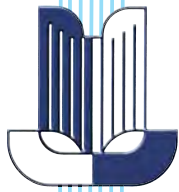




THE
TRIUMPH
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CLUB

International Family Weekend

18 & 19 August 2012
Stafford County Showground



50th Anniversary

VITESSE



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YEARS**

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Triumph Sports Six Club

The Courier 385

JULY 2012

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2012

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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.385 Vol 34. JULY 2012

Price £3.50 Free to Club Members.

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Courier Copy By 8th of Each Month

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COUNCIL MEMBERS 2012

Jonathan Cronin, Pip Flegel, Claire Hill,
Nigel Hill, Derek Holman, Jonathan Ingram,
Peter Lewis, Jane Rowley,
Frank Spencer, Victor Thompson,
Vivien Thompson.

For a full list of TSSC officials see page 80.

HONORARY MEMBERS

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

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



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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2012 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudiprettyjohns@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

July 2012

WEDS 4 JULY 2012
NATIONAL MOTORSPORT WEEK
MEMBERS CAR DISPLAY
NORTEL SOCIAL CLUB
NEWTOWN ABBEY
NORTHERN IRELAND
CONTACT PAUL 07952 663786

FRI SAT SUN 6/7/8 JULY 2012
TSSC TRIP TO LE MANS CLASSIC
TEL 01858 434424
WWW.TSSC.ORG.UK

SUN 15 JULY 2012
WESSEX AREA STAND AT
BREAMORE EXTRAVAGANZA
CONTACT TREVOR 01425 475376

August 2012

SUN 12 AUGUST 2012
NEWBURY AREA CLUB STAND
NEWBURY RACECOURSE
CLASSIC CAR SHOW
CONTACT MARY 01635 868640

SAT SUN 18/19 AUGUST 2012
PLUS CAMPING ON FRI 17
TSSC INTERNATIONAL FAMILY
WEEKEND
STAFFORD COUNTY SHOWGROUND

September 2012

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

SUN 16 SEPT 2012

SOUTH WALES AREA CLUB
STAND AT TREDEGAR HOUSE
CLASSIC CAR SHOW
ENTRY FORM AT
www.triumphwales.moonfruit.com

FRI SAT SUN 21/22/23 SEPT 2012
MILE OF TRIUMPHS
WILD DUCK HOLIDAY PARK
GT YARMOUTH NORFOLK
CONTACT CLAIRE 07971 017012
NIGEL 07976 163006
CHRIS 07843 435190
www.mileoftriumphs.co.uk

October 2012

SUN 7 OCTOBER 2012
TSSC HERTS & BEDS AREA
PRESENT THE 19TH ALL TRIUMPH
DAY AT DUXFORD
CONTACT PETER 01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

July 2012

FRI SAT SUN 20/21/22 2012
SILVERSTONE CLASSIC (CODE C12143)
www.silverstone.classic.com

November 2012

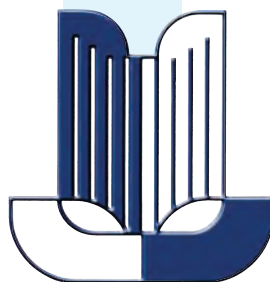
FRI SAT SUN 16/17/18 2012
FOOTMAN JAMES CLASSIC MOTOR SHOW
NEC BIRMINGHAM

**PLEASE SEND ALL 2012 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.**

e-mail: trudiprettyjohns@tssc.org.uk

Welcome to NEW MEMBERS

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



THE TRIUMPH SPORTS SIX CLUB

Nigel Roberts	Anglesey
Tom Searle	Avon
Nicholas Duffell	Borders
Simon Embury	Bucks
Simon Brown	Cambs
Robin Langford	Cornwall
Mick Lewis	Cornwall
James Symons	Cornwall
Adrian Thomas	Cornwall
Anne Dodge	Cumbria
Jonathan Harrison	Cumbria
Keith Tucker	Derbys
Aidan Tupper	Derbys
Eric Shields	Derbys
Robert Mason	Derbys
Stuart Keegan	Devon
Melissa Phillips	Devon
Michael Bysouth	Dorset
Kerry Thomas	Essex
Cheryl Eustace	Essex
Roy Hance	Essex
Simon Pawson	Essex
Janet Jannaway	Essex
Adam Baitel	Glos
Owen Lewis	Gwent
Philip Denham	Gwent
Ben Mullins	Hants
Angus & Calum Greig	
Helen & Derek Ewer	Herts
Alan Radzikowski	Herts
Jon Burrows	Herts
Glen Snudden	Isle of Wight
Anthony Wilson	Kent
Christakis Schinis	Lancs
Mark Townley	Lancs

Terry Clark	Lancs
Andrew Macleod	Lancs
Stephen Danson	Lincs
Neil Hayes	Lincs
Simon Hulme	London
Peresh Modasia	London
Harry Torrance	London
Ed Fine	London
Paul Monks	London
Keith Egerton	Merseyside
Kevin & Stacey Adcock	Middx
Graham Martin	Middx
Paul Griffiths	Monmouth
Alan Turner	Moray
Jane Barber	Norfolk
William Vyse	Norfolk
Phillip Moore	Northants
Butch Bagnell	Northants
John Picken	Northumberland
Geoff Foy	North Wales
Ben Ferguson	North Yorks
Robert Horner	North Yorks
John Rhodes	Notts
Paul Clark	Oxon
Belinda Forsythe	Renfrewshire
Sally Anderson	Scotland
David Paddock	Shrops
Kenneth Eagle	Somerset
Robin Jones	South Wales
Julian Davies	South Wales
Ian Hissey	Staffs
John Fryer	Staffs
Ricky Sharp	Staffs
Phil Bickers	Suffolk
Paul Cooper	Surrey

Billy Platt	Surrey
Oliver Howard	Surrey
John Millward	Surrey
John & Michael McHugh	Tyne & Wear
Thomas Mikklesen	Tyne & Wear
Lionel Walters	Tyne & Wear
Margaret Gleed	Warks
Ant Collins	Warks
Andy Beaumont	Warks
John Sumner	West Mids
Leon Brown	West Mids
Phil Phillips	West Sussex
Andrew Walford	West Sussex
Phillip Higson	West Sussex
Simon Chambers	Wilts
Stuart Harris	West Yorks
Samuel Byrd	Worcs
Ian Phillips	Worcs
Anthony Jones	Wrexham
Luc Renaud	France
Lionel Morelet	France
Marco Gianchino	Italy
Noe Primo Pietro	Italy

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



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Volunteer A/Os for North London and Surrey Areas

We are still looking for volunteer A/Os for TSSC North London Area and also the TSSC Surrey Area.

Any help, advice or support any one would like on these roles should contact **Pip and Frank** Area Liaison Officers direct by e-mail: pip1272frank@homecall.co.uk

Chance to meet motor racing legend at show

Visitors to this year's NEC Classic Motor Show will have the opportunity to meet motor racing legend **Sir Stirling Moss**, thanks to **Peter James Insurance**.



Sir Stirling will be on the Peter James Insurance and Stewart Miller Insurance stand, meeting and greeting visitors and signing autographs throughout the second day of the show – Saturday 17th November.

Peter James, who has worked with Sir Stirling for several years and is celebrating 35 years of providing insurance to the classic vehicle movement, explained:

"I can't think of a better way to celebrate this landmark than alongside the most admired and much-loved name in the world of motor racing. We are immensely proud of our company's ongoing endorsement by Sir Stirling Moss and I am in no doubt that this has contributed greatly to us becoming the UK's fastest growing

Specialist Vehicle Insurance Broker.

"I have seen the Classic Motor Show grow and flourish from its grassroots beginnings at the Ally Pally, into the grand finale of the classic motoring show season that it is now, and I am thoroughly looking forward to my 35th year meeting many of the thousands of enthusiasts who flock to the NEC for this tremendous event."

As well as the main stand – 20T12, Peter James Insurance and Stewart Miller Insurance will also have a stand in the Silverstone Auctions area and staff will be available on both stands to provide quotes and talk visitors through the range of insurance options on offer to them.

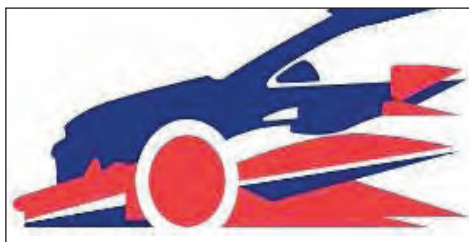
The Classic Motor Show runs from November 16th-18th at the NEC, Birmingham.

National Motorsport Week

Wednesday 4th July 2012

8.00 p.m. to 10.00 p.m.,

**Nortel Social Club, Newtownabbey
County Antrim.**



A display of members speed event competition cars together with drivers to provide information on how to get started in motor sport.

Plus scalextric racing and display of racing car models.

