Mike and Esther.

July is a busy month for us.

3rd July Distinction show at Hayes Castle Farm. You can just turn up for that one and we should be in our usual place down in the left hand corner. We will have a barbeque, the fire will be provided but please bring your own meat and salad.

17th July, Cars the Star at the Heaves Hotel, Levens, A590. The organisers have restricted club entries to 6 cars for this year. So some of us will have to enter the show class. Anyone wishing to enter the show class please let me know. Hope that the weather is better than last year as the show was a wash out. Entry for both the Distinction and Heaves Shows is free, please be on the show field no later than 9.45.

24th July, Ripon Car show, North Yorks. Camping Saturday night. I have enough entries for 10 cars and the club stand. There is a small charge for entry and camping. The event is on the Race Course and the organisers aim to have the show pegged out by **Saturday am** and we should have access to the show field by **lunchtime Saturday**. Camping is next to our club stand and all tents must be taken down by **9 am on Sunday**. Unfortunately because it is held on the Race Course they will not allow barbeques or any stoves of any description on the field.

I will be putting in an order for some Cumbria club clothing shortly, if anyone would like something some let me know.

Safe motoring,

Roy

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So far in June our activities have been focused around food. This started at the A7 Autokarna in Wollaton Park where Colin cooked bacon cobs and burgers for everyone on his portable BBQ. At this event unveiled our newly purchased banners, which looked fantastic alongside our power flags making us stand out from all the other clubs. Our display consisted of 12 fantastic classic Triumphs. In fact along with TR Register and the Stag Owner Club also attending Triumph's greatly outnumbered all other car makes in the club displays.

Our regular Tuesday night meet was also food based as we did a Fish and Chip run. Eleven cars, including Carl and Lisa's white Herald convertible from Hallamshire, raced around the narrow single track lanes of Derbyshire and finished at Matlock Bath for our Fish and Chip supper. Richard Malin was waiting for us outside the chippy which added another Herald to the line-up of cars on the run. Then we all dived into the Fish Pond for a quick drink (It's a pub opposite a fish pond hence the name) and a good old natter.

By the time you will be reading this we will have been to the Notts camping weekend, gone crazy at our very own 23rd Peak Run weekend. Eating more burgers and drinking more beer -



TSSC AREA NEWS

Derwent Valley Continues

which goes to show that man cannot live by bread alone...he needs a classic car and a very understanding woman.

Keeping on the food theme at our monthly meet on the **5th July** we are holding an open meet inviting all local classic car enthusiasts to join us for a burger. It all starts at 7:30pm at the Ex-Serviceman's Club near Smalley.

On the **9th July** (you are not going to believe this) we are off on a Carvery Run though the Peak District and finishing in Barlborough for a roast dinner. Meet at Sainsburys at Ripley at 2:30pm for a 3pm start. Entry fee £3 per car.

More dates:

5th July – Monthly meet at the Ex-Serviceman's Club. BBQ from 7:30pm.

15th to 17th July Northants Rally at Wicksteed Park.

16th July – Horsley Woodhouse Carnival from 12:30pm.

20th July – Long Lane Church Fate from 6:30pm.

22nd to 24th July – Silverstone Classic.

2nd August – Monthly meet details to be announced.

Thanks

Roger

DEVON

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The show season is now with us, and the 'big one' Powderham is **9 / 10 July**. Too late now if you have not entered, but why not come along anyway to the biggest multi marque show in Devon and meet us on the Club stand?

North Devon meet on the **14th** (contact Steve for details of venue) and Club Night at the Star Inn, Liverton will be on **Wednesday 20th**. Hope to see you out and about at some of this month's many events. There is something on somewhere in Devon each weekend in **July** so there is plenty to occupy us and our cars.

Andy Moss once again organised a successful Meet & Meet at Route 38 in May. We took 6 cars, meeting at Ashburton, 2 Stags, ours and John Richardson's, Dan's Herald estate, Allan's Vitesse, Steve D's Spitfire and Simon's 2000. Once there, we met up with Julie (TR7), Captain Pugwash's Outspan Spitfire and Ann's Herald now with her new engine thanks to Humpty Dumpty and Captain P. After the informal meet, we drove on up to Yelverton airfield for our customary ice cream, before high-tailing it for home as the rain began.

Steve reported from the North Devon meeting – "A good turn out with Glenn & Trish, John & Joan, Steve & Sharon, Steve K and Steve T and Ray & Wendy. Steve T had the TR7 V8 out which was great to see and a very loud, food filled evening was had - the skewered chicken things in sweet chilli sauce were amazing!" Sounds good to us – if you are in the northern part of our big county, why not give Steve a ring on 07968 702611 to see where the **July** meeting is to be held?

Eight cars out at the Star for Club Night, though the bar was packed as usual. Attending for the first time was Marc's 13/60 convertible and unusually we had two 13/60 convertibles out, the other belonging to Richard. Dan's Spitfire was looking really good following a respray at Buckfastleigh, and is now a proper Conifer Green. Mark brought along his recently acquired

Spitfire, and making up the numbers were two Stags, Dave's and ours, and Colin's 2000. Meeting up there were old friends of Karen's with a lovely looking Jag XJS. The following day, our Herald 'Jassy' went to Devon County Show for the first time. She was the only Herald there on the Thursday, but on Friday she was joined by our North Devon members, John & Joan with their Vitesse and recently rejoined member Glenn & Trish with Glenn's very smart white Herald Estate – a wolf in sheep's clothing as her heart is a Spitfire engine!

Although John & I could not make it, as we were running our local horse show, a number of our members went along to Pecorama at Beer in East Devon. They reported that the show did not appear as busy as usual but the weather early on may have put off some. They were joined by a number of Somerset members, making a good display. On the same day, members' cars were also at the Killerton Show. The following day, Russ joined John & I at Collaton St Mary show, but this time young Robbie stayed at home.

June's run out was to Radio Devon's 'car rally' on Plymouth Hoe in aid of Devon Air Ambulance. 7 cars met at Ashburton; our 13/60, Dan's Spitfire, Steve's Stag, Allan's Vitesse, Brian's Herald, Russ's Vitesse, Rich's 13/60, plus Matt's Polo (Dad Johns' Stag was awaiting MOT). At Plymouth we met up with Julie's (TR7), Marc's 13/60, Steve's Midget (yes that again) and a Stag. Deciding not to follow the confusing looking given route, Julie led us through Plymouth avoiding the roadworks and eventually we all made it safely to The Hoe. Despite the uncertain weather, it was a good day, with well over 100 cars there including some Triumphs we had not seen before. We were alongside the Plymouth Truck Show with some quite spectacular rigs on view, and some interesting stretched tingies which I am not sure I would want to go anywhere in! We were the only group displaying a flag, and our Devon TSSC banner was very noticeable. However, guest judge Tiff Needell obviously had a pretty low opinion of our cars, making disparaging comments about the Stag in particular which upset the ex Area Co-ordinator of SOC, asking if it has been trailed there, and choosing a Ford, an A35 and a BUS for his prizes! We were missing Captain P who was reportedly busy fixing Ann's broken clutch which went when testing the set-up.

Looking ahead to **August**

For the first time, we intend to go to Mount Edgcumbe Show on **Sunday 7th** as a Club – I have entry forms which I can email if you have not already entered and, on Bank Holiday weekend **Sunday 28th**, Sue and Steve at Chillington have again offered to host our Scalextric Championship. The idea is that we will meet up somewhere for a drive out to Chillington. So that Sue & Steve are not out of pocket hosting our event, we propose to make a small charge per head. Our Scalextric Championship has been going for a few years now, so if you like racing (electronics only) dig out those cars, but remember we do not allow racing models – but if you want to 'dress' your car to look like your own it makes even more fun. More details on both events next month.

Make the most of our summer and get those cars on the road! Devon Diary

Weekend 9 / 10 July Powderham Show
Thursday 14 July North Devon Get-Together
Wednesday 20 July Club Night at the Star Inn, Liverton
Sunday 7 August Mount Edgcumbe Show

Sue & John

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

DORSET SOUTH Tel. 07920 549474

Hi everyone. Well June got off to a flyer with The Hardy county run on the 5th of June. With my GT6 fresh out the paint shop I joined the fifty so cars for a sixty mile trip round Dorset.



The run started at Autopassion headquarters (autopassion.co.uk) where you could look round the workshop at the various classics being worked on (see pics). A pleasant lunch stop at Lulworth castle recharged the battery for the final leg of the journey to Weymouth seafront where each car was greeted by the mayor who presented each driver with a certificate, a nice touch especially when the mayors wife commented on how pretty my car was.

Dorset South have been in contact with both the Wessex group and the Salisbury group of the TSSC and we hope to join up over the summer months and do a few shows and runs together.

More pictures next month from the Best of British at Poole Quay. If you would like to keep up to date with all the latest news from Dorset South please come and join our Facebook group Triumph Sports Six Club (TSSC) Dorset South.

Happy motoring

Rob

ESSEX

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Hi all this month is likely to be a short one, I know you have heard it before from me but I mean it this time as it is now 20:00 the night before the deadline to get the report in the mag.

My office - not a lot to report this month, had Tallulah tuned at SEM, she is running like a dream, no matter how I tried I could not get her running like she is now. Theodore is a different matter, so I put him up for the same treatment, first the key jammed in the ignition, I could get on and off but no third click to engage the starter and no getting the key out, 10 minutes key wiggling later and it started, key wagging should be an Olympic sport, any way there were more stop starts and I have him up in front

TSSC AREA NEWS

of the tuning man, I think they were both trying to get their last tune up to last a bit longer so the other one took Theodore (TR7), not the usual Spits and Heralds, but eventually one of the plucked up the courage and went under the bonnet, sprayed carb cleaner at the rubber mounts on the carbs and up went the engine revs, that was it, the rubber had perished and there was an air leak, nothing more could be done at this time. Home Sunday night, on the internet no one had any new rubber mounts, not even the rubbish re-manufactured ones. I eventually found two second hand ones and got them sent to me. Then fitting them is never as straight forward as it is supposed to be, the Choke cable locking gismo (technical term) the locking screw snapped meaning I had to cut it off and I caught the cable, fraying it, so new cable and locking gismo needed, luckily these are available, see what I mean? never simple, but it is all back together and running with no air leaks at present.

Due to the time constraints in writing this I apologise for any shows I have missed in this report, daughter/expectant mother and other family commitments are to blame for team Jannaway not attending as many shows as we would like too this year. But hey, I am gonna be a grandad soon, at my tender age, just doesn't seem possible. Janet is denying all knowledge.

Out and about - SEM the advance guard went down on Friday night Rosie (Spit) Theodore (TR7) and Tallulah (Spit), we set up the camp Essex in the corner of the field, you could not miss



us, we had 3 Essex flags up just in case people did not know who we were, we settled down for an afternoon of relaxing then in to town for dinner, a nice Italian meal that is and then back to hunker down for the night. Saturday the Hills arrived with their Red Herald (it probably has a complex as it is the Herald with no name) but come Sunday it got its own back on the other cars as it won Best Herald DRIVEN there, but that's getting ahead of myself. Saturday night it was in to town again, this time in to the well known pub chain in the high street then back for drinks and !!!!!!!!!!!!!!! (What goes on tour stays on tour). Sunday dawned and the field started filling up, lots of nice cars we were joined by the Wings in their Vitesse and Chris in his Vitesse. There were some toot as well but as already mentioned I spent some time at the tuners and still found time to get some toot but that is a bit for another day. Then came the prize giving and the Herald with no name was asked to be presented at the front, it duly did and was joined by lots of other lovely cars and it won best Herald to be DRIVEN there, then it was time to go and off we all went home.

Club day - Sunday dawned a bit of a cold and cloudy day and so a few hardy souls had arranged to meet at the Halfway House for a show at Audley End Steam Rally at 8.30am. So we thought the club meeting might be a bit depleted. Allan, Janet and Joe arrived at the usual time just before opening to an empty car park in the Spitfire and TR7. We were joined almost immediately by Pete and Di with Buddy in their Vitesse, first time we have met Buddy and he was sporting a very nice dog coat with



TSSC AREA NEWS

Essex Continues

the Essex logo, looking cute there Buddy. Pete and Di had news that everyone who had gone to the show had decided to leave and we were soon joined by Graeme and Pauline in the Vitesse with news. John Donna and Lucy had camped overnight at the show, but the turn out the following morning was a disappointment and so Graeme and Pauline, John Donna and Lucy had decided to leave the show and were all making their way to Club meet. I think this is a first.

Whilst chatting to Graeme and Pauline a very nice Mark 3 GT6 pulled into the car park, apparently it is up for sale and soon had a few (myself and Joe mainly) drooling over it. I have the details. Cheryl and Ian arrived in Rosie and soon there was much chatting going on. Now the car park was starting to fill up. Len arrived in the Spitfire but with no Jackie, they had to go out, so he had come by for a quick pint. The pub opened and as the car park was a bit chilly we went inside to order our dinner. John, Donna and Lucy were taking the Dandy home and planning to join us soon but other news, Dave and Karen had broken down on the way to the show in the 1500TC, on the M11. They had been seen on the road side as the others came back from the show. So a quick call to the RAC to discover that his membership had elapsed a few weeks ago, groan, but they came out and eventually got Dave and Karen home after great expense! Dave arrived later at club in his plastic car without Karen. He then got a lot of ribbing and it was decided that he did it on purpose to get his Stag, as it would seem the car is dead. Dave has acquired a nick name; he is now "Breakdown Dave". John, Donna and Lucy then arrived in their plastic car. The corner in the Halfway House was filling up nicely. We welcomed Malika and Paul who came in a 1500 Spitfire very much like Allan's in yellow, they popped over from Kent, nice to meet you both. Hope to see you again or at one of the Essex events.

Enfield Pageant - another two day event, Sunday/Monday this time. Sunday we had The Hills in the Herald, with no name, Mumma and Stuart in the Herald, the Cockburn's in the Vit, Chris in his Vit and then us with Spit and TR, Dave in our Tender Vehicle (The Fish Wagon, as it's known) we met the Eustace's and Spit waiting for us at the gate then it was off to find the plot and get camp Essex set up. Fighting the wind all the time the Wings in the Vit arrived to make the gang complete, with the flags and bunting fluttering in the breeze it was coffee time followed by toot shopping, coffee, speak to visitors, toot shop, coffee, and that's the way the day goes round.

Back to do it all again on Monday. Today the Hills in the Herald, Graham and Pauline in their Vit, Dave in the support fish mobile, us in Spit and TR, we started to set up and then Paul and Alice arrived, now it was time for rounds of coffee, toot shopping and



talking to people. We had a 1948 Triumph Roadster arrive and ask if they could join us, it was a lovely car and we had it on

the Club stand in a flash.

Don't know if it helped us win highly commended for the Club Stand this was £50 for Club funds, a good two days all in all.

Up and coming in July.

WALTON CLASSIC CAR SHOW. Date. **Sunday 3rd**

Location. Walton on the Naze, Essex

WINGS AND WHEELS. Date. **Sunday 3rd.**

Location. Groombridge Place, Kent

"NEW SHOW" ARDINGLY VINTAGE AND CLASSIC VEHICLE SHOW. Date. **Saturday 9th/Sunday 10th.**

Location. South of England Showground, Ardingly, West Sussex

CLASSICS ON THE COMMON. Date. **Wednesday 13th.**

Location. The Horse and Groom, Galleywood Common, Chelmsford

THE DARLING BUDS OF MAY CLASSIC CAR SHOW.

Date. **Sunday 17th** Location. Buss Farm, Kent

STANDARD AND TRIUMPH RALLY.

Date. **Friday 15th/Saturday 16th/Sunday 17th**

Location. Wicksteed Park, Kettering, Northamptonshire

MONTHLY MEETING. Date. **Sunday 17th.**

Location. The Halfway House

WEST BERGHOLT VINTAGE RALLY.

Saturday 30th/Sunday 31st Location. West Bergholt, Essex
Was it you? - We had a weekend away in Hereford and this supplied all of the was it you's on the 4/6/11 White TR6 in the garage at parkway (Hereford) at 1.40pm, followed by a Mark 3 Dark Blue Spitfire at Bishops Frome outside the "Chase Inn" at 10 past 2 the same afternoon. Then at 8.30pm that evening a Mauve TR6 in the car park of the "Railway club" in Hereford city. What a day for spotting Triumphs that was.

Birthdays - From our role of honour this month for the month of July we have: John Hill on the 5th, Pauline Cockburn on the 23rd, Maria Cox on the 25th and Kev Todd (from the rebels) on the 30th July

We just heard that congratulations are in order as Steve and Maria got married in May.

Best wishes from everyone in the Club.

Allan

GATWICK

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Well hello everyone, As I write this the weather has just started to rain, not great when you have no roof on your car!

Last month's meet at the White Hart at Ardingly was well attended - Ian and Jill were able to update us with the progress of the GT6 (still not well unfortunately) and we are hoping to see it on the road very shortly and Colin brought his Vitesse, there is still plenty to do but all his hard work is beginning to pay off - well done! It was great to see Stuart B's Herald looking fab parked right outside the front of the pub a great advert for the club.

Mike D, roving reporter from the Isle of Wight has sent this update in of the TSSC Isle of Wight Weekend - thanks Mike:

A brief history of why we spent the weekend on the Isle of Wight in a Herald (from a fairly new members of the TSSC)

We bought the Triumph Herald about 2 years ago. Previously we had a 2 seater open top 3 wheeler called an Alexandra Fraser Spider. A very rare mini engined car. 2 wheels at the front with an all wooden chassis. It was found on the way to the tip and purchased for £50. Restored by us many years ago it wasn't getting much use. We had great fun in it but as the

TSSC AREA NEWS

children were growing up it became less and less practical. Only 2 seats meant no trips out together as a family. I decided eventually to sell it and the daughter of Alexander Fraser was looking for one so happily it went to a good home.

For family fun use I now had to find an interesting classic open top 4 seater. My wife Sue had always liked Triumph Heralds and Vitesse but I'd always liked Volkswagens. A few evenings on the internet made it clear that my dream 4 seater convertible, a VW Karman Ghia was way out of our price range and even Vitesse looked a bit pricy for a good one. I couldn't think of anything else that interested me at a reasonable price so a Herald it had to be, much to Sue's agreement. Also it would fit in the garage.

My brother in law, Ian Parry had a Herald when he was a new driver in the 70's so I looked to him for help. He even went down to Penzance one weekend to look at one for us. This searching gave him the Triumph bug again and he went on to buy a GT6 a month or so later, but that's another story. Eventually we found one on the internet that looked promising at the right price and it wasn't too far away. It was a sunny spring day when we first saw JAA869E. A very shiny red and white Herald 1200 convertible. We gave it a good look over and it looked pretty genuine. Engine sounded very good, drove nicely and what looked like only a bit of rust on the drivers floor pan. A deal was done subject to 12 months MOT. No road tax to pay of course.

With the new MOT we collected it and some £s lighter, we headed home. First job (after joining TSSC) was to get the floor sorted and get it checked over properly. Also seatbelts in the back seemed a good idea. Thanks to Richard of West Sussex Restorations all was checked over welded and belts fitted and we were off.

The children loved it and I very quickly got to love it too. I'm not sure entirely why but we only managed shortish trips out of not more than 50 miles for the first 2 years, but then came the Isle of Wight TSSC weekend. Let's go for it!

Friday, Day 1. As the sole representatives of Gatwick TSSC we would have to be on our best behaviour. Susan was working Friday evening and my daughter wanted to watch the Royal wedding so I would drive over to the Isle of Wight with Thomas my son. Sue and Louise would come over the next day on the passenger ferry. I had been a bit concerned about getting everything we needed in the boot of the Herald. Bedding for the caravan clothes, some food etc. Much to my amazement with a careful bit of shape fitting it all went in and the boot lid still closed.

We set off after late morning and the roads were fantastically quite, thanks to the Royal wedding. It was a great time to be driving. Quite roads, sun out, top down, brilliant. No problems with the ferry and a couple of nice remarks regarding the car. We arrived at the camp site at about 4pm and checked in. A car park full of various Triumphs greeted us and thankfully not all in A1 condition so we fitted in fine. There were some exceptionally good TRs and other models to admire though and everyone was being very friendly.

We ate in the café on site which was very good and then a couple of games of pool in the bar before the very short walk back to our caravan.

Saturday. A nice relaxing breakfast in the caravan with Thomas. Susan and Louise were going to park up at the port in Portsmouth and come over by foot ferry and train to Shanklin. I would pick them up at about 4pm so plenty of time to join in the convoy to Carisbrook castle. We joined the rest of the cars at about 5 to 11am and were near the back. I estimate

there were about 30 cars in front. We had a very pleasant drive through the Isle of Wight countryside. Unfortunately the route didn't seem to follow the printed instruction until we realised Thomas was reading Sunday's directions. Good job I'd followed the car in front. By the time we got to Carisbrook castle the cars were quite streaked out and arrived in small groups. A section of the car park looked like it had been reserved and everyone was able to park close together. There was a queue to get into the car park due to the tiny set of traffic lights on the drive into the castle. While waiting we heard a shriek from the Spitfire behind. Trees covered this drive and a bird managed to get a score a direct hit. No harm done but clearly there are dangers in driving open top cars.

We decided not to go into the castle but had a leisurely drive back to Appuldurcombe campsite. We had a game of crazy golf which is hidden away at the front of the campsite and could be missed. Then off to Shanklin station to find Susan and Louise. So far the weather was very good and this continued throughout the weekend. It did rain but very fortunately this was only during the night so the top was down all weekend driving. A meal in the caravan and a brief time in the bar. We decided to stay in most of that evening playing scrabble and watching Britain's got talent. I went to bed thinking our Heralds got talent (well maybe not but, it's certainly got character).

Sunday. We started the day with the full English breakfast in the, on site, café. Not something I would recommend every day but all the same, very good, and very friendly people running the café too. This morning it was the convoy to Calbourne Mill. Looking at the route and chatting to the organiser I was slightly concerned about the hills with 4 people in the old 1200. Zig Zag road sounded ominous. No worries though as the Herald took it all in its stride and only had to revert to 1st gear once. Again the convoy got fractured and I was losing the car in front to follow. I made a mistake coming out of Ventnor but realised straight away but not before 2 other Triumphs had followed us up the wrong street. With the turning circle so good on the Herald I was able to turn completely in the road and was back on track almost straight away. Fortunately we spotted the other 2 cars at Calbourne Mill so all turned out fine.

Calbourne mill is a fascinating old mill and museum and I can't believe we've missed it on previous trips to the Isle of Wight for holidays when the children were small. It was great to see all the cars lined up on the grass in such a perfect setting and on such a beautiful day. We had a boat ride and tea in the restaurant which was also very good.

Back at the campsite the hog roast was almost ready. As it's only me and Thomas who are meat eaters and Thomas wasn't hungry I was able to take my time down near the hog roast and tents and enjoy a leisurely walk amongst the cars. A chance to talk a little about the joys of classic car ownership.

It didn't seem to matter what you were driving as long as it was a Triumph.

We took take away pizzas from the café back to the caravan and went the few yards to the bar that evening for the quiz and raffle. We were joined by a couple who were looking for a team to join and had a great evening. Thomas had his eye on the top prize in the raffle of a note pad and would you believe it, we didn't win it. Oh well.

Monday. A very leisurely morning with a bit of packing. Again the Herald astounded me as we had 4 people plus luggage that all fitted in without a problem. We took a relaxed drive to the Wight Mouse for lunch with cars leaving the camp site in stag-



GATWICK . . . GLOUCESTER HALLAMSHIRE

TSSC AREA NEWS

Gatwick Continues

gered small groups. It was great to be out on the road again with other Triumphs. After a pleasant lunch it was back to Fishbourne for the ferry back home.

Thanks to Isle of Wight TSSC for all the work in organising this event. It was a good campsite with good facilities. The company was great and the convoys were very enjoyable.

So that's how we ended up in the Isle of Wight in a Triumph Herald. The car performed faultlessly, except the door lock getting stuck, but that's all part of the fun. I've really got to enjoy the Herald and have become a full Triumph enthusiast. Now Triumph Stags have 4 seats, that's interesting.....

By the time this magazine drops through your door the Horsham Historic Vehicle Show at the South of England show-ground, Ardingly will be here (10 July) so if you are around we would love to see you, drop in for a coffee at the stand and say hello, other activities are:

July 22-24th – Silverstone Classic Weekend (Camping)

August 21st – Classic Car Show at Cranleigh

See you soon

Paul & Sue

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

A boy stood on the burning deck, his pockets full of crackers, a spark flew up his trouser leg and, I'd better get on with this report or Bernie will be after mine.

Paul took a run to the SEM @ Leatherhead and enjoyed a full day taking in all the cars and goodies on display, he came back full of enthusiasm for his latest project.

The mid month pub meet at the Old Crown Inn, Uley was a sunny run out but the air temp dropped quite dramatically as we sat outside enjoying our refreshments.

The Prescott open was as always a great day out with a vast variety of cars enjoying the hill especially those proud owners that had Sir Sterling Moss drive their cars on the hill. The weather was a little changeable but we refused to let that spoil all the enjoyment that only a venue like Prescott can give.

The club night was an incredibly well attended meeting and it still remains a mystery as to why but the very large crowd that came are more than welcome any time they wish to attend. Perhaps it being the last gathering before we took to the road for our Laon tour might have had something to do with it.

Now the Laon weekend itself, how can I put into words the weekend that we had?

It was simply faaaaaaantastic. Although we may re name the event Bill and Ted's most excellent journey. (Bill and Ted being Dave Turner and Jim Childs).

The weather on this side of the channel tried to deter us but once in France that was a distant memory and the sunshine got hotter and hotter as the weekend progressed. A couple of cars weren't so keen on this but all survived the heat and with cold beer, good wine and excellent food at the end of each day how could it not be enjoyed.

Dick, Colin Ed And Sophie all being Laon virgins enjoyed all the event had to offer and hopefully will be joining us on our international tours in the future.

The whole event is great and Continental car tours provide an excellent value weekend that you would have to go a very long

way to beat. If you haven't been yet it's a real must.

Special thanks to Vicky for all her work co-ordinating and booking us all in and assisting in any way before during and after the event. Thanks Vicky.

After getting back to blighty and trying to get back into the work mode Paul and I took a jolly to visit Mike and Sue Carter in Derbyshire. We knew Jane and Dave Turner would be there not to mention our Manchester area chums from the Isle of Wight and Laon were going to be at the Tatton park show and so visiting Mike and Sue was a great opportunity to do the show too.

It was lovely to catch up and enjoy a very warm welcome on Friday evening. The show was great and on the Saturday the sun did shine, fortunately Paul and I came home but Jane was there for the weekend and the Sunday weather was not as good. A tad wetter I'm led to believe, that aside it all enjoyed the weekend.