For more information contact :

**Paul Robinson 07952 663786 or
paul.d.robinson@ntlworld.com**



HQ OPENING TIMES

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



www.tssc.org.uk



THE
TRIUMPH
SPORTS SIX
CLUB

www.tssc.org.uk

AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**HQ CLOSED AUGUST 16TH TO 20TH INCLUSIVE
FOR INTERNATIONAL WEEKEND AT STAFFORD**

The Club Shop will be attending the following Shows

THE INTERNATIONAL FAMILY WEEKEND

Stafford - 18/19 August 2012

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

9TH SEPTEMBER 2012

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

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

TSSC INSURANCE PANEL

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www.footmanjames.co.uk

Peter James

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Feedback from the TSSC Council of Management Meeting

Sunday 10th June 2012



The numbers around the table were slightly swelled by the presence of two of the three new CoM members, as they were welcomed to the group.

Before the agenda could commence formally a new **Chairman** had to be selected and I am pleased to say **Claire Hill** was elected to this role.

Club's General Manager

As Nigel Clark has resigned from his position as the Club's General Manager, there was lengthy discussion as to whether the position should be filled. All agreed that we need to try and manage the Club without recruiting to this post. It was felt that the duties of the post could all be undertaken by remaining staff and Directors.

However it was also agreed that the situation would be reviewed at the next but one CoM meeting in November.

Current Financial Situation

CoM examined the latest monthly profit and loss account and continues to closely monitor income and expenditure to identify where improvements can be made.

Survey Initial Feedback

The important points from this were discussed but nothing is included here as there will be separate write up on the results.

Business Planning Process/Way Forward for Club Services

As two members of the business planning team had resigned from CoM, Jonathan Cronin and Peter Lewis agreed to join Vivien to bring continuation to this process.

Initial discussion took place to identify the most cost effective way of offering Club services in the future. Keeping to four members of staff will result in a reduction in the staff expenditure. All other services e.g. office supplies, regalia and clothing are being closely monitored and reviewed to identify cost saving measures.

It was agreed that the one service which would not be altered would be the Courier, as the main message from the survey section about the Courier was that the majority of respondents thought this was the last service which should be altered in any way.

It was also agreed that TSSC Areas would be charged for any printing they request from the studio as again the majority of respondents to the survey thought Areas should pay to cover the cost of any artwork and printing.

It was decided to rearrange the current space used for the office services in order to free up some more rental space within HQ to increase the rental income to the Club.

Web Development Update

Work on the new website has come to a halt at present as only Simon Oliver is now working on this and because of pressure of work and supporting the existing website has not been able to devote any time to the new site. Despite

a plea on the message board no new volunteers have come forward to help build the new site. The term web site is used very loosely here, if it was simple website it would have been completed some time ago, but it is a complicated web application which links all the Club's main functions e.g. website, finance database, membership database, shop etc.

The CoM expressed its gratitude to Simon and Oliver Scaife for all their time and effort spent on this project so far and we are hopeful Simon will be able to continue this work in the near future.

Major Events

CoM heard that both Spa and the Standard Triumph Marque Day (STMD) had been very successful events. The camp site at Spa has already been booked for next year.

Pip offered a vote of thanks to Claire and Nigel Hill for stepping at the last minute to take

over the organisation of Spa and doing a fantastic job. The STMD will be replaced next year by STAR 90. This event is to celebrate 90 years of Triumph and 110 years of the Standard Motor Company.

Updates were given about the planning for Classic Le Mans and the International Family Weekend both of which promise to be fantastic events at which to celebrate the anniversary of the Spitfire and Vitesse being produced.

A booking has been placed for a Christmas meal. One hundred places have been booked the cost being the same as last year.

Future Meetings

The next meeting is **Sunday 9th September** and the following one was agreed as **11th November 2012**.

Vivien Thompson

General Secretary
Triumph Sports Six Club

Celebrate the Anniversary!



Bring your Spitfire to Stafford!

VITESSE Register



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



Dave Rumens

WE NEED YOUR VITESSE!

and more on the Dizzy

Hi folks. July is with us and it's time to get ready for the International on the 17th / 18th / 19th August. Don't forget that this year the Vitesse is 50 years old and to celebrate 50 glorious years we are planning at this year's International to fill Bingley Hall with your favourite car and as a result would value your support. We are not looking for just show cars, well-used to concours give a much better representation of the model. **WE NEED YOUR VITESSE.** I always find the International great as there is a chance to see so many Triumphs

Hill, International Organiser, know that you wish to put your Vitesse into the hall. Pictures 1 to 4 show the Vitesse 6, the 2 Litre and the Mk2 2 Litre.



Picture 2.



Picture 1.

together in one place and hear the sound of those Triumph engines all weekend. It is also a chance to meet old friends and fellow Triumph nuts. One last point, if you are using the advance booking form and you are taking your car into the hall then don't forget to tick the box that asks you just that. If you are not advance booking then please let me or Claire



Picture 3.



My article in May covering dizzies has raised a number of questions concerning the late Mk2's. Before I go any further I must give credit and many thanks to the following members who have been involved in tracing information relating to Lucas dizzy 41305 - Derrick Binning, Pete Lewis, Chris Lilley and Tim Peacock.

The dizzy Lucas 41305 has been found to be fitted to the late Mk2's. I guess you could say it has had a number of us in a daze. This is because it is a different type from what was originally, Lucas 41273, fitted when the Mk2 was introduced in October 1968. Fine you may think, just look the details up in the Triumph workshop manual or parts book. Unfortunately there are no details in either. The next step was to see if there was any Lucas documentation that would link it back to Triumph. There may a link out there but we couldn't find it. It's like a number of items on the 1970's onward Vitesse, not fully documented.

So was it a factory change or a later service replacement? Well as a number of the 1970 onward cars are fitted with the 41305 we could only deduce that it was an original factory fitment. It would still be great to see some verification that traces it back to Triumph. There are a number of references on the web but they don't trace back directly to Triumph.

On the positive side we did find the Lucas advance figures for 41305 and can compare them with those given in the Triumph workshop manual for 41273.

The Lucas/Triumph spec on the **41273** is as follows at dizzy speed i.e. half crank.

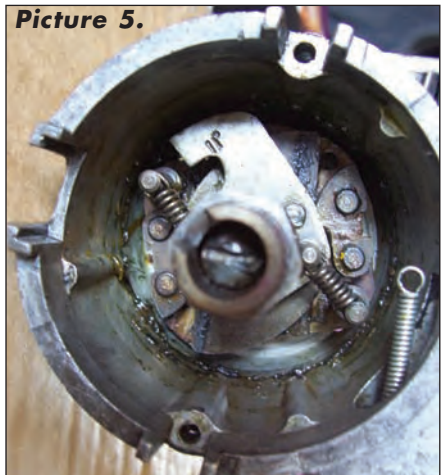
At 2500rpm	12 deg advance.
At 1500rpm	8 to 10 deg advance.
At 600rpm	2 to 4 deg advance.
At 200rpm	No advance.

The Lucas spec, from Pete Lewis, is as follows at

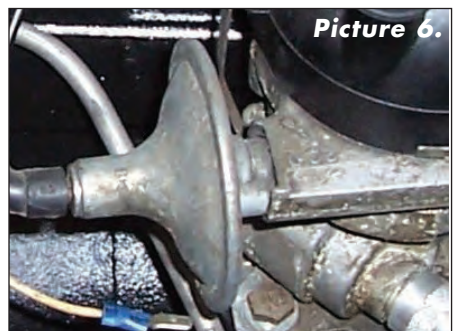
dizzy speed i.e. half crank.

At 2500rpm	12 deg advance.
At 1500rpm	4 to 6 deg advance.
At 600rpm	0 to 1.5 deg advance.
At 200rpm	No advance.

Both specs are for the mechanical advance



(Picture 5) only, the vacuum advance unit (Picture 6) is disconnected. As far as any



differences are concerned with the vacuum unit both have same the advance figures, so

no change.

So why the change? I can only conjecture it was because the Mk2 had been designed to run on 5 star fuel and this was beginning to be phased out by the early 1970's. Comparing the figures, the manufacturers have reduced the low to mid rpm advance range, maybe this was to enable the more easy use of 4 star fuel. It's true, with the Mk2, pinking can occur at around 3000rpm with half throttle when going up hill. But if full throttle is used then the pinking stops. The main problem is too much advance from the vacuum unit and not the mechanical advance. If you change the vacuum unit for the Mk1 type, which has less advance, it does reduce the problem. Some people used to just disconnect it and blank off the vacuum pipe. The vacuum unit is there to advance the ignition under light loads, this improves the economy and in theory should

reduce the emissions. The more throttle you use the less advance is applied by the vacuum unit. Some cars are not fitted with one i.e. TR5PI.

In theory a Vitesse fitted with the 41305 type of dizzy running on 5 star, 101 octane, could have a reduced performance when compared to one using the 41273 dizzy. But as we now have to use either 97 octane or 94 with a booster and retard the ignition it is doubtful there is any great difference.

Derrick Binning has carried out a lot of research on the 41305 dizzy and his information can be found on his Blog.

Finally if you have a Vitesse, then bring it to the International and put it in the hall as we NEED ALL of YOUR support.

That's me for this month, I'll just get my anorak and go!

Safe Driving & Keep Running On All Six

Dave.



VITESSE

The Two Seater Beater!

50 YEARS

*Are you Taking your Vitesse to the
International Family Weekend?*

Stafford County Showground

August 18th & 19th 2012



Pre Booked Tickets Order Form

13



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



Colin Lindsay

Simply Inspirational!

N

ow that the
show
season is
well and
truly under
way -

which is the reason the reservoirs have filled up again and the hosepipe ban is no more - I've been spotting some lovely cars and noting topics for future articles. There has been a number of great local shows and Triumphs have been well in attendance, although perversely there seem to be more GT6 than Heralds! It always used to be the other way round...

This years TSSC Northern Ireland Totally Triumph Show in Lisburn last month had a



superb turnout - Heralds in abundance, the rain was merely a light spattering, and the camera went through a full set of batteries as I collected ammunition for the quieter months ahead.

I'm always on the lookout for useful modifications



which will make our cars safer or more user-friendly and this one was soon spotted - to be honest, I've seen it many times before, but finally got round to taking a few good photographs this time.

This is one of the best improvements for rear passenger safety and comfort that I've seen: inertial reel rear seatbelts and headrests incorporated into a rear roll bar.

This one involved a lot of strengthening and

adaptation behind the scenes, but once fitted it looks superb. Frank Bell, the proud owner,



has sent me the first details and photos of how it was done, and is sending me the final data for a full article in the near future. It's not as complicated or difficult as it may appear, but I'll save the intimate photos for the full article.

This next add-on is a must-have for top-down days; given the number of modern

journey, make yourself a wind deflector... although making one of this simplicity and ease of fitting may not be possible for all of us. The deflector is a tubular frame surrounding a single perspex sheet which drops into tubes attached to shaped brackets, one per side, in much the same way as early Spitfire hood irons do. The clever thing about the brackets, which look factory-made, is that they use existing mounting points and so require no drilling or cutting of the bodywork. The triangular



Pic 4.

design actually incorporates two top mountings, which use the existing mounting points for the hood or tonneau poppers at the b-post; at the bottom a single screw uses the existing aperture in the bodywork for the rear side trim clip so that the screw passes through the vinyl

cars that have one I'm surprised that some enterprising businessman hasn't created one for Heralds. If you want to avoid a stiff neck and that 'dragged-through-a-hedge-backwards' hairstyle at the end of a long

trim (the only cutting required) and thus through the holes behind which would have been used by the trim clip. The metal work is undamaged, the trim is supported as originally intended, and the deflector bracket has a strong three-



work his magic a closeup may show that it appears the rear deck is designed for sitting on, with a rail around the edge; however there's also a hood, so is there some kind of two-tier seating system? It looks as though the happy couple sit on the rear deck with their legs where the seat base would be; but I wonder can they drop down to a normal seating position if required? If anyone knows, let me have the details. Thanks to Martin for this one.

Stafford is coming, so I'll

point fixing, with the mounting tubes angled forward for additional strength and security. A very professional job made to look so simple, but very effective when on the move.



I'll continue to look out for interesting modifications during the coming months; in the meantime, following my mention of the Polish barn find Herald, I've been sent a photo of one in very different circumstances, by member Martin Campbell:

"I thought you may be interested in attached snap taken by my mate Dave Grey in the town Polish town of Kazimierz Dolny in 2003. The car appears to be left hand drive 1200 with a modified rear deck and bespoke hood for the wedding trade (as seen here)". If Bernard can

be there, camera in one hand and shopping list in the other, so if you want rid of that mint set of Cosmic bumpers that you don't really need, I'll be happy to help you increase your storage space.

As a friendly gesture of course...

Colin



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Herald, Vitesse
GT6, Dolomite, Stag



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Derek Giles



Hidden MOT Failures!

When it comes to MOT time I am sure there are a few areas that an owner is not sure about. The tester obviously works to a set of rules governing each car and one of the most critical will be the steering. Anything not up to scratch will either be a fail or get an advisory notice and require looking at sometime soon. Here I will deal with some things that are not quite so obvious. The hidden areas, as the title suggests. So what are the areas we should be looking for? Well anywhere that excessive play could be generated. A look at *photo 1* will highlight where I suggest you check.

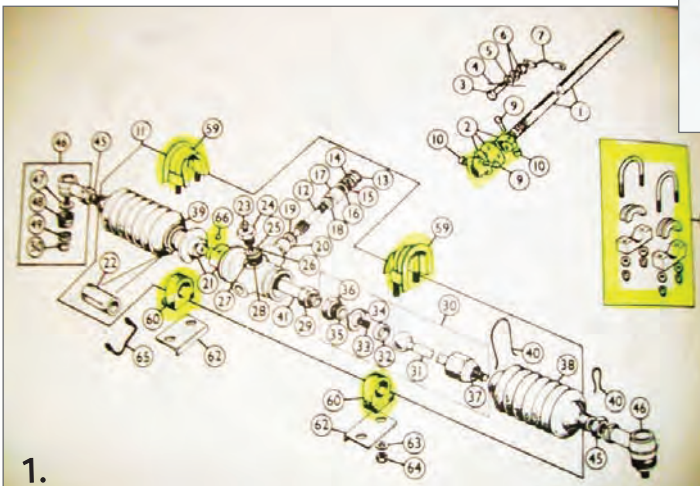


2.

Item 2 is the flexible joint (*Photo 2*) at the bottom of the steering column. This is situated inside the suspension turret and not



3.



1.

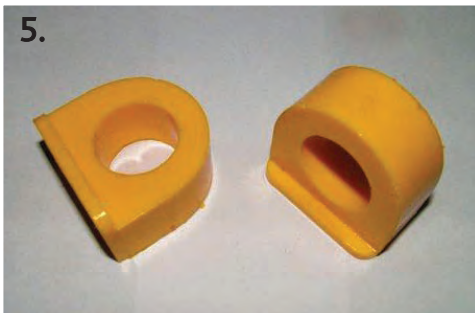
easy to get at but very vulnerable to oil contamination of the rubber mountings! The standard replacement type (like many other items nowadays) does not seem to be as well made as the original, so you may well think of using a proper universal joint (*Photo 3*). I am reliably informed that

these also fit the Ford Escort Mk1/2 so if you are looking for one try that area too! Replacement is the same no matter which joint is used.

Using rubber or poly bushes you retain item 59, the clamp. If you decide on alloy the old clamp is discarded!



Item 60 is the rubber rack mounts which again get contaminated with oil and become spongy, thus allowing movement where it is not wanted! Replacements can be the original rubber (Photo 4) polyurethane (Photo 5) or alloy (Photo 6).



sometimes exposed and needs anchoring in place. I have found the easiest way to do this is with a cable tie.

All the above jobs can be done with the rack in place but it's up to you. It just depends how much dismantling you want to do and how flexible you are.

Hopefully this has given you an insight into just some of what the MOT tester looks for on our ageing cars!

As with all my tips if you don't understand anything, give me a bell and I will try to talk you through it.

Cheers for now and a happy MOT pass.

Derek



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TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
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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
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STAG

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TR6

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Bonnet hinge tube L/H-R/H 911107/8	£55.00
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Rear wing front repair panel	£21.50
Rear wing rear repair panel	£28.00
Rear lamp panel 711682	£165.00
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Rear outer wheel arch 909661/2	£79.50
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Hard top rear screen set 911040	£39.50
H/ top seal roof/ door glass 716183/4	£8.00
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GT6

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Guy Singleton



Bonds at SEM & Master Cylinder Overhaul

This year, despite the weather leading up to the South of England Meet on 13th May we were blessed with a sunny weekend. On Saturday Derek Edmonds came round for a chat having put his convertible back on the road for the first time in 3 years (gearing up for the 50th Anniversary in 2013 - GENTLE REMINDER) and on Sunday he was joined by Martin Cook with his convert-



Bond Mk D

This year the runner up Bond was Andy Belcher's 4s 1300, NDF 181F and the Best Bond was Martin's 2l convertible, EDZ 2300. Pictured Left is Martin and his son, Ben, with his Convertible with Andy Belcher's 4s alongside



Best Bond South of England Meet 2012

Refurbishing master cylinders

Suzie, as many of you are aware, has kindly delegated the job of putting her Mk III Spitfire, "Baby Blue" back together before the Spitfire 50th Anniversary celebrations at Stafford this year - more fool

me as slow progress is being made at present! Anyway, Bank Holiday Tuesday (a very rare event) was wet (not such a rare event for a Bank Holiday!) so I started to sort out bits to go back onto the car. I started with the brake and clutch

her as slow progress is being made at present! Anyway, Bank Holiday Tuesday (a very rare event) was wet (not such a rare event for a Bank Holiday!) so I started to sort out bits to go back onto the car. I started with the brake and clutch

**The Repair Kit**

cylinders and their mounting brackets. The brackets were cleaned back with a wire brush and painted black and I fitted a master cylinder repair kit Pic 1. to the brake cylinder. I then started on the clutch master cylinder and thought that while I have done the job many times there will be many members who have not done it.