Lastly was our pub run to the Tunnel House inn. Vicky launched an e-mail to remind all about it and we were joined by Eric, Clive, Nigel and Geena from the Glavon area TR group. Eric had some great pictures from the Laon weekend and we enjoyed their company for the evening along with Sue, Matt, Don, Bj, Vicky (after getting lost) and myself. Jane couldn't attend due to work commitment.

That's my review for this month, keep a look out on the events list and we look forward to seeing you all really soon.

Andy

Events.

Wed July 13th. Pub meet at The Falcon Inn, Painswick.

Mon July 18th. Area meeting at The Swan Inn, Coombe Hill.

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Hi all, well it's that time again. Our meeting in May was well attended with some from the 2000 Register joining us a long with support from Derwent Valley, Notts, South Yorkshire and Lincoln Areas. Stuart from Derwent Valley brought in a feely quiz which went down well with every one, making an enjoyable evening, as usual a member from South Yorkshire won. The car park was well attended with ten Triumphs attending.

I apologise for letting the side down by turning up in the modern.

On the 22nd saw our First ever run to Sewerby Park, a promising start saw members from the Lincoln Area meet us at the Rugby Club, then off we went to meet with the South Yorkshire



Area at Ferry booth Garden Centre at Howden for our second meet, here we then managed to take the tops down as the sun came out for a while and we had a leisurely run into Sewerby Park. We Quickly got parked up altogether sharing the park with 250 cars from the East Yorkshire Thoroughbred Club, it was nice to also be joined by two other members of the TSSC from the East Yorkshire branch.

We all got the chairs out and set up our area to have our drinks

TSSC AREA NEWS

when the rain came - so under the trees we went to keep dry and the men put the tops up, but no sooner they had done this the sun was back out again - this happened about 3 to 4 times before the sun came out for good. It was like watching



a Benny Hill programme with members going to and throw from under the trees. The settings gave everybody something to view whether it was the house, the gardens, the zoo or even the cliff tops. Our favourite was the cheeky penguins being feed at 3pm. Everyone enjoyed the day and said how good it had been. Later saw a few of us venturing into Bridlington for the obligatory fish & chips and then a nice steady journey home arriving back at nine o'clock.

A few have said they would like us to rerun this event again later in the year, this will be in **August**, dates to follow.

Julie and myself ventured out Tuesday 7th June to the South Yorkshire Meeting at Barnburgh with Christine the 2500s which was nice to see her on the road, still a few Hiccups but hopefully we can get that sorted out soon. Moving on now will see July's events approaching which should see us at Wicksteed Park weekend and of course The Silverstone Classic That's all

Adrian & Julie

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I'm always asking for some contribution to this ramble of what we get up too. Pete Saunders sent me this, which sums up where we are these days with the regular pub group and 83 on the local email circulation He wrote:

"I am a fairly regular attendant to the club night and always up for a beer and a chat; normally about nothing at all but sometimes for a bit of advice or help.

A few months ago my car suffered from a dying gearbox, even with the radio up loud I could still hear it. Now this is normally a major issue; but due to the comradeship, as well as varied and wide knowledge of members who come to the club this was sorted out with not only a few knowing words but actions from a dedicated member who was kind enough to help me out at my time of need."

Now I'm not saying come down to the club meeting to get help or stuff mended but.... the members who come down for an enjoyable drink in the pub garden, have a great evening and if anything is a worry or problem with the car (or other things) there is someone who can generally help you.

This is a club for everyone to come along to and enjoy, it's not just anoraks clustered around a smokey old car!

The pub continues to be busy with 15 boys and 5 girls, Nice to see Dave & Mary Hilton made it up from Watford to see what we get up to, every body lived after eating the last months raffled cakes.

Unfortunately Pete was unwell (after a stag night) and we had to unscrew a few bits off the cars to make up a raffle, Charles

brought a trailer of old Spitfire jumble he had collected and we sold off a lot of it for a £1 a piece and Sam salvaged the remains to add to his collection. Quite a good rummage and jumble.

I have 10 cars for the Kimbolton classic on 10th July and still a few discount passes are available, the Luton festival of transport held in June clashes with Bromley and we have some going to each event our LFT numbers are a bit down this year and guess we will have to revise whether we support this again as a club stand.

I have made a point of disagreeing with the Associate member Rule change and this has caused a reaction on the forum and awoken some serious debate - 'how to be popular' - the CoM will now be revisiting their decision on the 10th July, we wait and see.

We have had to withdraw from two events from the circulated calendar, we are moving the Milton Keynes Museum from June 19th to their Transport day "Free" held on **September 19th**. And the idea of a Woburn Abbey picnic is cancelled and will be an adhoc. We're off for a drive to gardens and tea rooms on any sunny day with a good forecast come along if you can, and as usual announced with an e mail with the wrong post code and duff date, like wot I duz.

We are planning a trip to Classic Restorations in MK and if you are interested let me know, we have around 7 interested, the date is yet to be finalised but should be a good outing, more details very soon.

The Halls end Picnic and the Haynes 100 will have been and gone, if anyone wants a booking form for the Buckingham Steam Rail Centre (Quainton) for their Classic day **August Monday 29th** and free train rides, all for a donation of £2 per car let me know and I can email you a form.

Our Area organised (and the original) 18th All Triumph Day at Duxford **October 2nd** is well under way, we will be charging an extra £1 to fund a substantial £££ value lucky ticket draw so, admission will be £11.95p each adult and under 16s are Free. Still a big reduction on the normal admission costs, obviously the sunshine is pre booked.

I have had a good response from a team of 14 volunteers to help on the day, thanks to all who replied to my notes. For once we could be over subscribed. Any Traders are allowed in Free but a donation to the raffle will secure a plot. They must pre book through me (if you spot a Trader that may wish to attend let me know).

The next Pub meet is **June 27th** if you get this early but it's **July 25th** for our Best Area Car Award, so a little wash and polish to make her sparkle is called for, the car will be picked by a local restoration specialist.

Please all park in the rear car park. Thats about it for now.

Regards.

Peter

ISLE OF WIGHT

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www.triumph-iw.co.uk

Well it must be summer, Angela is sunburnt again! The Old Gaffers festival enjoyed glorious sunshine on Saturday, there was all the usual atmosphere with lots of classic boats and cars, live music, craft and food stalls and plenty of visitors; it was also good to see so many old cars driving around the Island roads over the weekend, just like going back in time. Angela says she



ISLE OF WIGHT LANCASHIRE . . . LEICESTER & RUTLAND

TSSC AREA NEWS

Isle of Wight Continues

met a new couple from Bembridge too, who have a Vitesse, so we look forward to seeing them at the meetings.

It was also good to see that the Cookies were back here on holiday and the Mills' for the usual trip to Yarmouth although I think they are leading our Carol astray, or is it the other way round!

The show season continues in earnest and I think Carol is trying to get to all the events, we will be joining her at the TSSC International Weekend in Stafford in **August**. Meanwhile, here are some events for July, give us a call if you are interested in coming along or need any advice.

Sat 16 Rookley Village Show, 12 noon

Sun 17 Earl Mountbatten Hospice Sunflower Classic Car Run – departs 11.15am from Arreton – www.iwhospice.org for more information.

Mon 18 Area meeting at the Woodman Arms, Wootton from 8pm.

Sun 24 Charity Treasure Hunt – meet at the Lions Center in Lake between 1 and 2pm, £5 entry fee per car. Barbecue food will be available to purchase afterwards.

See you all soon, regards

Tracy

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First up is the North Yorkshire Triumph Weekend, a party of ten of us made it over to Runswick Bay that's 9 miles up the coast from Whitby. It's the first time most of us had attended this event and I've got to say well done to the organisers. The entire campsite was monopolised by Triumphs of all types from different clubs and areas. The marquee was very well filled Friday evening (maybe because of the real ale on offer) and a decent mobile food outlet next to it.

Saturday morning was bright and sunny and the organisers had issued a tour route for those interested. But most of us did our own thing. Dennis and myself went off to Goathland (where Heartbeat was filmed) and did our own mini tour ending up in some banjo playing seaside village with a brilliant chippy. There's some stunning scenery in the area and very steep roads we did a 1in3 at on point.

Stuart and Lisa's Spit had become poorly just as they arrived on Friday, with a melted positive battery cable!!!, initial thoughts were that it had chaffed through the insulation and earthed out giving that warm glowing effect as the battery discharged. So Saturday afternoon we made up new cables and replaced both leads, job done (or so we thought).

Saturday evening..... Communal B-B-Q and into Marquee for live entertainment and more socialising. The music might not have been to everyone's taste but that was no denying the three band members were very talented musicians.

Sunday morning, and the initial blue skies clouds were closing in, so after a good fry up we packed the tents up. Next to the marquee was the concours event but at this point the rain had stated and the Lancs lot had decided to drift off with Dennis and me the last to leave.

So, there we were coming out of Thirsk and in the distance the flashing lights of an AA van, 'the Spit' with a warm battery

lead???. The AA guy reckoned it was a duff solenoid and once running disconnected the low voltage wire to disable it. All went well for 30 miles and the spit stopped again, so, AA guy's theory was obviously flawed, Stuart started it again with his booster pack and as we closed the bonnet it cut out. Aha, we did it again and as we closed the bonnet we noticed that the elbow bit of the bonnet stay touched the positive terminal of the starter solenoid. Take note all you Spitfire owners. Insulating the terminal was the cure and the spit made it home.

May's meeting at the Canbera Club was a good turnout for us with ten Triumphs on the car park (plus Normans Daimler Dart) and twenty odd people, which all meant a pretty good natter and noggin night. At the meeting was the first sighting for us of Alan Knowles's tidy 1360 Herald convertible and Richard Bradley's recently finished very smart G reg Spitfire.

Lisa got a few photo's for our facebook site and the web site she is compiling.

If you want to see our facebook site search for '**TSSC Lancashire Sports Six Club**'

Yesterday (5th June) I went over to the Skipton festival of transport Partly to see what was occurring (and partly because I was too late putting an application in for Tatton). It's a small show with 110 vehicles worth a look next year if you are passing.

Stop press.....having written so much of the woes of Stuart and Lisa's Spit they've got rid. And to make matters worse they are looking to buy an MG roadster.....Well!!!

That's got to be all for now....

Kevin

LEICS & RUTLAND Tel. 07774 276564

Glorious May and the warm weather deserted us, just as the days are getting longer.

Sunday 15th saw the area attend the Snibston Transport Festival, which is in its third year. Good local show set around and in the museum and we had 14 club cars out of the 60 classic cars parked on the site.

Fortunately just far enough away to miss most of the soot coming out of the steam train going past the site on its trips. Cheap foreign coal I assume. The organisers choose the best cars on display and John Muschialli came away with a trophy for second place with his Vitesse. The attendance was up on previous years despite the cool weather, our cars attracted quite a lot of interest.

The mystery picnic trip on Sunday 22nd was worked out long before we met at MacDonald's, from the odd clue mentioned at the last meeting, by those members who turned up. A nice scenic drive over to Stratford on Avon, managed to park our cars in the car park by the river in the centre of the town. The delights of the town were enjoyed before we met up to drive back to Leicester. Andy Muschialli had a few stop, starts on his drive but as he stated "It's not a breakdown unless something falls off" So, just an electrical problem.

During the month individual members have visited local shows and the same is happening during June.

A number of members are booked in to the Peak Run weekend and the run out on **Sunday** when they will test their car's clutch to its limits.

Graham spotted a very clean, good looking white Dolomite 1500 for sale at Fleming Brothers, Hunstanton at the end of May. Reg PAR 806R. Price about £2,400 so if interested, give them a call.

Dave

LINCOLNSHIRE LIVERPOOL . . . MANCHESTER



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Myself and Sarah have just come back from a fantastic weekend at the Classic and Performance Car Show at Tatton Park. We took the TR7 to join the first cross-club TR7/8 stand at the event and had a great time. There were about 20 wedges on each day (a mix of standard DHC/FHC cars, original v8s, Sprint and v8 conversions, rally replicas, two coca-cola prize cars, American imports etc) and we even managed to convert a few people to the fact that the 7 isn't a bad car when sorted and certainly not any worse than any other car of the era. The TR7/8 stand was next to the TSSC Manchester Area stand, which looked very good with a great selection of cars - well done to Pip and Frank!

The TR7 can now be fitted into the garage following a sort out so hopefully that'll ensure that it keeps looking OK, and the haul of Vitesse parts is being worked through and organised pending the start of the rebuild (I think it's three years since I started but it might be four). I'll be taking a trip over to Phil's to borrow some tools and advice on preparing the Spitfire diff I'm using, which was very generously donated by Tony. It's nice to be part of an Area where any car jobs are a real team effort (well they give the advice, parts and experience and I return the favour by holding stuff occasionally and make the tea).

Last month myself and Sarah were joined by Phil and Will as we met up with the Hallamshire Area for their run to the East Yorkshire Thoroughbred Car Show at Sewerby Hall near Bridlington. A huge thanks to Julie and Adrian for organising such an enjoyable run and one we hope to repeat next year. It's not often you attend a car show with a small zoo (the highlight of the day was watching the penguins being fed).

Garth and Ellie have been busy working on their Triumphs. The Herald still requires some work to get back on the road following its engine transplant (dodgy valves) and the parts for the PI engine are now back so Garth can start the rebuild. They're hoping to have a running Triumph ASAP for the summer events as they're currently missing out on events such as the Sewerby run.

Amy and Scott are busy working on improving the Herald after it passed its MOT. Carb issues look to have been sorted and some detective work is being undertaken as the car seems to be earlier than the date on the V5 suggests. We're really looking forward to Amy and Scott joining us on the various events this summer, and for them to start meeting other club members from the other local groups.

If anyone sees a man in an emerald green Mk3 GT6 with a matching jumper answering to the name of Keith - can they please get in touch. He's been AWOL for some time and we miss him at our meetings!

Plans for our camping weekend (2nd - 4th September) are now well in hand, and updated information is being placed on the Events page of the TSSC website. We plan to send out an info pack to the other Area Organisers via email soon - so if you fancy joining in as an area please ask them for details.

Our next meeting will be **July 6th** - please see www.lincstssc.co.uk for venue/time details. Also, don't forget the South Lincolnshire "Breakfast Club" meets at Langrick Cafe near Boston - next one is **17th July** - a great excuse to have a fry-up and see a wide range of cars from the 1940s onwards.

Cheers,

Simon.

TSSC AREA NEWS

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Well, what a good month it's been, plenty of activity to keep us busy. First off was the trip to Capesthorpe Hall, with a somewhat unplanned extended drive through the Cheshire countryside. A couple of us nearly didn't make it, Lol rectifying his overdrive wiring problem just in time, myself completing a quick clutch change the previous day, phew! Our new gazebo was put to the test by the wind, not helped by the fact that we seemed to be on the most exposed part of the show! Anyway, it was a good test, which it failed miserably. Hopefully the next one will be up to the job, just making sure your subs are being put to good use! Despite this it was a good show, with plenty of approving remarks about our Triumphs.

There were no last minute rush-jobs to get our cars ready for 7th June, when we made the trip under the Mersey to our annual meet up with Wirral, North Wales and Cheshire Areas. Despite a swift downpour we had a great time, with 9 of us making it over in our 5 Triumphs. The 2 1/2 hours we spent there wasn't nearly enough time to chat with everyone or have a good nousey at the cars, but we made a good job of it. Anyway, next year will be a bit more testing for us as North Wales are our hosts.

On **Sunday 3rd July**, we will be attending the Getrag Ford Joint Venture Day at Halewood, entry is at Gate 9 of the plant. Unfortunately, our entry is limited to a maximum of 5 cars, so please get in touch to see if there is room for you, short notice I know, sorry. Nick will be mailing you regarding attendance confirmation of shows in August, namely Woodvale Rally **6 & 7th August**, and to see who'll be attending the Stafford International Family Weekend.

That's all for now, see you next time,

Alex.

MANCHESTER Tel. 01524 791607
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**CHANGE OF VENUE
CHESHIRE LOUNGE
CHESTER RD,
MILLINGTON,
ALTRINCHAM.
WA14 3RX**

Very Very Important News First!!!! Due to Barton Aerodrome closing The next Venue we are going to try is Cheshire Lounge, Chester Rd, Millington, Altrincham. WA14 3RX. Between Chester Rd and M56 Junction 7 (sign posted Tatton) **Tuesday 5th July**.

In the last 6 weeks we will have attended a wedding, Tatton Park, Dales Weekend, Robin Hood Weekend, Peak Run, and our Area BBQ at Kettleshulme. Gary Russell has also taken a party of TSSC members to Leon and he will give a full report in next month's Courier.

We are expecting our first Manchester Area baby. Congratulations to Nic & Steve Openshaw expecting a new TSSC baby in August.



MANCHESTER NEWBURY . . . NORFOLK

TSSC AREA NEWS

Manchester Continues

We attended Martin and Janet Robinson's Wedding in Newcastle at the end of May, we had a fantastic day The bride was absolutely beautiful, we have known Martin - TSSC man and Boy, and it was good to see Janet make an honest man of him, the added bonus was our Triumphs had the proud moment of being guard of honour, plenty of polishing went on for weeks.

It was our biggest presence at Tatton Park this year with 40 Triumphs on the stand including Quasi (racing Spit) which looked fantastic on the stand as centre stage (thanks Gary). With our Brand New Poles and chain (thanks Martin) all decked out in TSSC Manchester decals (thanks Piat) Area power flags and new flag stands (thanks Mark) completed a stunning stand. We looked the "Bees Knees"

The Stand was buzzing with a hive of activity the Club Shop was present, Trish set about selling her hand made lemon drizzle cakes, short bread and flap jacks, and beautiful handmade cards, baby boxes and wine bottle charms and handmade jewellery were on sale by Kerry and Judi. (We will have to change our name to Manchester Area Ltd) There were at least 40 Triumphs on the stand with almost every Triumph model on display it looked a truly fantastic sight.

There were 85 stands on display with every conceivable marque and TSSC Manchester Area won Best Stand!!!!

Steve & Nic Openshaw won Best Spitfire

Neil Aston won Best GT6, Wow!!!!

The Ian Hartley Trophy was won by Jez & Debs with their stunning TR5.

Mark & Tracy with Horatio his hunky Triumph 2000.

Steve & Nic with Millie a sleek & sexy Spitfire.

Well Done!!! And very well deserved.

Pictures will be in the Area Showtime later on in the year.

The Area meeting was well attended at the new venue with 43 members present we discussed some old and new events that we have been invited to, one of these is the Wilmslow show at the Showfield Wilmslow Cheshire on the **10th July** with 24 Triumphs attending.

All monies for the Cider Press and the ferries have now been paid. All that is left is that we have just got to enjoy ourselves now??

The next events we will be enjoying are Dent Weekend, Robin Hood Weekend and the Peak Run - Bring it on!!!!

Dates to remember in **July**

Area BBQ **2/3RD July** Kettlethulme

Area Meeting **5th July** Cheshire Lounge WA14 3RX

Silverstone Classic **23/24th July** Silverstone

TR Register **30/31st July** Harrogate

Pip & Frank

NEWBURY

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We had a very good turnout at the end of May with cars which included Ian's newly-acquired white TR6 (all the way from Scotland) and Roger's back-on-the-road GT6 (all the way from Basingstoke). In all there were two GT6s, a Vitesse, a Stag, a TR3A, a TR6 and a TR7.

Camping weekend all planned - meal at pub on **Friday** evening at 7.30 with taxi shuttle from camp site starting at 7. Do your own thing on the **Saturday** with BBQ late afternoon/early evening, followed by an evening in the games room. **Sunday** lunch booked at the White Hart as usual for those who are eating on the way home. Dave and I hope to arrive at the camp site around 2-2.30 on the **Friday** afternoon.

We have booked a stand at the Newbury Racecourse show on **7th August**. Cars should be on site by 9.30 for the show to open to the public at 10. Dave and I will be going in from the normal meeting place outside the gate at 9 a.m.

Don't forget the TSSC International on the weekend **19-21 August**. If you haven't already told Dave that you are going please do so as soon as possible, so that he knows how many to expect and you will have space for your tent!

The meeting at the beginning of June was also well-attended. Thank you to all those who have donated prizes - it much such a difference to the size of funds! It looks like Patrick has sorted out his latest problem - it turned out to be the diff, bits of which he bought in a bag to show us! This in turn damaged the overdrive. Nigel revealed that he had a secret weapon for our annual judging of cars in the car park. Not sure what he meant by that, but will have a full report next time.

Next Meetings

13th and 27th July Starting about 7.30
at the Spotted Dog, Cold Ash

Events

1-3 July Camping weekend at Alderholt in the New Forest

7th August Newbury Classic Car Show

19th-21st August TSSC International at Stafford

Keep 'em flying

Mary and Dave R.

NORFOLK

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Hi everyone, sorry to have missed the last report, you did notice didn't you? I waited for our joint meeting with the TR mob, forgetting that this would take us over the deadline for the Courier, sorry.

Well the meet went well, mainly standing round in the car park talking cars with our TR colleagues. We had about 20 Triumphs turn out, including a Roadster, you know, the "Bergerac" car. We did have a very brief meet inside, reporting on some of the events of the past month, namely the Langham School Daffodil Day, cold & windy! The St Georges Day Run and David's Sutton Hoo Run, which was very successful, thanks Dave.

At the end of April, a few of us chanced our arm on the new Donnington Historic festival, wow what a winner! A truly great weekend for anyone who loves old race cars and wants to see them in action, and boy was there some action. I'm hoping Adrian will manage to collate the various pictures/videos etc that he has been given so that he can give us a film show later in the year (Please!)

In May having started on a high with Donnington we continued with the MGOwners Charity Club Run, again Adrian got some footage, Yellow John & Sue reported on the Henham Park Wings and Wheels Rally, another successful venture, together with the Sheringham Classic Car Show. The end of the month was rounded off by a weekend visit to the Laon Circuit Historique. A two day event, consisting of a rally through the local countryside, followed by a presentation in the town hall on the Saturday. The Sunday everyone parks up in the town

NORTH EAST NORTHERN IRELAND



TSSC AREA NEWS

until about 2.30pm at which point you parade your car around the circuit. I use the term parade loosely, as this seems to vary from a sedate 30mph at the start of the afternoon, to high speed bursts towards the end at about 5.30pm. However all is gratefully received by the onlookers, in fact everyone appears to be cheering and clapping to encourage such spontaneous and unusual behaviour! And as to the tale about yours truly racing Monsieur le President and Madam Mayor, what can I say he won!! (Next time)!!

June's meet will have taken place by the time you read this, so thank you John for standing in for me. The Bird In Hand is to be our permanent venue, however we will continue the habit of deferring meets which fall on bank holidays. This will mean that we will on those occasions join up with our TR Register colleagues for a joint meet. Perhaps we should endeavour to offer them a few challenges, such as a Yellow John quizz, or, well any suggestions?

Further events for **June:-**

24th - 26th Peak Run to Derbyshire, joining our Derwent Valley colleagues.

July:-

3rd The Second Red Coates Rally - Meet in ASDA carpark 9.15am for a further tour of Norfolk's lesser known byways! Please let Yellow John know if you are interested or phone me 07825994927, as I need to give an indication of numbers for the Coffee/meal stops.

4th Bird In Hand meet - Hope yesterday's run went well or I'm for it!

10th Charles Clark Run

17th Trunch Village Fete tel. Mick Hamer 01263 720922

17th Treasure Hunt - Organised by Graham Carr. Tel. 07766333453 (numbers are limited)

August:-

1st Club Meet

7th Helmingham Hall Festival of Classic Cars

13th - 14th Hoveton Lions Show

14th Stag Owners Club National Norwich Show ground attempting a Triumph Time Line (Stuart Holman 01502 711490 Email: timeline@socnational2011.co.uk)

19th - 21st TSSC International Family Weekend Stafford County Showground

21st Hunstanton Kite Festival & Classic Cars

28th Lowestoft Rally

That's all for now folks, sorry it's been a bit long winded, but I know Laurie is on holiday and not everything is on the website, so see you all soon and have a good summer with your Triumph.

Mark

ing as grandchild number 4 is due very soon. Hope everything goes well for all the family. Another returnee, after what must be 4 or 5 years, is Steve Edmond with his very late Spit 1500. Good to see you again Steve. His car was recently MOT'd with no issues at all.

Keeping on the 'new' theme. Some of our locals have been busy with new cars. Graham Payne has been busy preparing a Dolomite for his son to drive. Ian Longmire has bought a Herald 13/60 convertible. Saw a few pictures and he's done quite a lot in the two weeks he's had the car. Expected completion is 2012 sometime.

I also heard, but can't confirm, that Ken and Sandra are selling their Herald, seems that MX5it is sweeping the North East. They have one, Lynsey has one, Martin ditto, Kevan as well. Almost as common as Spitfires now.

It'll have just been the camping weekend as well, I was supposed to put in last month that it was Gangster & Moll themed on the Saturday, but forgot. I did put in that Mark Ramsey was doing the run, though that turned out to be a surprise for him as he'll be away, still there'll have been a run out from the site ending up at Killhope. Big thanks to everyone who has helped to organise this for the area.

Currently, the next area run out is up to Holy Island in **September**, there may be some other stuff before then, anything that gets organised at short notice will be sent out on the email distribution list I have or on the new area blog, which is, <http://tsscnortheast.blogspot.com/>

There's a gallery as well that should have some photos of the cars that turned up at the last meeting, might even have some of those who wimped out of putting the roof down when leaving.

Got to finish there, hopefully we get a bit more summer weather soon. See you around

Mark

TTOTM :- When your fuel gauge says 'E', don't ignore it, it might actually mean it for once!

NORTHERN IRELAND

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Well folks, June has come and gone and with it two of the biggest shows in the Northern Ireland classic car calendar (apart from Totally Triumph that is!) at Kilbroney and the AOV C Ballymena show. Unfortunately I wasn't able to make the Ballymena show but all things being equal and the 2000 passing the MOT, I was at Kilbroney!

Our big event in May was the Wicklow run and as usual, Stephan and Margaret organised an excellent weekend. We all met at Sprucefield for 10:30 on Saturday 28th May and set off for Woodenbridge in Co Wicklow. We had planned to stop for a picnic lunch at Newgrange, unfortunately the annual Slane Festival stopped us reaching our destination and we ended up eating at the Battle of the Boyne site!

We then headed off down the M1 to Wicklow, finally arriving at the Woodenbridge Hotel at about 5ish. That night we had our dinner in the excellent restaurant at the hotel and retired to our rooms in anticipation of the Sunday run that had been planned.

Sunday dawned grey but dry and we headed off on the run into the Wicklow Mountains, an excellent route had been

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Hi all. Nice turnout yet again at the June meeting, unfortunately the weather decided not to join the party, somewhat chilly as we started, dry and cool by the close.