Of course, this will apply to most of our cars, not just Spitfires. It is quite simple so this is how it is done:

1. Once the master cylinder has been removed from its mounting bracket remove the rubber boot and then remove the circlip which holds on the operating arm.

**Pic 1. Lots of sediment in the bottom of the reservoir****Pic 2a. Operating arm and circlip****Pic 2b. Operating arm and circlip****Pic 3. Piston Tapped out**

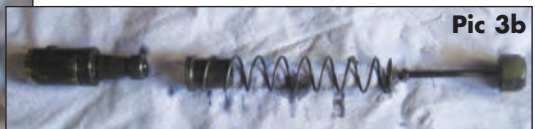
2. The piston should come out if the cylinder is tapped onto a hard surface.

If it does not come out then you can try spraying it with WD40 and pushing it in and so get it to move freely and then try tapping it again. If this does not work then the chances are that the cylinder has been standing a long time and the bore is corroded so buy a complete replacement.

3. With the piston and ancillaries out, place the cylinder on a clean bench and lever out the clip on the thimble. You can then release

**Pic 3a**

the valve stem. Take care that it does not spring apart and look to see how the parts fit

**Pic 3b**

together. (Pic:3a & 3b)



Pic 4.

4. Now clean up the piston and lever off the old seal and fit the new seal. (Pic:4)
(Guy note: Sorry for the strange picture, for some reason the camera decided to do a double exposure!)



Pic 5.

5. Next remove the old seal from the valve (the bit on the end of the spring) Again, note which way the seal fits and then replace it. (Pic:5)

6. Now fit the new washer behind the valve and fit the nylon carrier, put the rod through the



Pic 6.

spring and into the thimble, then fit the thimble over the end of the piston and press in the flange clip to relocate the piston. (Pic:6)



Pic 7.

7. Next make sure that the master cylinder is

clean and put in a small amount of brake/clutch fluid and insert the piston into the cylinder - valve end first. The piston should move freely in the cylinder when pressed in. (Pic:7)

8. Finally, fit the new rubber cap over the



Pic 8.

operating arm, replace the circlip in behind the washer to retain the arm, put some rubber grease behind the cap and fit



Pic 9.

the cap over the cylinder. (Pic:8)

9. The master cylinder is now ready to refit to the car. (Pic: 9)

SAFETY WARNING

Whilst this is a reasonably easy job, if at any time you are unhappy with how it is going, stop and if necessary go and buy a replacement cylinder.- especially in the case of the brake cylinder - your and other people's lives are worth more than saving a few pounds!

Finally thanks to David Westgate and Neil Fletcher for the following photos of my 2 litre convertible at Prescott, four up. I saw

David's car, another Bahama yellow convert-

ible, but did not manage to see him at the event.

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SPITFIRE I - II - III Register



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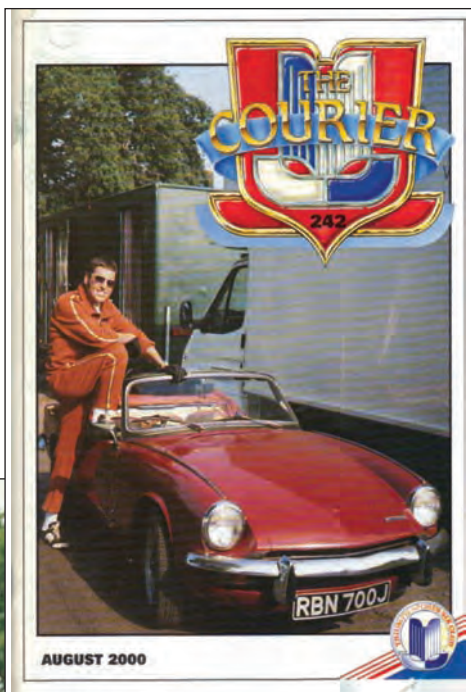


Suzie Singleton

Remember the Grimleys?

I recently received an email from Des Whelehan who sent me a photo of his Spitfire. "I still have my Spitfire that was on the front page of The Courier issue 242 August 2000, which was used quite a bit in the Grimleys TV Shows.

My copy of this is now sadly well worn, and in this issue there is an Article about a GT6, Reg SAD 963G, which I never noticed until several years later when I had actually bought this vehicle, which is very ironic ! I have not used the Spitfire for about 5 years due to being made redundant, and would love to be able to have it re-sprayed, but lack of funds prevent this."



My car was first used in the one off "Grimleys", with Jack Dee and Samantha Janus, then later in the series with Brian Conley and the lovely Amanda Holden!"

I got that issue of the Courier out to look at and found Des' letter and the GT6 article in it which he mentioned.

It was interesting reading through this old issue of the Courier. It was before I started writing the Early Spitfire column and was during Brett Dennis' tenure. That month his article went through



busy so we both forgot to do that. I did have a chat with one Spitfire owner [Suzie humbly grovelling: I'm really sorry but I don't remember who it was - the 'little grey cells' not working at all well - I think it was Chris Chambers but if I'm wrong, please contact me and I'll put this right next month!] who showed me a rather rare item, a pair of black plastic sill protectors

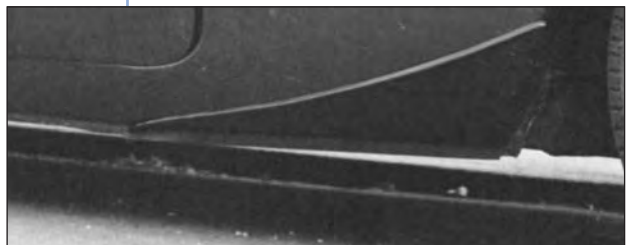
doing an engine overhaul in detail and also included a photo of an early Spitfire4, he described it as being yellow with a red hardtop and stripes and, although it's not very clear in the photo, the registration seems to be 3423 VC. Brett was asking if anyone knew anything about the car. Without reading through the next few issues I don't know if he ever got an answer so I thought I would ask again here and now if anyone knows of this car today?.

So many familiar names in this issue - Comment by Bill Sunderland, Cop Shop by Mike Crewes, Derek Giles - Herald 948/1200 talking about unleaded fuel, Mac Reynolds - Vitesse Reg, Trevor Collett - Specials, Bonds by Guy Singleton, commenting that his fleet had risen to 8 Bonds!, John Thomason writing about his 'Silver Bullet' and adverts for Jigsaw Racing Services, Chic Doig, Moss, Footman James, TD Fitchett, Rimmer Brothers, MW Restorations, Prestige Auto Trim - all of whom still advertise in the Courier a full 12 years later - not bad, eh?

I must apologise for not including my usual selection of early Spitfires spotted at SEM but I was less mobile than usual due to breaking my ankle a few months ago and Guy was kept



which, according to John Thomason's Guide to Originality, were offered as an accessory for the Spitfire4 Mk2 at the princely sum of 12



shillings. The photos show them as they are,

offered up against the car, and the photo from John's book showing them riveted in place.



Also at SEM we did have one surprise visitor on the Saturday, Claude Buntinx from Belgium who, with a friend, had come over to the UK for the show.

Unfortunately they hadn't realised that the main show was now only on Sunday and had to return to Belgium that evening for another show they were going to. Those of you who know this car well from Stafford and other events will know that there's little of the original Mk2 Spitfire his lovely Hurricane was based on, but enough of it remains for me to claim relevance for these pages.

After he'd returned home Claude sent me various photos and information including a copy of the V5 he received when he acquired the car in 1997. Harking back to my article on 'How many left', (in October 2011 delving into the data issued by DVLA and available to browse through the website www.howmanyleft.co.uk) it was interesting to see that this 1966 Spitfire4 Mk2 was recorded as a Spitfire Mk4 so it's easy to see how DVLA's records are incorrect on so many of our cars. Likewise Barrie Denny wrote to me in response to that article.

"I have just read your article on Spitfires (lost ID) in this month's magazine. I thought I would

look back on my paperwork to see what was what. I have had my spit KNV 549E since 1988. I have looked to see how the car is reported on the log books over the years. On the first Log Book RF60 of which I have the original, it is described as follows:

1st taxed: 9th Jan 1967

Make: Triumph

Colour: Signal Red

Body: Sports

Type / Make: Spitfire

Engine Size: 1147cc

No mention of MK2 or the 4.