As ever, people first. A new face, though not a club member, Rob Moore recently bought a Spitfire MkIV and absolutely loves it to bits. Nice looking car, few bits and pieces to do. Hopefully we'll see it and Rob again. We also welcome back Geoff Murray who also has a Spit 1500, this one has been on another international jaunt round Europe. Can't remember where this time, but in the last few years he's taken it to Portugal, France, Switzerland. Well done Geoff. Philip Tucker popped in as well, a while since his last visit. Might be a while till the next one see-



NORTHERN IRELAND . . . NOTTINGHAM

TSSC AREA NEWS

Northern Ireland Continues

planned that saw us climbing over the Sally Gap



The weather improved as the day went on and we ended up at Russborough House where we bumped into our colleagues from the Triumph Club in Dublin and I was reunited with my old Mk3 Spitfire and I am glad to report that she was looking as good as the day I sold her 4 years ago!! We also took the time to carry out some running repairs, my steering clamp bolt had worked slightly loose and as a consequence I was wandering a bit! Which is a bit unnerving in a big 6!

We headed back to the hotel and managed to keep the convoy together in an enjoyable high speed run!!

Dinner was again in the Hotel and we celebrated Alan F's 60th birthday in style with a surprise cake, a piece of which we all sampled!

Due to work commitments and to rescue the babysitters, we left on Monday and visited Powerscourt House and Waterfall and Bray before heading back home - an excellent weekend



and over 500 miles covered without a glitch!! Everyone else headed back up on the Tuesday - a great weekend had by all.

We had an excellent turn out at the club meeting for June, despite my best efforts to confuse everyone by printing the wrong date in the last edition of the Courier! Fortunately our members are smarter than me and managed to work out that the first Wednesday of June was actually the 1st June!! I will learn to read a calendar one day!

It was good to see Keith who is currently building up the courage to tackle his Mk3 Spitfire project, from the pictures it looks pretty solid and he has promised to have it back on the road for Totally Triumph 2012 - I'm sure everyone wishes him good luck with that!! It was also good to see Alan at the meeting, Alan is currently trying to source a 1300 engine to replace his defunct one, apparently his big ends have gone! It seems as if John Gill may have the solution as he has a Mk4 Spitfire engine available.

We also discussed the finishers awards for next year's show as Douglas has run out of ideas! To be fair he has been looking after this for the last number of years and has almost

exhausted the clothing catalogue! Any ideas would be appreciated by Douglas!

Paul R also reminded us that 2012 is the 50th anniversary of the Vitesse and Spitfire and that he is trying to track down an example of every model - should be a challenge, especially for a 1600 Vitesse in Northern Ireland!

Following up on Douglas and his errant TR6, after a day spent at Alan's garage, it turned out to be a non-return valve in the fuel injection system. It was cured and ran without fault for the entire weekend.

We also firmed up dates for up and coming events through 2011, these are:

16th July – Tulip Rally. Organiser: Alan French, details to be emailed.

6th August – Sperrins Run. Organiser: Douglas Hogg, details to be confirmed.

19th/20th/21st August – Stafford International Weekend.

10th Sept – Antrim Glens Run. Organisers: Stephen Kernohan & Douglas Hogg, details to be confirmed.

8th October – Mourne Glimpse! Run. Organiser: Alan French. Details to be confirmed.

9th November – Film Night. Organiser: Richard Rutledge. Details to be confirmed.

7th December – AGM.

Well, that's all for this month. Hopefully by the time you read this I have replaced my leaky noisy diff and am back to some quiet cruising! Looking forward to seeing you all at the up and coming events. Unfortunately I will not be at the next club meeting as I am on holiday!!

The next club meeting is on **6th July** at Nortel Social and Athletic Club, 8:00pm start – be there!!

Mark

NOTTINGHAM Tel. 07971 017012
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Hi all. May seems to have been a very mixed month..both event and weather wise!

We started off with attending the first Historic Festival at Donington Park. This was quite widely attended and with a little bit more notice for next year I think it could become a regular on our calendars. The following day we set off with many others from the area (and a few Hallamshire members) to Threosby Park for the Notts Classic Car and Bike show. On the way we had a few issues (Sue and Ron had wheel problems and Bill forgot that his TR3 doesn't run on diesel) but we did get there eventually and managed to put on a very creditable display. Many thanks to all of you who joined us and for those of you that didn't...you missed a cracking day.

The following weekend saw us pile into the cars again for the annual pilgrimage down to the South of England Meet. The weather was perfectly controlled by Guy and Suzie, who only allowed it to rain during the night! Apparently some of us may have drunk more than usual but rest assured after the ribbing I took, it won't happen again. The weather resulted in a fantastic turnout with some really special examples of cars turning up. The revamped Leisure Centre was a huge hit with the kids as well.

Nigel and I (along with Chris Gunby) also went to Classic Spa in Belgium to the first ever Classic event. It was a-m-a-z-i-n-g! More details in an in depth article in your next Courier. Our attendance there unfortunately meant that we missed the area meeting but I am assured that no one even noticed we weren't there!! Thanks Andy for holding the fort and Matt for producing

PETERBOROUGH SCOTLAND CENTRAL WEST



TSSC AREA NEWS

the newsletters.

Daren't write too much more because once again this is really late (oops) - just a quick reminder about events coming up:

July 16th/17th - Northants Weekend at Wicksteed Park
22nd-24th July - Silverstone Classic

13th August - Bruntingthorpe - contact me direct if you are interested in this event as it is invitation only

9th-21st August - Stafford

See you all soon

Claire

PETERBOROUGH

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What a cracking evening this turned out to be! It's not often in the UK that we can sit outside all evening without freezing our 'bits' off, but this was one of them and we made the most of it. The car park was full of some great looking Triumphs and we again drew an attendance of well over 20 enthusiasts. It is great to see so many of us using and enjoying these great cars as they should be - long may it continue!

It was lovely to see Colin Saunders back and full of enthusiasm after quite a break. Colin has just retired for a second time and will hopefully have more time to devote to hobbies now. He was also part of the Peterborough group that ventured over to Belgium for the Spa Classic event and kindly gave us an entertaining report on the weekend. It certainly wasn't without its problems as the day before leaving neither Colin nor Graham had cars to travel in. Graham's clutch problem on the Spitfire was thankfully sorted overnight by Mark and his team at Jigsaw Racing and Colin managed to get an alternative lift to retrieve his car from MW Restorations in Saffron Walden. The net result was that everyone made it to Spa but Graham and Brian were delayed by a day.

The event itself appears to have been a big success. The campsite was excellent with good facilities and friendly hosts. The circuit was also really good and some thought better than Le Mans in that it offers the challenges of some significant hills. The circuit laps were enjoyed by all but the point was made that there was no segregation of car types and you really had to keep your wits about you as some of the more powerful cars were moving considerably quicker than your average Triumph!

Colin summarised by suggesting he thinks this one will become a permanent fixture on the event calendar in future years and a worthy gap filler between the Le Mans Classic events. Better book early for 2 years time me thinks!

We have a couple more events coming up in the next month. First off is the Baston Car and Bike Show on **3rd July**. Doug is helping to organise this and has put a lot of hard work into it. He has managed to get the club van to come along and also Chris Gunby to be present to offer club car valuations on the day. Assuming this Courier arrives before the day then please try to get along to the Brudenell Playing Field in Baston. The show starts at 10am but participants can arrive from 8am. Details from Doug - telephone number 01778 560507.

As an aside I have promised Doug I will be attending Baston, so I have now given myself a deadline for getting the Vitesse through its MOT. I think I had better get cracking on it asap!!

On **July 10th** we will be making our annual trip to the Sporting Bears Charity Classic at Kimbolton Castle. As I am now unable to attend this year, I have handed the tickets over to Steve Abbott. You only pay for these on the day and it is £8 per car irrespective of how many occupants. Please get in touch with

Steve if you want a ticket. We only have a limited number and it's first come, first served. As usual the group will all travel to Kimbolton together and the meeting place will be our familiar layby on the A15 just off the Norman Cross Junction with the A1. Meeting time is 9am.

Doug is also championing a Peterborough area 'Ladies Night'. Despite some light hearted barracking last month the majority appear to be in favour of this in principle. We are planning to hold the event in **September** so expect further details over the next couple of months.

I think that covers all the news for the time being. If you don't yet have your area calendar another couple sold last night so we are getting through them. Please contact Doug, Steve or myself to reserve one. They are just £6 each and feature all the key show dates for the year as well as a bunch of oddball Triumph drivers from the Peterborough area!

Our next meeting is on **Monday July 11th** at the Bertie Arms, Uffington near Stamford. New members are always very welcome. We offer friendly banter, mouthwatering snacks (for free) and quality prizes in our monthly raffle!! Come and join us any time from around 8pm - if you can bring along a Triumph as well then so much the better. Hope to see you soon.

Cheers,

Paul

SCOTLAND CENTRAL WEST

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The June meeting went well, we are rapidly turning into the Spitfire Club as we had 4 present (Colin, Dave, Me and Jacqui) plus 1 Herald (John) plus 4 moderns. Good to see Jacqui's car at last, a very nice 1500. We all advised on bits and pieces and Colin even pumped up the tyres, he wouldn't do all ours! Another one on the road (hoping to come to the shows too). It is good to see other cars both for the Area and the owner who may want to see how bits fit or what is original etc. We are always willing to help (within reason, no gearboxes or diffs). The meeting went inside once the midges started biting. I am assured that Lochinch opening is back to normal. We went over the details for the next month (June) and a new show at Eglington Country Park in **July**. Stafford is nearly here so we will be having a group activity at the July meeting which is sure to be amusing providing it is dry; we will assemble, modify the sides and mark the poles of the tented village structure. Hours of fun. It has to all fit back in my Spitfire though.

We have a date for Kirkintilloch of **29th August**, that's all I know at present, but I should have details for next news.

As promised an account of our escapades so far.

Report on Dean Castle. It was pouring when I left the house unable to contact the show organiser. But it got drier nearer the venue; the last thing I strapped to the boot rack was the gazebo, just in case. We started to assemble the cars only to be moved about a few times, the bouncy castle took our space but eventually we settled and were ok to use the gazebo, which had no instructions in the bag. So six members plus some deduction and we had shelter. Dave kindly fired up his stove and tea and bacon rolls followed, thanks for that. We had six cars in total, Vitesse (David), Spitfires (Colin, Dave, me), Herald (John) and TR6 (John), so a good representation. The bunting went up and the flags were flown. We even gave away free



SCOTLAND CENTRAL WEST SHROPSHIRE . . . SOUTHERN

TSSC AREA NEWS

Scot Central West Continues

magazines. Enquiries about membership and cars are part of the shows now, there is an increase in interest in our cars. It started raining slightly, so the last minute gazebo idea was good. We did move the stakes to give us a bigger area a bit, but no one minded as we had bothered to turn out despite the iffy weather, we were complemented on this by the organisers, so back next year. Thanks to all who attended and the chef.

Report on Bridge of Allan Show, this was a late decision to go myself for a day out. The show was a gem, run by Stirling and District CC, with loads of different cars, autojumble, food and a camping area. This is a strong possibility for a camping weekend next year, a very good all round show, not too far away, but scenic. I met some members from the East coast who will try for Leven, good to see you.

I also visited a local show in Strathaven and had the privilege of meeting a Spitfire owner with his original 28k mile Mk3 car that he bought new in 1969, trading in an Austin. This was a completely unmolested original car just newly recommissioned. Although not driving now, still an enthusiast. I extended an invitation to the Hamilton show as it is local to the family, so we may have a guest.

Reports on Hamilton and Leven next month, along with the new Transport Museum. Entries for other shows are self explanatory.

Show Dates

Sunday 17th July - West Coast Classic Rally, Eglington Country Park Irvine. A charity event, pay at gate on day. New event.

19 - 22 August - Stafford International Weekend, The Big Top Scottish Camp, Stafford Showground. (Look for the big flag).

28th August - Kirkintilloch 800 Festival (Canal and Town Centre in Kirkintilloch. Details to follow.

17-18th September Selkirk Rally. We have been invited to join the Cumbria Area who have a stand and camping is available all weekend.

Saturday 22nd October Lenzie Auto jumble. Details to follow. New venture.

The rest of the info from the SVVF is at www.svfv.org.uk
Next Meeting is **Wednesday 6th July** at Lochinch.

The cars are now most definitely out for the summer, you are welcome at all the events, the organisers have been good about fitting everyone in and we are known for our continued support at events.

Remember Next Meeting is **Wednesday 6th July** at Lochinch. Come and see us at a show or at a meeting.
Hope to see you soon

Gregor G

SHROPSHIRE Tel. 07701 049881
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Our May meeting took place as usual on the **Third Thursday** of the month and that was well attended as is the norm now for Shropshire. Bill Bate took the lead as I was just not able to make it on that occasion.

I am told that a lot of time was spent out in the car park enjoy-

ing each the cars on show and sharing experiences.

The 2nd monthly meeting we now have for the summer period is also now starting to gather pace. This is run by Debbie and Tony and they meet at the White Lion Pub, Whittington, Nr Oswestry, North Shropshire. This is in addition to the main monthly meet at the Red Lion in Wellington and for the Summer months only. I went along and enjoyed the early summer evening's weather. A big highlight was the number of cars on show. We also had a white Stag drive past on what turned out to be a test drive. It stopped, reversed back to see what was going on, and then joined us! As a result we now welcome Steve Ditcher and his wife to the group and they are looking to maybe come along to some of our future events. Just goes to show you never know what is going to happen and who you will bump into. (pardon the expression!).