On the next logbook it is the same info but the Signal has gone, just Red.

On the latest V5C we have the same info but with Historic Vehicle added.

I also have a British Motor Industry Heritage Trust certificate for my car on which it is described as a Triumph Spitfire Mark 2. It is in fact a Triumph Spitfire 4 Mark 2 and is badged as such so even the BMIHT have left out the (4)".

And our Sybil you may remember was another of these 'unspecified' Spitfires being listed on the logbook as merely 'Spitfire' - while Baby Blue, my Mk 3 - is even more incognito being shown only as 'Triumph', no model listed at all.

And finally this month writing this, as I am, on the eve of our trip to France in Sybil for the Classic British Welcome - which I hope to tell you about next month - I'll leave you with this picture sent in by Tim Wykes. It's a photo of a road sign he saw at Monts d'Orb near Boussagues in Southern France.

It definitely hits my funny bone, I wonder if we'll find anything as good next week?



Are you sure it's going to start?

...Yes! don't worry I got the parts from Moss

moSS

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Trevor Collett

Half Gone. Half to Go.

I can't believe it, 2012 is half gone already, and what have I been doing. Regular readers know that I have a bit of a problem, with cars. I currently own five vehicles, jointly with my wife Jackie, so you can imagine that with servicing, repairs and shows I'm never short of things to do.

One of my fleet is currently undergoing a serious rebuild; it's the Herald 1200 Estate. The body and chassis are with the restorers, Milton Damerel Classics, down in Devon, and I am undertaking refurbishment of the innumerable other bits – so there's always a job to do there.

A vital part of any long-term restoration is to constantly closely scrutinise the parts markets to catch the bits you need, at the best price. At around the turn of the year one trader must have ordered a large batch of reproduction rear chrome overriders, as his price was very competitive and I took two pairs off of him. One set was to go on the shelf destined to end on up on the 1200 Estate

and the other was for my 13/60. My 1971 13/60 Convertible is in pretty good condition, not concours but definitely A1; it does have

areas for improvement.

One such was one of the rear overriders, which had a couple of dings – collected before my ownership, I'm sure.

As all Herald owners know, removing the off-side rear overrider can be accomplished in about 10 minutes, assuming the captive nuts hold while the bolts are undone, whereas the near-side needs a bit more time. This is because you have to take the fuel tank out to get at the bolts. With the tank removed I could also fit the new rubber grommet around the filler neck that I bought ages ago.

While I was fiddling with the rear end I took the opportunity to repair a section of flaking



New 14" wire wheels for my Moss Malvern

paint around the holes in the centre valence where the boot catch is bolted on. Those three little jobs took a few hours spread over a few

weeks to complete, and moved my car a fraction of a point up the condition scale.

Back in January I told you that I had been given a set of 14-inch wire wheels, which were destined to go on my Moss Malvern. Getting the wheels FOC was great, but actually getting them on my car was going to take some effort, and some money. The first next step was to save up my pocket money to the point I could afford to buy the bolt-on adaptors. Many of you will know that the MGB wire wheels are a popular choice for Herald-based kit cars and specials, but the Triumph spec bolt-on wire wheel adaptors are no good; the diameter and pitch of the splines are the same but the actual depth/length of spline is different.

Thanks to the popularity of the Herald-chassised kit car the required adaptors are readily available; I bought a set from that well known classic car parts supplier Chic Doig



from Scotland. There was still something else I needed – some spinners to keep the wheels on the splines. I found a set of useable two-eared spinners at the Triumph Spares Day at Stoneleigh in March, these spinners are the same across Triumph and MG wire wheels.

Now I could actually try the wheels on the car... I say "try". As collected, the wheels were finished in a smart, bright red; they had previously been on a black Burlington Arrow. My Moss is black, I hadn't ever thought of having red wheels, but you never know... In truth I knew within about 30 seconds that it wasn't going to work; I did try quite hard to convince myself they looked good, spurred on

by an estimate of £50 per wheel to shot blast and powder coat. No red, no way.

Then I had an epiphany – what do I always do in situations like this... do it myself. I could write a 1,000 words on the tribulations of painting wire wheels (with tyres on remember); even if you've never tried it yourself you might think it might be a pain in the neck.

Believe me it is.

Percy Verance, eventually I had five silver-coloured wire wheels. That still wasn't the end though. The tyres that came with the wheels were a mixture of two sizes, 165x14 and 175x14. I discovered that you can't put 175x14 tyres on the front of a Herald-chassised kit car if you've left the front outriggers in their original positions, as the tyres jam against the outriggers as you turn. The 165x14 were OK – just. I refer you to my May 2011 Register,

where you can read words written by another Moss Malvern owner, Ray Hill, about the modification he made to his front outriggers prompted by him fitting 14-inch wires.

Though I wanted to keep my financial outlay to a minimum – you can see how the cost of fitting my "free" wire wheels has

mounted already – I decided the two 165 tyres were just looking too tired. I ordered two new ones from one of the internet home fitting companies. This introduced a new problem – inner tubes – the fitter duly arrived with the tyres. He removed the old tyres OK but soon realised that refitting with inner tubes was not straight forward. After a few attempts he declared that he had not been trained in inner tubes and that one of his colleagues would have to come and sort me out.

A few days later the inner tube certified technician did arrive and successfully fitted my two tyres. You can guess what's coming next – turns out that new 165x14 tyres have a larger

diameter than old 165/14 tyres, strangely! Of course this puts the tyres even closer to the outrigger – you can imagine I was losing my humour at this point. I found a bucket of sand and stuck my head in it.

No, I took it for a test drive and swung the car round in a junction just up from my house – no nasty noises of rubber on metal, I'm going with it.

I ask myself if it was all worth it. I think so – as one of my very good car-knowledgeable friends said, *"Those are the wheels that car should have always had."* The first proper ride out for the Moss with its wire wheels was to the South of England Meet at Leatherhead in May. I've included some pictures here so you can all see the difference (the most recent appearance of my Moss in the Courier, with its old wheels – which were 13-inch Spitfire with clip-on steel wire-wheel-look trims – was in December 2011).

Talking about SEM 2012, the turnout of kits and specials was disappointingly low. Where were you all? As much as Herald and Spitfire people love to

look at Heralds and Spitfires they all love to see the variety that is provided by our kit cars and specials – so, get down to your next local TSSC event – we want to see your car.

Though short in numbers, the kits at SEM were not short on interest. The Best Special award was taken, not for the first time, by Mark Farley



Mark Farley. Best Special at SEM

and his fabulous Stanbury TT. The runner-up was taken by a car not before seen at SEM, but you have seen it before, as I featured it in the October 2011 mag, it is the distinctive-looking Midge belonging to Robert Garrett.

I've included pictures of two of the Heralds present that day. One is my red convertible – just because I like to look at it. The other is a 13/60 Estate; this car was on its first trip out after a 14-year rebuild. It belongs to Phil Willson, who for many years was 13/60 Register Secretary for the club. Well done Phil, you're an inspiration to Herald Estate owners everywhere, an elite group.



Robert Garret and his Midge



My Convertible

You know what it means when I resort to writing about my own cars – it means I'm bereft of material from you guys and gals. Send me your pictures, and words, now – I have other cars I could go on about – you have been warned. I must stop now, plenty of automotive jobs to get on with for the second half of 2012.



Phil Wilson's 13/60 Estate



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Mark Blease

Quick, make a Dash for it!

I'm always impressed when people are willing to tackle jobs on the interiors of their cars. I can wield spanners with varying degrees of success, stick bits of metal together using electricity, and even attempt a bit of paintwork to a standard that looks OK in low light, but interior trim remains a mystery.

This month I have been contacted by Pete Davies, a TSSC Manchester member and proud owner of Flash, a 1976 2500S Estate in a subtle and unassuming shade of Topaz.

Over to you, Pete...

"Owning three Triumphs, it's a challenge to maintain them all to the same standard, our Spitfire and Stag both have custom leather interiors with burr walnut dashboards and I am slowly changing our 2500 Estate (Flash) from drab and tatty brown upholstery to a smart, black one."

The lacquer on the original veneered dashboard was peeling off, the lustre of the colour was drab and paint around the dials looked very shabby too (Fig 1). Looking on the internet at the prices of having your dash re-veneered sent shivers down my spine, "Flash" is never going to be concours but I did want it to be nice place to be.



I decided (after much encouragement from Mrs D) to "have a go myself" and bought several consecutive sheets of burr walnut veneer from an internet auction site for less than £20, I also purchased from that same site a full set of dashboard wood for just £5, that way I could work on the second dash knowing

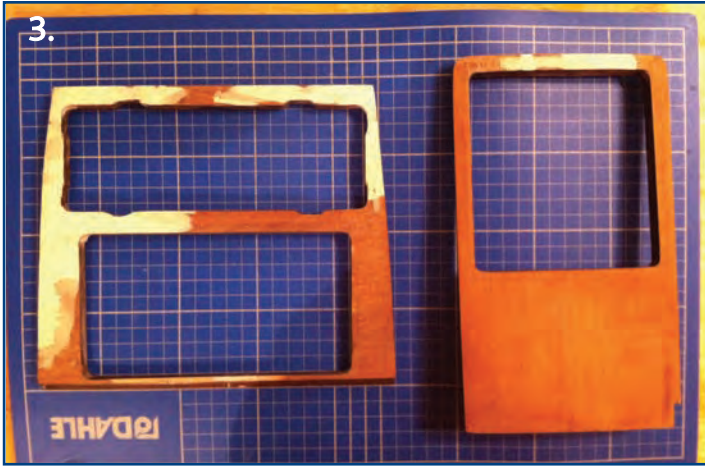


that if I made a mess of it – I still had the original safe and sound (plus I could still drive Flash around whilst doing the work!).

The second dash was in even worse condition with some of the original veneer chipped and peeling, so I set to work stripping off the old lacquer using a heat gun and scraper (Fig 2). Just heat up the lacquer with the heat gun until it bubbles, then scrape it off (please mind your fingers). In some

I chose Wudcare PVA 5 Minute - a strong water resistant PVA as the glue to bond the veneer to the dashboard, it was recommended on one of the websites I visited, and after my results, I'm happy to pass on my recommendation too. I applied the glue with a small paint brush, and then spread it even with a plastic spreader.

Reading on the web recommended that the



areas the veneer came up with the lacquer and I repaired these areas later with wood filler (Fig 3).

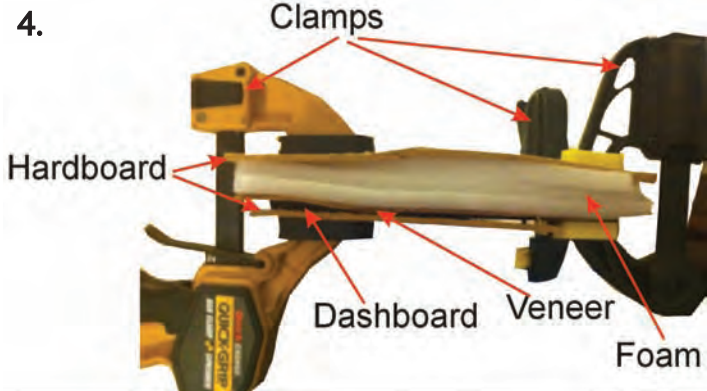
Once all the lacquer was removed, I lightly sanded all the pieces and cleaned them with white spirit.

Choose how to apply your veneer sheets carefully, the large piece where the dials go was too big for one of my veneer sheets on its own, so I used two pieces butted up to each other. Veneer comes as slices

of the same piece of wood, you can arrange it so that the pattern mirrors which means you don't get an ugly mismatch in the grain of your piece. Leave the holes until the veneer is bonded in place.

best way of applying the veneer is to use a vacuum press. This is not something I own, and I chose to use an alternative method. I made a sandwich of materials, a piece of hardboard, the dashboard piece itself, the veneer, several layers of 8mm packing foam, another piece of hardboard (Fig 4).

I then compressed the "sandwich" using ratchet clamps. This allowed me to compress the curved section (dials) as well and ensured good overall adhesion.



I left each piece clamped up overnight to ensure that the glue had completely gone off, unfortunately there were a couple of places (on the curved piece) where the veneer had not stuck to the dash. I simply applied more glue



5.

inside the gap using a cocktail stick, then re-clamped, and when I returned to inspect everything was as it should be. I then cut out all the holes with a scalpel blade working from the front to the back.

Now to apply the lacquer finish.

I used Rustins Clear Plastic Coating applied

with a soft brush. I applied 13 coats to each piece in half hour intervals, I really recommend doing this in a well ventilated area – Mrs D let me work on the dining room table, and it is a very strong smell! I left the lacquered pieces for a week in a warm room out of the reach of the cats for the coating to harden fully and when I took them down I was really pleased with how they looked. (Fig 5 – *See if you can spot my mistake!)

The next stage is to flat out the brush lines with wet and dry paper. I chose to do this dry, and

used 800 grit, followed by 1200 and finally I polished them up using good old T-Cut polish.

Once the wood parts were complete, I turned my attention to the dials. I started to scrape off the ugly chipped black paint from the dials using a blunt penknife in preparation to paint them matt black, but I liked the chrome finish much more against the darker burr walnut I decided to leave them unpainted (Fig 6). I'm really pleased with the results, I appreciate it's not for everyone, but we like it.

Next Project: Make new vinyl door and boot cards.

* - Not so deliberate mistake: In the box of dashboard pieces from the auction were two for the centre section, I without thinking veneered, lacquered, flatted and



6.

polished both pieces! - I have fitted the one with the hole for the clock; the other I've kept as a reminder to check things out before ploughing on regardless"

Fantastic Pete, and congratulations for making a really cracking job of a fiddly and time consuming task.

Having seen the fruits of his labour in the flesh, I can confirm it looks superb and is a real credit to Pete's (and Mrs D's!) patience.

Until next month!

Mark

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Dan Chudleigh



Clocking up the miles

So it's that time of the year again, cars have been waking up from a long winter's sleep and the shows are coming thick and fast. It's been a very busy past two months for the club with many big events taking place.

The first date in the calendar was the AGM, now for me the trip up to HQ is a very long journey being 230 odd miles away. When running only Triumphs, trips like this should not be taken lightly. Thankfully Devon area organiser, Sue Franklin offered to take me, so it saved me a very expensive trip in the PI "thank you very much Sue". I must say I'm very glad I went, it's good to put a few faces to names and hear about the driving force behind the club. The hot topic was the financial state of the club and its losses. This was a matter that I was a bit concerned about myself, after all I get a great deal of enjoyment out of the Club and would always like it to be a part of my life. After hearing other peoples' similar concerns and the answers that the Council of Management gave I felt a little more comforted by the people moving the Club forward. No one on the Council wants to be reckless with the decisions they make, this is why they prior to their June Committee Meeting, they asked some members to fill in a survey, (through their AO's etc) to gauge what aspects of the club are important to its members, so I'm sure we will receive some feedback on that soon.

One other topic on the agenda was a rule

change to the associate member rule, the revised rule would see 25's and under receiving a half price membership (all the benefits at half the price). This rule strongly had my backing, once we reach the age of 25 our insurance drops dramatically so this new rule ties in well with that. Also after the big change in insurance lately the club needs all the help it can get in attracting young members and this will help in a way. If your membership is up for renewal and you are 25 or under please contact the Club and let them know as you are now entitled to half price membership. The new renewal forms that will state this will not be being sent out for some time yet but the rule still stands. As we were up at HQ we took the chance to have a look at the newly installed Herald bar, I'm so glad this part of Triumph's history has been saved and what a great job everyone has done with the installation. One very positive thing came away from the AGM and that is, that Devon area is officially the best area within the TSSC!



Isle of Wight Ferry

The very following weekend to the AGM was the Isle of Wight camping weekend. This is an

event that I really enjoy going on and the last 5 years I have not missed one. The past 4 years the weather has been perfect but this year it was not so great. None the less this

Young Members Co-ordinator

consumption. It did start to miss and cough on the Sunday and after a quick inspection under the dizzy cap it was clear this was down to a

Arriving at the event



stopped no one having a wonderful time. The event is very well organised and year on year they find new things for us to do. This must be a challenge on such a small island. There is also plenty of time to go off exploring on your own if you fancy it. It was very well attended with all sorts of different cars, as it is the Spitfire's birthday this year I thought it

cracked rotor arm. Thankfully I always carry spare points, condenser and rotor arm in all my cars (I have learned that this is a good idea over the years).

The climax of the Camping weekend for me is the pub quiz (I get a little too competitive on this night). For the last two years Devon has had too

many members to be one team so this just adds another level of competition for me. All the time I have been going to the Island we are yet to win, only ever coming second. This year we did not change the pattern, good news is we did not come last. One day we will do it, so be warned, the game is on. I would like to



My Spitfire

would be nice to take my Spit out as much as possible this year.

I have owned my Spitfire for 6 years, I bought it as a restoration project after being off the road since before I was born. It took me 6 months to restore it and I have been using it ever since. In the last 6 years I have never really taken the car out of Devon, so the drive over to the island was quite a big deal. I am happy to report I had nothing to worry about, the car was fine, went all the way over absolutely fine and with great fuel

say a big thank you to everyone involved in the organisation of the weekend and also to the campsite that manages to cater very well for us each and every year.