Well we are set to meet again in **July** and next month hopefully we can update you with regards to our plans for more group journey's that all are most welcome to attend.

For the time being then take care and enjoy every Triumph!"

David

SOUTHERN

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Hi All, another busy month has just slipped by and our first outing with of Neil F's organising, a trip to the Motor Heritage Museum at Gaydon.

Jackie and I in the Vitesse met Paul and son Barnaby in the TR5 and Neil and friend Matt in the GT6 at Tesco's at Winnal at around 9am, we then took the A34 to Newbury to meet Mike and David in the Stag, at the Waitrose car park. Paul had led the way up to Newbury with Barnaby navigating but were looking for someone else to navigate to Gaydon via the A roads and not the motorway.

As I don't have a Tom Tom, only a Jak Jak and she had difficulties finding the loos in Waitrose I thought it prudent not to lead. Unfortunately by the time we had reached Gaydon the weather had turned from sunny to chilly and overcast and had started to rain so, tops up.

The museum is packed with oddities and rarities from the B.L. era. The last Stag produced, the last Spitfire, the Lynx project (a 4 seater TR7) an SD1 estate. The state open top Landrover and Range Rover the Queen has used.

Also the Aston Martin used in Casino Royale that Daniel Craig rolled (yes it was all beat up) and a selection of Astons were on show as their factory is only up the road adjoining the Jaguar/ Land Rover Factory.

After spending several hours looking around the museum we headed home via a slightly different route taking one or two wrong turnings (good job I didn't use the Jak Jak) and me sweating that we weren't going to reach a petrol station as I was well into the reserve when we came into Hungerford and a petrol station where a white van nearly reversed into Neils GT. After fueling we got onto roads we knew a bit better and eventually peeled off in our own directions for home. A cracking day out, well done and thank you Neil.

Our roaming meet for May was the Jolly Drover at Liss, a well attended meet with 19 of us crammed into a small area. A good selection of cars, and Wendy was brave enough to bring the Vitesse. Some had eaten and enjoyed from a varied menu also a good selection of ales. On leaving the two barstaff came over and gave us a business card and said if we were going to call in again a larger tabled area could be put

TSSC AREA NEWS

aside for us. This could be a venue for a **Sunday** lunch later in the year.

Saturday 28th Jackie and I went up to Mark and Vanessa's to plan out our route from the Cornwall camping weekend, it took all of ten minutes for Mark and I to get a beer and disappear into the garage to check the progress of the 13/60 Herald convertible and the 2.5 S that Mark has been working on. It didn't take long before we were tracked down "we might have known you two would be out here" and "your not staying out here all evening".

After a very nice curry that Vanessa had made a quite a few beers later the route has been decided, more on this story next month.

Haslemere car show and Fringe festival was on Sunday 29th, not a huge show but a very popular one, with a varied array of cars of all ages. I went up from the afternoon in the Vitesse but Mike and Barbara (Stag) and Mike and Val (Healey 3000) had gone on the run in the morning. Wendy popped up with her daughter Fliss and grandson Theo.

June 5th, Queen Elizabeth country park Show, was disappointing weather wise as it was cold and windy but we did have ten cars on the stand (Healey 3000, Stag, Bond, Midge, TR4a, Spitfire MK3, Spitfire MK4, Vitesse 6 saloon and 2 Vitesse MK2 convertibles). Again a variety of cars, bikes and other vehicles, some of which you see year after year and others which you have never seen before. It was nice to meet Ann and Robin, from Eastleigh, who owned the MK4 Spitfire on our stand and which has recently been refurbished and hope to see them again at one of the regular meets. We also had quite a bit of interest from other owners of Triumphs who seemed keen to come and visit us at the meets as well.

Up and coming events for **July and August**

July 2nd Alton Show including the Herald Motor Show

June 30th – July 3rd Goodwood festival Of Speed (no Breakfast Club meeting this weekend)

July 5th Regular meet Seven Stars pub GU32 3PG

July 9th- 10th Ardingly Show, Haywards heath, RH176TL

July 16th Durrington village Show and Vehicle gathering SP4 8HH

July 17th Clandon Classic car show, West Clandon GU4 7RQ

July 21st Roaming meet, Pub with no Name AKA the White Horse Froxfield GU32 1DA

July 23rd The Ripley Event, Ripley Green GU23 6AA

August 2nd Regular Meet, Seven stars Pub GU32 3PG

August 7th Goodwood breakfast Club, Classic car **Sunday**

August 7th West Berks Classic vehicle Show, Newbury Racecourse

August 13th- 14th Wings and wheels

August 14th White Dove Show, Kingsley Sports ground, Sickleas lane, Nr Bordon GU35 3PD

That's all for this month, the rest of **August's** dates will be in next months Courier along with a report from the Cornwall camping weekend.

Take care

Mark

SUFFOLK

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****Announcement****

The next meeting on July the 5th will be the annual "Pack the Horse" night at the Sorrell Horse, Barham. (Weather dependant!)

There will be the usual informal "Concours" competition starting at 8pm, but this year with BIGGER and BETTER prizes than ever before.

Meeting starts slightly earlier than normal at 7:30pm.

As the area won some extra club shop vouchers in the monthly draw there will be 3 prizes this year, with a first prize of £25 of vouchers. It will be the usual format, you get to vote for the car you would most like to take home, and the one that you would leave in the car park at all costs. All the more reason to get the Triumph out, blow the cobwebs away and head for the Horse for a chance to win the big prizes.

Usual rules apply, no voting to leave my car behind in the car park, it's not fair on me, my excuse is I spend too much time driving them and not enough polishing them. Any hint of vote rigging will be frowned upon.

Finally you are just as likely to get a prize if your car is a minter or a minger, so come along.

If it is raining to much to hang around in the car park then it means my attempts at fooling the weather into thinking we weren't doing it will have failed, and we will postpone to **August** as usual.

One bit of good news is that Mike Hodgekinson is off to Canada next month, which means his well loved Dolomite won't be there, so that will be 1 less car destined to be left behind.

Anyway, enough of the sales pitch, back to normal business.

Peter was again enjoying his life of rest and relaxation since retirement and was off on holiday very early the day after the meeting, so didn't manage to get to the meeting, so I get the pleasure of reporting back the goings on this month.

A few of the local members went over to Belgium for the inaugural Classic Racing meet at Spa Francorchamps that was organised by Peter Auto, the same people who do the bi-annual Classic meeting at Le Mans. It was a great success, not only was an excellent campsite recommended (it is not yet an exclusive Triumph one like Le Mans) but also one-make parking was provided right in the centre of the circuit for the 80+ Triumphs that made the trip. It would seem that HQ's relationship with Peter Auto is paying off.

There was a new face at the meeting, who, along with his son, brought along his very recently restored Signal red Mk1 GT6. As always I failed miserably to write down your names, and they subsequently have leaked out of my sieve like brain. Hopefully we will see you back next month as your car deserves showing off, and the exams went OK for your son. And Peter will write down your names so we can properly congratulate you on the car.

Chris has managed to find a replacement engine for his TR6, that had a catastrophic failure as he went to park it on his driveway after buying it. Having re homed his Spitfire and Herald last month, that means there is space in the garage so the restoration can now start in earnest. Unfortunately the rest of the area news is subject to a Super Injunction brought to prevent publication of information that may be harmful.

All I am allowed to say is that a local member has purchased another Triumph, but has not told his wife. I am also allowed to confirm that he has not had an affair with any member of a Premiership football team, and that his unmentionables and a car door have been promised a meeting if he is discovered.

Don't forget, next 3 meetings are **5th July** (Pack the Horse night) **2nd August** (reserve Pack the Horse night) and **6th September**. Cheers

Colin



TSSC AREA NEWS

THAMES

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Hello everyone. It's been a hectic start to this years season. We have been busy at SEM, sorting out meeting points for Aston Chilton as we could not make it (on hols in Spain) only to find most had not booked it and decided not to go in the end (Sorry Carl (S.Bucks) who sorted out a club stand). We also had problems at Crystal Palace, well getting there and home, the show and racing were great. So read on & enjoy Social Evenings at the Fox & Castle

12th May - On this fine spring evening Julie and I are in the Vitesse on our way to the meeting at the Fox & Castle. Once there we are greeted by George B, John C, Martin & Cynthia, Dave L, David H, Chris C, Andy & Paul, Tony H, Mike H, Mark M, Ollie & Nikki, from Southern Area visiting were Mike & Mark G, and a big warm welcome to Charlie C on his first visit, he is the proud owner of a lovely looking GT6 Mk3. Other Triumph's in the car park were Martin's Spitfire 1500, Chris's Spitfire Mk3 Andy's Stag, Tony's TR8 coupe, Mark's Stag, Mike's Herald 13/60, Mark's Vitesse Mk2, Ollie's 2000 Mk1 Estate, Charlie's GT6 Mk3 our Vitesse Mk2. After our meal Vince our landlord brought out a birthday cake surprise for Julie (21 yet again) along with a signed card from us all and a cutlery set that was unclaimed from the SEM raffle (well she said that they were nice). Somehow the cake managed to go around the group. Work on our Triumphs has been:- Martins Spitfire 1500 has hopefully stopped leaking petrol. Chris Spitfire has got new points and horns. Julie's raffle winners this evening were: Mark won a can of WD40, Chris won a Bottle of wine, Mike won a pack of insulation tape, Dave won a set of BBQ tools, John won a screw driver set and Charlie won a pack of bath roses. A very busy and hectic night but very enjoyable.

26th May - Well I had intended to use the Vitesse this evening but was greeted with a flat battery so ended up in the euro box. Julie is feeling poorly so stayed at home. At the pub I had the company of Rob W, John C, George B, David H, Tony & Penny, Mike H, Mark M. A big welcome to John S who owns a Herald 1200 convertible, and to Neil J who owns a lovely looking TR6. Triumph's in the car park were Tony's TR8 coupe Mark's Vitesse Mk2 Saloon and Neil's TR6. Work on our Triumph's has been Rob's Mk1 2000 has got new old stock gauges fitted. David's Spitfire had a oil and filter change. Mikes also serviced his Herald 13/60 convertible (which is now up for sale) Neil has a Vitesse 1600 convertible for sale (spares or repair). No Julie so no raffle much to manys dismay.

Show & Events Reports

6th May SEM - Friday afternoon the Vitesse and caravan are hitched up and we are just loading up Julie's eurobox with the show equipment before heading off to Leatherhead, little convoy snakes through the back roads to the showground and we arrive late afternoon. Guy & Suzie have already set up their home for the coming weekend and George and Chris are doing the same. We abandon to eurobox with Guy and start to set up our Rapido for the weekend as well. Once settled we head in to town for supplies returning in time to help demolish a fish & chip supper (many thanks Guy & Suzie). Later that evening we gather around George's campfire to enjoy a chat and drinks, watching more campers turn up and set up their weekend

THAMES

homes. That night the rains fell and the pattering on the caravan roof sends us to sleep.

Saturday morning we awake to lovely sunshine, refreshed by a warm shower in the recently refurbished leisure centre, I cook breakfast for Julie and myself. With the show ground ready for the big day on Sunday we enjoy the day in town and relaxing in the sunshine. That evening we enjoy a meal at the local Weatherspoons pub and later join up with friends also dining out before returning to the campsite. There we huddle around George's fire some sheltering under the gazebo from the rain, other's in chairs under big umbrella's supping beer and feeding the fire. Soon sleep beckons and we retire

Sunday morning after a lovely shower, we are ready to start the day as the auto jumblers turn up and set their pitches, then the Triumph's start arriving and I assist in there parking, rows of Herald's, Vitesse's, Saloon's, Sport's, GT6's and Spitfire's and the like. Julie manages to get me breakfast sandwich and mug of coffee in between the onslaught of Triumph's. By one o'clock and I am on a break, time to fry up a leftovers meal, wander around the show meet and greet friends. The Kettle has been on most of the day with Julie making tea's and coffee's, Andy and Paul running for more supplies as we run short (thanks guys). After the awards and prize giving had finished we start to pack up our weekend home and collecting up the equipment that we brought with us. We had a smashing weekend. A big thank you to Guy & Suzie see you next year.

28th May - With a fully charged battery, fluid levels checked, car loaded up with show equipment and camping gear and folding caravan attached to the Vitesse, Julie and I take a leisurely drive into London heading for Crystal Palace for the Motor Sport at the Palace. On the way up we hear a rumbling from the back of the car (much like running over cats eyes) a quick check and we can't see anything obvious. So we carry on soon after there is a bang and lots of clattering as one of the roto-flex bolts sheers off and departs the Vitesse, bouncing down the road behind us. Dilemma time, it's further home than it is to the show so we limp onwards to the palace. Once there we start to set up the caravan in the evening sun, once set up I get into the Vitesse to park up next to our weekend home and get nothing, flat battery again! We soon get some attention when the bonnet is lifted up. We get offers of a jump start and a test for the battery which confirms the power is going in but nothing is coming out ...its dead, popped it's clogs. We head off to find a restaurant as its getting late and find comfort in eating and drowning our sorrow's. We ended up in an Italian restaurant called "Fresco" and have a wonderful meal, then we pop in to a pub on the way back and catch the start of a live band. So tummies full up, refreshed and relaxed we head back to the caravan to sleep it all off.

Sunday morning we manage to get a push start and drive to the show field. There we start to set up our pitch, TSSC banners, flags and bunting around the gazebo, on stand we have Tony & Penny in their TR8 Coupe, Rob W and tribe in their Mk1 2000 Saloon, Chris C in his Mk3 Spitfire who kindly lent me a set of jump leads, and our Mk2 Vitesse convertible. We had a surprise on spotting a very familiar Triumph Acclaim in the car park and later on met up with Ashley and son. There was over 180 classic cars on show as well as a display from Brooklands Museums motor cycles. The cars taking part in the sprint racing were also accessible to the public, ranging from single seated car with motorbike engines to LPG powered cars seen on the roads today. Racing on Sunday there were two Triumph Vitesse's and a Standard Vanguard Vignal (although I didn't see the Standard on the track). The racing was very

entertaining and the day passed quickly. We nearly lost the gazebo a couple of times to the wind and took it down after a while, but it was very pleasant when the sun shone through. After the show closed for the night and the other returned home Julie and I had a meal in a Chinese restaurant (two mouth watering meals in a weekend, I know how to spoil Julie). Julie opted for sweet and sour chicken which came in a hollowed out half pineapple shell. It was all very tasty.

Monday morning and after a healthy muesli breakfast we pack up our folding home. Julie managed to get a car load of fit men to push start the Vitesse. We hitch up the caravan and make our way to the show field. Today there is only Chris and Us to hold the TSSC plot and we set up the usual decorations of banners, flags and bunting around the gazebo, which was securely tied to the caravan. The racing is just as entertaining as yesterday with just one Vitesse and a TR8 up holding the Triumph banner (motor bike engine cars not included). We are joined by Julie's daughter and son with their partners today and they all enjoyed them selves. The rains held off until the end of the day as we started to pack up and head for home. We were limping back through the streets of London until the roto-flex gave up the ghost half hour later. Luckily Footman James & National Rescue got us home.

To follow next month report on Woking Hospice show Our next meetings at the FOX & CASTLE are from 8 pm in June on the 9th & 23rd and in **July on the 7th & 21st**. Please come and join us for a warm welcome or call me on 07773623807.

Up coming events are:-

July

- 3rd Heathrow Classic Car Show Cranford
- 7th Social Evening at the FOX & CASTLE Old Windsor
- 9th Ardingley Vintage & Classic Car Show Haywards Heath
- 16th Ash Fun Day & Classic Car Gathering Ash
- 17th McMillan Cancer support Classic Car Show West Clandon (New)
- 17th Uxbridge Auto show 2011 Middlesex Showground
- 17th Darling Buds Classic Car Show Ashford Kent
- 21st Social Evening at the FOX & CASTLE Old Windsor
- 23rd Ripley Event Ripley
- 23rd Bracknell Classic Motors Show Bracknell
- 24th Ash summer fair & Car show Mytchett
- 24th Amberley Classic Car Summer Picnic Amberley West Sussex

August

- 4th Social Evening at the FOX & CASTLE Old Windsor
- 13th Wings, Wheels & Steam White Waltham
- 14th White Doves Collectors Transport Show Kingley Hampshire
- 18th Social Evening at the FOX & CASTLE Old Windsor
- 19th TSSC International Family Weekend Stafford
- 20th Capel Village car & bike show Dorking
- 21st Cranleigh Classic Car Show Cranleigh
- 27th Egham Surrey Royal Show Egham
- 27th Rudgwick Steam & County Show Horsham
- 28th Wings & Wheels Dunsfold
- 29th Woking Summer Festival (TBC) St Johns

Mickey & Julie

IMPORTANT NOTE

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

The new season is just a few weeks old – and already young Sam Evans and his Spitfire are candidates for what will surely rank as the Great Escape of the year.

Having completed the 130-mile Prestatyn classic run on May 29, Sam called in at the family caravan, before heading home. As he was leaving the site his Spitfire did the dying duck routine – a front vertical link snapping and the Spit flopping down on a collapsed front wheel, in need of a recovery vehicle.

Just a couple of hours earlier Sam had been driving, with his usual youthful exuberance, through Snowdonia, down the intimidating Nantperis Pass. That link could have collapsed anywhere... Examination of the broken item revealed severe pitting, suggesting neglect in the past. Needless to say, Sam has replaced BOTH links! The message is clear – keep oiling those trunnions.

Sam's Spitfire had already made an impression in other ways. En route to the May monthly meeting, Derrick, in his silver Spit, admitted to a little difficulty keeping up with a certain yellow projectile. The reason was revealed at the Crown, when Sam opened the bonnet to reveal his TWO twin-choke Webbers. It's a great relief to us all that Sam and the Spitfire have come through unscathed, even if it did mean he had to use his MG for the Bank holiday show.

The Prestatyn two-day event was the usual resounding success. Organiser Tim Williams, a good friend of our group, helped us out with some late entries and we turned out twenty cars for the Sunday run and 17 for the Monday show. And it was good to see other members, too late to enter their cars, turning out in support. The organisers appreciate our support and they showed it by creating a special cup for what they decided was THE SPITFIRE, Derrick's Bullet. The judges look for originality, but recognised class by producing the trophy for Best Personalised Sportscar...

Talking of personalised vehicles, as I wrote these notes a clap of thunder in the driveway signalled the arrival of (who else?) Derrick on the silver Daytona. That lovely machine was on its first outing since 2006. And they suggest that my flying exploits should be referred to Age Concern!

There was also much interest at Prestatyn in Gareth's FWD 1300 saloon, which he brought along because his five-speed GT6 is still being fettled by Brian. The 1300's pristine interior was much admired.

Member Cliff from Holywell produced another time-warp machine, a 1953 Standard Eight, in its day the cheapest 4-door saloon on the market. It was dubbed the Woolworths' model, as it had no bootlid, luggage was stowed by lowering the back seat squabs, windows were sliding opening and things like mudcaps and nearside wiper were optional extras. There was no ignition key, just a tiny turn switch and the indicators were the old semaphore arms. Everything worked, Cliff pulled the starter and the little 803 cc SCE (Small Car Engine) buzzed like the proverbial sewing machine. With it, he has all the original purchase documents, service records and a huge dossier of invoices. That's pure history!

It's been a good month for new faces and we welcome them all. Darryl Teaves from Penley has finally found his new Triumph, a well-preserved 13/60 saloon he found down in Pembrokeshire.

He reports it drove back without missing a beat and he's since



NORTH WALES . . . SOUTH WALES WEST MIDLANDS

TSSC AREA NEWS

North Wales Continues

supported us at Llay and on the Prestatyn run.

Our satellite meeting at our new St Asaph HQ, the Plough, was our best yet. We had eleven at our meeting, with six Triumphs and Debbie's delectable little Smart sportster in the car park. Among them were Andy and Helen, now living at Penrhyn Bay, who have just bought a lovely, low-mileage 1967 Spitfire MK2 from Geoff at Warrington, complete with wires and works hardtop. Andy is an old pal of John Kipping and has been a member since 1978. He's member number 402! Another new face was Alan from Old Colwyn, who's just unearthed a very early 1600 cc Vitesse saloon in very nice condition. But he wants an overdrive gearbox.

I gather there's been some internet (whatever that is) ribaldry about Roger and I attempting to become pilots. Currently our flying logbooks record us as lowly PUTs (Pilots Under Tuition), but when our aero club acquired a new Cherokee, we decided, with fully-qualified Sam, to fly it down to Gloucester and Oxford and Mike came along to film the whole operation from the back seat.

The DVD, when released, was described by someone as Last of the Summer Wine Takes to the Air. Well, we should warn that the next Dambusters' Mission could easily become a certain farm near Llansannan. And I might yet have to spill the beans on the naughty boy who got told off by a dinner lady at Prestatyn. Watch it, mate!

Bob

SOUTH WALES Tel. 01656 861709 www.triumphwales.moonfruit.com

Well after such a glorious April the start of May was hopefully to be a continuation of the early summer which will see the start of the Classic Car Show season.

For many years now TSSC S.Wales have made an effort to



support the "Pencoed" show and this year was no exception! We had 8 members cars on display 5 x Spitfire's, 1 x Dolomite, 1 x Herald, 1 x TR6 all displayed under the Area's new Flags, banners and Regalia with a catering Gazebo in support expertly run by Gaynor and Barbara who kept the group fed and watered all day. The weather during the previous 24 hours was torrential which reflected in the lower than usual number of attendee's at the show, however our Triumph display brought a good deal of interest and will hopefully result in some more new members. The time just flew by and at 4:00 p.m. we all packed up and went for a short drive to the promenade in

Porthcawl where we met up with Howard & Carol who were unable to attend the show. After dining on an excellent "Fish & Chip" supper we all took a stroll along the promenade made more interesting by discussions on how the show went, the pleasant evening sunshine and Italian ice cream!

Other points of interest in the group are the Summer **Thursday evening** "Fish & Chips" runs, please look up the area website for details, also details of the **Monthly Sunday** runs will be posted on the website, or ring our A.O. Jon Cronin.

A note for your diary, **Saturday the 13th of August** is the return of the Historic Car Rally to "Walters Area" in Glyn Neath, last year I saw a TR4 being driven most entertainingly and I thoroughly enjoyed the old Classic's being put through their paces!

Don't forget to check the website <http://triumphwales.moonfruit.com> to keep up with what's going on.

Cheers

Gwyn

WEST MIDLANDS Tel. 07969 024999

I have some bad news to start this months report for the West Midlands Area. I have no doubt that you may have read earlier in the 'Courier' about the sad loss of one of our colleagues, Tony Spicer, who died recently aged 54 years, after a long illness. His funeral was held at Streetly Crematorium on Thursday 9th June 2011, and I am pleased to report that the West Midlands Area was represented by a number of members who brought along their Triumph motor cars as a sign of respect to a fellow Triumph enthusiast.

Our meeting on Tuesday 7th June 2011 was again another great success, 45 people in attendance with 22 cars on display. This month the most popular model in attendance was the Vitesse Convertible with 6 on parade. Two other superb Triumphs to pay us a visit this month were a magnificent Bond owned and driven to our meeting by Jim Bagley from Dudley, and a 1947 Triumph Roadster owned by John Barrett. Both vehicles created a lot of interest as you can imagine, we were very pleased to welcome them to the club and hope they will return many times. Also visiting us was Pat Short from Kings Heath who is looking for a 13/60 convertible, and Peter Jones a local Great Barr lad who has a 1200 saloon in restoration mode at the moment.

Welcome to you all and come and see us again soon, we would love to have you amongst us as a regular.

Our monthly raffle was great success again raising funds for the club which I have no doubt will be spent on eating type goodies at the August International at Stafford. Many thanks to everyone who took part, especially Liz who manages to persuade folks to part with their cash.

The International at Stafford will soon be with us and the West Midlands Area will again be camping on site from **Friday noon** to late afternoon on **Sunday**. It's a great family weekend which I can highly recommend to everyone. We eat drink and be merry, as well as joining in with all the events activities. On **Friday** night there will be the usual race night, when you can have fun placing bets on the horses, and **Saturday** night is party night and this years theme is the 1980's, so dig out that old gear and be prepared to have a lot of fun. The bumper cars will be there once again and catering vans late into the night. The West Midlands team will be assisting at the event as we always do, performing duty on the front gate **Saturday** morning and manning over the weekend the 'Bring and Buy' stall.

WIRRAL WORCESTER . . . NORTH YORKS



TSSC AREA NEWS

On this stall visitors to the International will be able to bring along unwanted parts and spares and offer them for sale for a fixed fee and commission.

So start digging out all those unwanted bits and pieces which you have been wanting to get rid of for ages and raise yourself some cash.

Next meeting the West Midlands Police Social Club on the **21st June** and then back to the Drakes Drum on **Tuesday 5th July 2011**. Hope to see you and your car there....Cheers.

Roger the Dodger

WIRRAL

Tel. 0151 339 4150

Hi everyone, as I write, the inter area meeting is two days away, so I am hoping for a good evening at the Cottage Loaf, however, due to the deadlines for the Courier the report for this event will be in the **August** write up.

This month has a few events on the calendar, the main ones being the Clwyd Practical Classics Show at Caerwys on **Sunday July 10th**, an evening run into Cheshire on **Friday July 15th** departing the Tudor Rose at 19:30. The Wirral Historic Vehicle Rally on **Sunday July 24th**, and the TR International at Harrogate on **Sat/Sun 29/31 July**. I suspect the usual group of people and cars will be travelling up to Harrogate to camp for the weekend.

That's about it for this month, so take care and see you soon.

Andy

WORCESTER

Tel. 01384 279686

www.tssc.org.uk/worcester

First of all, apologies for no write up for May but due to the Bank Holiday our meeting fell after the cut off date for the Courier input.

We had a small gathering on the night of the meeting and an even smaller gathering on the wrong night the previous week (eh Richard!).

Andy B reported back that the joint Drive It Day was a great success and everyone had an enjoyable day out.

Apologies for the June meeting were received from Barry, Richard & Di, Nick and Bev who are all enjoying their hols. Luckily the weather was pleasant and I even managed to get the Spit out and drive to the meeting and we were joined by several other club cars and even Richard in his rather smart but NOT Triumph acquisition!

The majority of the meeting was held outside but as the evening grew cooler we retreated indoors at the request of John B.

Members talked about the Laon trip and a generally problem free weekend was had together with good weather. Unfortunately 'Ted' did have some car problems but still enjoyed his first trip to Laon.

Richard D has offered to undertake an Elan Valley run this year. Hopefully he shall be able to organise this on the **August Bank Holiday (Mon 29th)**. Plans are to meet at the American Style Diner on the ring road outside Leominster.

Further information can be obtained from Richard.

John B unfortunately is unable to find a suitable date to undertake his planned run so we hope we may be able to do this some time in the future.