Last but by no means least saw me taking another long old run up to Prescott Hill for the Triumph Marque day.

This is another amazing day, it is only run every other year at Prescott. This is something wonderful that our Club offers its members. For a small fee and displaying your insurance certificate, you can race up an amazing hill



Due to the fact I don't trust myself and I would need the car in one piece to get me back home, I suppressed the urge and just watched from the side line. It's amazing to see Triumphs being driven hard and seeing how they cope with the task. There are some very gutsy owners out there that seem to have no fear.

Just have a look at some of my pictures.

Dan



and really put your car to the test. I am pleased to report that not one Triumph was damaged on it's way up the hill, a TVR on the other hand managed to find its way off the track and did a bit of damage. I was very tempted to race my PI up the hill after watching all other PI engined cars going up and thinking "mine would go better".



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Ben Broadbent

From the Archive . . .

Hello, I'm writing this article whilst sitting in a caravan in Devon on Jubilee Monday, listening to a Brass band and wondering what I will do as the campsite Internet has just failed, and there is no promise that it will be fixed by the Courier deadline day on the 8th. There's an MG display across the field, with some beautiful cars on display (in the car park next to the MG display). Plenty of MG TF's on display. (This brings back my memories from four years ago, yes two blown head gaskets!) No seriously, they may have an MG badge, but they are beauties. However, leading the parade of cars into the campsite was a Spartan with an MG badge, but based on a Spitfire chassis (with a Ford 1.6 cc engine)

Thank you to those who contacted me about the article from some months ago, about the first Stag Brochure and the requests for more information about brochures and publications. Well, as Club Archivist, I have been working my way through the archive, especially looking at the Stag material. This is not a comprehensive list of published booklets, but is what is currently catalogued within the Club archive, or what can be found on Andy Simons brilliant Stag Resource website 'Stagbytriumph.co.uk'. Andy has produced his comprehensive website that covers 'all things Stag', which he states is available to share.

Andy also allowed us to print his Stag restoration article in the Courier last year. So again, a big thanks to Andy for his hard work,

making this information available.

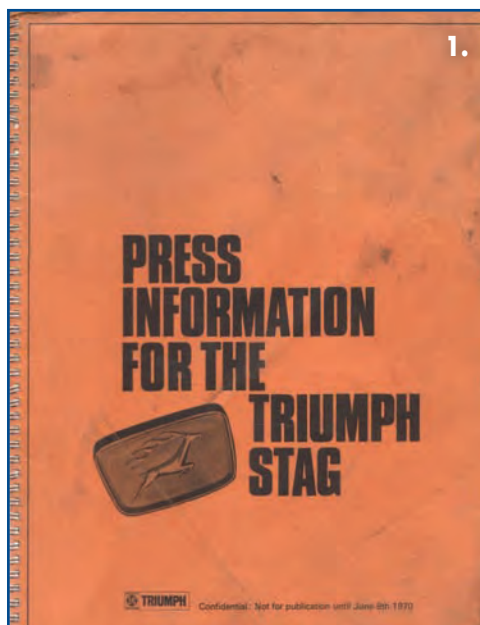
So, back to the contents of the Club archive. Here is a list of the publications available, the list is not comprehensive and there are a few gaps as you can detect from the date gaps in certain publications.

The publication ID numbers are given with each publication for the majority of documents, but a few do not show an ID number.

Anyway here we go:-

The Press Pack

The original press details about the Stag,



perhaps an article for a future Courier. (Picture 1) With the Press Pack were a number of

photos, here is an early photo of LD1, (Picture

2.



3.

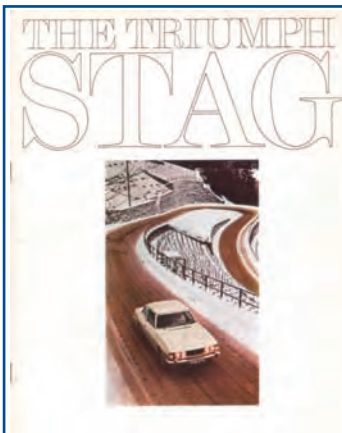


2), plus a later photo of an N reg car. (Pic 3)

UK Stag Brochures

There were three main issues on the Brochure, with the details of the luxury of the Stag, with first editions of each being published in 1970, 1973 and 1976, respectively. The publication references being:

4.



1970 - 438/570/ENG

1970 - 437/770/ENG (Picture 4)

1971 - 437/771/ENG

1972 - 437/572/ENG

1973 - T911/173/ENG (Picture 5)

5.



1973 - T911/1073/ENG 1974 - T911/4.74

1975 - T911/3.75

1976 (90189) 3/76 (Picture 6)

6.



1976 (92421) 9/76

USA Stag Brochures

Examples of USA publicity can be found in the following brochures;

USA - 1971 ST711 (Picture 7)



8

USA - 1973 - Sports Cars (F731)

The first two publications listed below cover the full Triumph range, with the remaining publications specifically for the Stag.

1970 (July) 440/770/ENG (Picture 9)

1970 (December) 404/1270/ENG

1972

(September)

478/972/ENG

1973 (January)

478/173/ENG

1 October 1973

478/973/ENG

1 September

1974

478/974/ENG

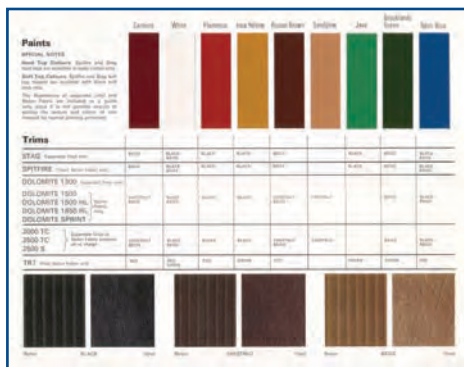
20 May 1975

T478/5.75/Eng

1975

(September)

T478/975/Eng



1976 (March) T478/376/Eng

10.

1976 3239

1976 3239A

1977 3239/B (Picture 10)

As you can see from the long list of the following Price List publications, the prices of Triumph Cars changed on a regular basis. The following documents cover the entire Triumph range;



29 June 1970 126/6/70/50M (Picture 11)

4 October 1970 126/10/70/100M

27 October 1970 12/10/70/100M

11 January 1971 126/1/71/100M

3 May 1971 126/1/71/100M

15 July 1971 126/7/71/50M

26 August 1971 126/8/71/50M

6 January 1972 469/1271/UK

10 January 1972 469/172/UK

22 March 1971 469/372/UK

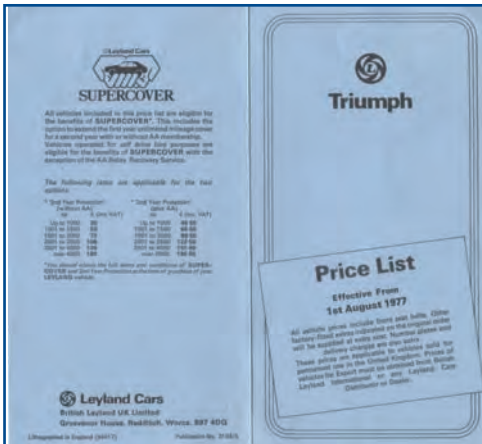
24 April 1972 469/472/UK

7 August 1972 469/772/UK

1 April 1973 T955/Eng./473

19 June 1973 T955/Eng./673
 13 August 1973 T955/Eng./873
 9 October 1973 T955/Eng./10/73
 15 February 1974 T955/2.74
 3 June 1974 T955/6.74
 29 July 1974 T955/7.74
 16 September 1974 T955/9.74
 16 December 1974 T955/1.75
 17 March 1975 T955/3.75
 8 April 1975 T955/4.75
 20 May 1975 T955/5.75
 16 June 1975 T955/6.75
 6 October 1975 T955/10.75
 19 May 1976 3194/C
 26 July 1976 3194/D
 8 November 1976 3194/G
 7 February 1977 3194/H

12.



1 August 1977 3194/K (Picture 12)

UK Accessory Price List

Only a few accessory lists are in the archive.
 October 1971 25/31 (40068) 10/71-50M
 January 1972 25/31 (41925) 1/72-50M

UK Stag Parts Catalogues

The main stay of Stag restoration for myself and others was the Parts Catalogues. Personally used for knowing what to ask for when sourcing parts from current suppliers.



13.

May 1973 519579/A
 April 1974 519579/B (Picture 13)
 October 1976 519579/C
 April 1978 519579/D

UK Triumph Range Brochures

This range of publications serves that entire Triumph range. Here is a selection of pictures covering the Triumph Stag.

The luxury theme can be seen to be followed thorough out the years of promoting the Stag.