Cheers and see y'all on **4th July**.

Step

NORTH YORKS

Tel. 07766 354449

Hi everybody. Well the first resurrected camping weekend went very well. The weather was entertaining and we managed to pack a heatwave, hailstones and rain all into one weekend! The campsite was actually very nice and was situated in the middle of Dalby Forest. Martin and Helen in the Stag and Ed, Jill & George in the Herald joined our little camping expedition. The run went well with the impromptu gathering at the 4 rabbits, not the three foxes? ah well we think the pub had a rabbit and a fox in it somewhere! Bob & Anne, Jeff & Janet, Grace and George and Brenda from West Yorks joined us and the pub was open for refreshments which meant that every ones "levels" were correct prior to setting off. Jeff and Janet's mystery run to Flamborough was great and Grace helped by modifying the A64 crossing point. It worked so well I didn't even notice we'd crossed it! The meal at Flamborough was nice and we had a great time having a wander around. North landing was next stop with Grace's new Welsh Spaniel, Belle having a play on the dog section on the beach whilst Ed, Jill & George played sandcastles. Everyone else decided on a cuppa and a rest!

The run back was uneventful apart from my wipers deciding to just stop and Jeff having to actually put his hood up!!!! (Much to Janet's long awaited relief!)

The pub meal was excellent and we were having fun until it suddenly dawned on us that a sign had said the Dalby forest road was locked at 8pm! not good to remember at 7.45pm. I promptly shot off to beg forgiveness. One chap in the car park was entranced by the GT6 exhaust note as I set a new record for the trip! All to no avail as there aren't actually any gates!.....

Sunday was a leisurely pack up and a run to York where we arranged to have a Sunday lunch at the Tanglewood where we were joined by Brian. Brian shot off to the rescue for some tools to help fix Jeff's Vitesse which had a flooded float chamber but we managed to fix it temporarily by the time he got back. Thank you Brian your help was appreciated.

Sherburn was a bit subdued this year as the weather closed in and made it a damp squib. There was flying in the afternoon but I think all that went were too cold to stay! One year that event will get the weather it deserves!

Events are now all finalised please note the date change for Hubby show and note it clashes with the TR show. They are always last minute when it comes to advertising!

Events / club nights

Monday 11th July - Club night at the White Swan Deighton, South of York on the A19

Monday 18th August - Club night at the White Swan Deighton, South of York on the A19

Saturday 2nd of July - Longmans Hill School Fête, it's a nice relaxing couple of hours and it's in Selby.

July 9th / 10th 2011 - NYMR railway Vintage Steam Weekend at Levisham. I will be sending the block booking in as usual, (Don't forget George needs engine volunteers!)

I now have booking forms and will be sending a group booking for LEVISHAM after the April meeting.

It would be good if the area had a trip to the TR Register weekend at Harrogate, it is on our doorstep so would be good to support the event as everyone knows the big Triumph shows are always in the South and clash with local events, dates are **29th - 31st July**. Camping and B&B are available. Plus we have been invited as the local TSSC area



TSSC AREA NEWS

North Yorks Continues

Sun 31st July - Hubby and Sutton Show - They have finally announced their date (even I'm more organised than they seem to be!) I will have the forms ready for the **July** meeting!

Saturday 27th August 2011 Cawood Craft Festival

That's all this month

Rich

SOUTH YORKS Tel. 07980 010741
www.southyorkshire-tssc.org.uk

With the season in full swing, SY TSSC continues to enjoy getting out and about in our cars and enjoying the Triumph scene.

The North Yorkshire Triumph Weekend at Runswick Bay near Whitby saw a great turnout, with thirty of us in 8 Triumphs, and a few moderns to hold all the camping gear! After pitching up, we had a respectable stab at the Friday night quiz at the meet n greet. On the Saturday some of the crowd headed off on the run across the Moors, whilst others went into Whitby for a bit of retail therapy. Ok, hailstones were a bit of a surprise, but thankfully short lived. We met up back at the campsite for a BBQ cook off, before heading up to the marquee for the live band in the evening. Sunday morning saw the usual flurry of last minute waxing, before the cars assembled for the informal concours. Another great weekend - bring on Stafford - Remember to look out your legwarmers!

The Hallamshire run to the East Yorkshire Thoroughbred Classic Car Show at Sewerby Park nr Bridlington was another Triumph, with around 300 classic cars converging on this historic hall, nestling on it's spectacular cliff top setting.

There's another one on the **28th August**, so we might just pop along again.

Meetings continue to be well attended with a growing number of Triumphs now appearing in the car park with 11 at the last count! Congratulations to John n Maggie for winning the May's music quiz and Kate n Spike for all their help. John and Maggie then set their own challenge for June's meeting and well done to George who won the day.

By the time you read this we'll also have been to the Brodsworth Hall Classic Cars for Father's Day event, so I'll let you know how we get on next time.

So what does the next couple of months hold in store for us? Well in **July** we've the Club meeting on **Tues 5th July**, Rescue Day **2011** on **Sat 9th July**, a fantastic "free" day (donations to Help for Heroes, the Air Ambulance and several emergency services charities). All the major emergency services hold "live" demonstrations to show what they do and how they do it; an action packed day! Held at 7 Lakes Country Park, Crowle off J2 of the M180. Please see www.rescue day.com for more details.

Then there's the Hallamshire Meet's on **Mon 18th July**, our Noggin n Natter on **Tues 19th July**, and Julie n Steve's Anniversary Party on **Sat 23rd July**. Finally there's the Doncaster Classic Car & Bike Show held by the Traditional Car Club of Doncaster & Rotary Club, on **Sun 24th July** at Doncaster School for the Deaf, Leger Way (opposite the Racecourse) DN2 6AY. This event is well worth a trip out, with a wide range of classic cars, bikes and commercials and lots of family entertainment, including live Jazz music, autojumble, children's rides and a BBMF Lancaster flypast. Please see

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NORTH YORKS SOUTH YORKS . . . WEST YORKS

www.doncasterclassiccarshow.co.uk for booking forms and more details.

In **August**, our meeting's on **Tues 2nd**, Hallamshire's is on **Mon 15th**, our Noggin n Natter & Kidz Klub on **Tues 16th**, Stafford's on **19th-21st** and our return trip to Brodsworth Hall on **Sun 28th**.

So quite a lot coming up again. Hope to see you soon!

Paala
x

WEST YORKS Tel. 01274 781814
www.tssc.org.uk/westyorks

Hi All. We had 27 members on the last club night, the first half was in the car park as it was warm with 8 club cars with bonnets up and a lot of chatting going on.

I must apologise for not introducing new members to the club in last months meeting, Martin Baines and his son Richard. Richard bought his Spitfire from Martin Appleby of our Club and I hope Richard enjoys it as much as he did. His dad Richard runs a TR6 and we all hope you both come to the shows and runs with us. I think the quiz must have been a little hard for you all as I had to give out an instant red card as one man was looking the answers up on his mobile phone! This was taken from him for the rest of the quiz, when it came to totting up the answers he had double what anyone else had so the prize was given to the runners up. I may not have good hearing but I can see what is going on around me.

As you may remember Bob and Brenda's 13/60 convertible was in a back end shunt as it was returning from having some bodywork and a re-spray done over winter. The damage to (Hetty) was Rear Valance, Rubber Bumper, N/S lower rear wing valance, N/S rear over rider, N/S reversing light all with new parts, Boot floor and well repaired. All this came to Approx £800 in parts plus £400 Labour but looks very good in the end so enjoy it now as you both have done in the past.

By the time you are looking at this we will have had the 21st Dales Run and the club stand at Broughton Hall Game Show. Both write ups will be in the Courier at a later date

It has been CONFIRMED, the date for the open day and BBQ at the RNLI at Spurn Point will be **6th August 2011**, this is open to all that donated to our charity for the RNLI.

But please be aware that due to recent government cut backs to their funding the Heritage Coast may charge £3 per car for access to Spurn.

Keep your Triumph wheels turning

Alan

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 8th of Month please

TSSC Northants

STANDARD & TRIUMPH RALLY

15th 16th & 17th July 2011



**Day
Entrance £6.00**

Camping: £15.00 per pitch per night

TSSC Northants Standard Triumph Rally is an fun packed family weekend for any Standard Triumph enthusiast. The event is held at Wicksteed Park, Kettering. Wicksteed is Northamptonshire's premier entertainment park and events venue.

Saturday is the time to get out and drive our cars. A Tulip route is provided so you can discover the most beautiful parts of the Northamptonshire countryside. The route ends at a beauty spot where you can enjoy a lunch in a local Inn. Saturday evening is our Big Feast BBQ.

A great time to relax, catch up with some old and new friends.

The main rally is held on the Sunday at the Arena field. The concours has ten categories with awards for all ten. The most coveted award is the dirtiest wheels and is greeted with the biggest cheer.

We pride ourselves on being the friendliest and most welcoming rally and that's why people come back year after year. Do make a date to join us for 2011 rally. You'll be glad you did!

Wicksteed Park

Barton Road,
Kettering,
Northamptonshire
NN15 6NJ

Contact Adam Easton

01933 229992

Email: tssenorthants@aol.co.uk



Event Sponsor

Jigsaw Triumph Specialists

Visit www.standard-triumphrally.co.uk for more Information

THE WORLD'S BIGGEST CLASSIC MOTOR RACING FESTIVAL

**22, 23, 24
JULY 2011**



Over 800 historic and classic race cars

Over 100 years of racing

Over 20 races on the brand new
F1 GP circuit

6,000+ classic cars on display
from over 100 clubs

Access All Areas
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and hot air
balloons



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concerts
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TICKET OFFER AND TO OBTAIN YOUR CLASSIC CAR INFIELD PASS USE THIS**

BOOKING CODE: C11083 EARLY BIRD DISCOUNTS END 31ST MARCH 2011.

Leicestershire & Rutland Triumph Sports Six Club

Proudly Present



28th



Sunshine Rally

Sunday 14th August 2011

Brooksby Hall Leicestershire

Admission £4.00 per person

Children under 16 Free if accompanied by an adult





CAMPING WEEKEND

Lincolnshire



**JUBILEE PARK
WOODHALL SPA**
September 2nd ~ 4th
2011

Join us for a relaxing weekend away, and take part in as much or as little as you want.

Convoy on Saturday

Phil's Fiendish Quiz

Raffle

BBQ

Convoy on Sunday to nearby pub for Lunch and goodbyes

	Price	No Req'd	Total
Weekend Ticket per unit* (2 nights)	£24		
BBQ per person	£4		
Electric Hookup	Free		
Grand Total			

*A "unit" is a tent, caravan, yurt , or what ever you sleep in (any number of people per unit)

Please make cheques payable to "LINCOLNSHIRE AREA TSSC"
and send them with an SAE to

Garth Jupp

16 Hermes Way

Sleaford

Lincs

NG34 7WH

Tel:01529 307302 or email garth@juppy.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

Imperial
War
Museum

Herts & Beds Area
Present the 18th
ALL TRIUMPH DAY
at
DUXFORD

Discounted Admission
£10.95 per person

£10.95 Duxford IWM + £1.00
for Herts & Beds Lucky Number Draw

Normally £16.50 per person
FREE TRADERS PITCHES

Under 16's go Free

Discount entry kiosks Close at 2pm.

Museum Closes 6pm.

Gates open 10 am



Location - Jct 10. M11
Sat Navs use CB22 4QR

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations
Traders must Pre Book Space
Any Enquiries 01582 750943

To qualify for Discounted Admission, arrive before 2pm and be in your classic,
OR have a copy of the advert, or your valid Car Club Membership card.

NOTTINGHAMSHIRE TSSC & CHURNET VALLEY RAILWAY TRIUMPHS AND TRAINS DAY



Sunday 2nd October 2011

Nottinghamshire TSSC & the Churnet Valley Railway present their 4th Triumphs and Trains Day at Froghall Station, Froghall, Staffordshire.

Join in for a 10 ¼ mile round trip through the Churnet Valley, known locally as "Little Switzerland" behind a heritage railway train for the day, enjoying the sites of restored railway stations, working canals or towpath walks. The CVR will this year be running a special service over the recently reopened Moorland & City Railway branch line to **Cauldon Lowe** on the day. This service is optional and departs **Froghall at 10:30am** (an additional fee of **£5 per person** is charged on the day) offering a further **15 miles** of railway on a very steep climb. Please note this will be a 2 ½ hour round trip and on this date is timetabled to be the Diesel Multiple Unit. Normal services are expected to be steam hauled on the CVR Service on this day.

Our car display will be situated in the car park at Froghall station, which will only be open for access to TSSC cars. Services will run from 10:30am to 4:30pm.



Booking form for Triumphs and Trains Day 2011

Name

Address

..... Post code

Phone No E-Mail

Registration No

Vehicle Number attending

Cost **£5.00** per car for driver and **£5.00** for the first passenger, offering "Day Rover" ticket on the CVR. (A saving of £12 for two seater car, eg Spitfire, TR6 etc.)
(Further passengers will be charged the full rate of £11 Adult, £9 Senior Citizen and £5 child)

Please send application form together with cash or cheque made payable to

**Churnet Valley Railway (1992) plc to:
TSSC T&TD, c/o Andy Sollis, 39 Whilton Close,
Sutton-in-Ashfield, Notts, NG17 3BF**

Telephone enquiries: Andy Sollis (TSSC) 01623 554212 or Ken Lupton (CVR) 01298 24992

(Disclaimer - The CVR cannot guarantee a Steam locomotive service and reserves the right to substitute with a Diesel loco with no prior notice)