1971 - 451/1070/ENG (Picture 14)

1971 - 452/1072/ENG

1972 - 467/971/ENG

1973 - T929/3.73/ENG

1974 - T1001

1974 - T929/6.74 (Picture 15)

1975 - T1127/10.74 (Picture 16)

1976 - T1209/10.75

1976 - 26/14 (91174)

6/76-80m (Picture 17)

I hope this article has been useful to anyone interested in the publications issued by Triumph (ok, BL etc). Most can be found in electronic format on Andy Simons's brilliant website

'www.StagbyTriumph.co.uk'. Originals will shortly be available for viewing in the Club archive at HQ. The Club is always happy to accept donations to the archive, to enhance the collection. So any unwanted publications can be forwarded to Bernard at HQ.

That's all for this month.

Keep those V8's purring.

Ben

14.





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Area Showtime



e-mail.

pip1272frank@homecall.co.uk

Pip Flegel



Tatton Park Show

TSSC Manchester Area

Tatton Park was extended to a 3 day event this year with full celebrations for the diamond jubilee. Friday night is drink theme night and this year was Triumph colours where you had to bring a drink and nibbles from the colour that you picked (it is serious stuff and you are not allowed to change your colour unless you are pregnant!!!!) Drinks ranged from Smurfs dooh dooh (Tahiti blue) Cheeky Vimto (damson) Jagermeister (russet brown) and Irish confusion (Java green) and many others.



Triumph Colour Theme drinks!

Saturday the stand looked fantastic with 22 Area Triumphs and almost every marque represented we had several show prize winners over the weekend



A fantastic show of Triumphs with Saturday having 22 Triumphs on display awesome!!!

Tatton Winners Neil & Holly with Triumph 2.5saloon, Ler Spitfire Mk111. Ian Hartley Trophy Winners, Scoobs, TR6, Piat, 2000s estate. Ian Hartley Trophy overall Winner Mark & Tracy Triumph 2000 saloon. Well Done everybody!!! We also won Highly commended for our stand.

I cannot finish my

If there is one thing Manchester Area excels and that is drunk and debauchery in a field??

report on Tatton without mentioning the weather it rained from the early hours of

Area Showtime

Saturday morning until early Monday morning leaving a quagmire in places but luckily the sun came out for a few hours on Monday.

Janet Collecting a prize for highly commended Club Stand despite the very wet conditions!!



Flash Dah Daa!! Ready for his holidays maybe he is ready for his Manclins weekend - Hi de Hi!



Tatton Park Winners
Neil & Holly in Bonnie (Triumph 2.5 Saloon)
Ler in PAL (Spitfire Mk111)



The Ian Hartley Trophy Winners
Overall Winner Mark Horatio (Triumph 2000)

Piat Flash (2.5s Estate)



Scoobs Vicky (TR6)



CLUB SHOP NEWS

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

by Garth Jupp

Myth Busters

No not the American show on Sky but an attempt to bust some myths a bit closer to home. Ever since I have been Shop Manager, coming up for five years in September, I hear from time to time the following comment. "the Club Shop is too expensive". This has also come to light recently at the AO seminar.

I keep an eye on prices from the other mainstream Triumph suppliers, comparing them with those charged in the shop. I have just completed just such a price comparison. I have taken twenty five products that the club sells regularly and compared the prices to those charged by the following suppliers, Canley Classics, Rimmer Brothers, and Moss Europe. Although a lot of the parts are for a 1500 Spitfire, they can be cross referenced to Heralds, and also the GT6 parts cross reference to the Vitesse. The full list of parts are shown here.

Oil (5 litres) Castrol

Spitfire/Herald oil filter

12V non ballasted coil

6V Ballasted coil

Standard brake pads for type 14 calipers

Standard brake pads for imperial

type 16 calipers

400ml Paint aerosol

Valvemaster 250ml

Valvemaster Plus 250ml

Spitfire 1500 standard exhaust in stainless steel

Spitfire 1500 full sports exhaust in stainless steel inc tubular manifold

Spitfire 1500 full sports exhaust in stainless steel without manifold

4 branch stainless tubular manifold (1300 & 1500)

6 branch stainless tubular manifold (MK2 2 litre engines)

Front Gaz shocks fixed spring pan

Front Gaz shocks, with adjustable spring pans

Rear Gaz shocks

Hi-torque starter to fit Heralds/Spitfires

Hi-torque starter motor to fit GT6/Vitesses

Spitfire moulded carpet set in black

Spitfire 1500/MKIV hood in black Vynide

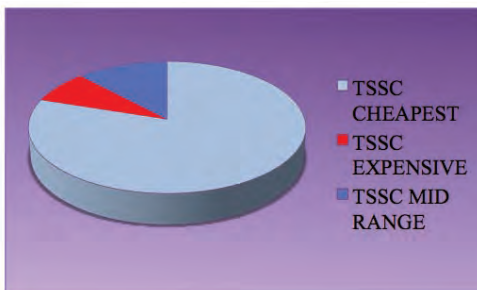
Spitfire 1500/MKIV hood in black mohair

New 1500 Lucas distributor

Magnetronic ignition for 1500

In most cases I have managed to get a direct comparison of 'like for like' parts. In some cases some of the suppliers do not sell some of the parts. This mainly effected one supplier in particular.

Now the results can be seen in the pie chart below. Of the twenty five items in the selection, the TSSC was cheapest on Twenty items, which is 80% of the parts! We are the most expensive on two items (8%) and somewhere in the middle for the other three (12%), neither the cheapest or the most expensive. I found these results surprising as I did not expect the result



to be quite as high as that. However it does clearly dispel the perception that "the shop is always too expensive " comment as a myth.

While on the subject of the shops range of goods, another comment that came out of the

AO's meeting was the lack of support for the other Triumphs in the club, such as the TR's, Stags, 2000/2500's etc. While there are increasing numbers of these models in the club, overall they do not make up a significant percentage of the membership by vehicle numbers. Consequently when getting items commissioned or designed, we have to be mindful of the number we can sell and the cost to the club to develop them, as we have to spend wisely.

This tends to mean that the items that are unique to us are almost exclusively to suit the Herald/Spitfire/GT6/Vitesse range of cars. However if a proven need was shown then items for the other models would be produced. However even for the core cars of the club, it is hard to get enough commitment for items that are asked for, for example the GT6 drop glasses, we still have yet to reach the threshold to make it viable to get a batch manufactured.

However for the other models we do have quite a few items available through the shop, Goodridge brake hoses, Automec brake pipe and fuel pipe sets, brake pads, discs, HT leads, Superflex polyurethane bushes, boot carpets, over mats, Kenlowe cooling fans, Hamilton car covers, Bell stainless steel exhaust systems etc, they are not all listed in the catalogue due to space constraints, but it is worth a phone call to see what we can provide.

Price Matching

I am pleased to announce that the Club Shop will be offering price matching on shop goods if you find them cheaper elsewhere. However as I am sure you realise there are a few terms and conditions.

Terms and conditions

1. The product offered by the competitor is exactly the same as the one we sell, (brand/model/size/specification) and is offered on the same terms.
2. The product must be in stock and available for delivery immediately.
3. The Clubshop must have the product in stock.
4. The Clubshop is able to confirm the details on the competitor's website.

5. Our price match applies to the product only, not delivery or other services.

6. Our price match will not apply to online only retailers or Ebay prices.

7. Our price match will not be offered against special offers or prices from competitors.

8. Our price match can not be used in combination with any other discounts or offers that we may run from time to time, nor can we accept club shop vouchers on a price matched item.

GT6 drop glasses

We have reached 18 expressions of interest, so we are nearly there, come on there must be a few more people that want them? The rear screen is still ongoing, and I will report any news and prices as soon as I get them.



Anniversary T shirts

The anniversary T shirts have sold better than expected, consequently we have ordered a second batch, so if you had to wait for a T shirt, please accept my apologies.

Rear seatbelts

A month or so back I wrote about rear seatbelt fitting in the convertible Heralds and Vitesses, ideas have been costed and this project is still being looked at, I hope to have more news on this next month. The front inertia seat belts in the convertibles design/prototype work is underway to get these sorted before too long.

Postage Rates Changes

Unfortunately, just after the 2012 shop catalogue was published the Royal Mail announced a major rise in delivery prices. Consequently we have had to raise our charges to reflect this, please see the chart below as this now supersedes the one in the back of the catalogue, also there are some changes for the courier delivery rates to islands and the North of Scotland. I have been unable to make the web shop calculate these prices automatically, so if you are in the effected area please add the additional payment item to your basket to cover the delivery costs.

Additionally due to the fact that we can't integrate the free postage for orders over £100 into the web shop, we have decided to cease running the offer for telephone customers as it disadvantages those who have to use the webshop as they are unable to telephone an order in during the shop opening hours.

Courier Rates

There have also been some changes to the courier rates for the highlands and islands rates, see the map

Areas marked C

Highland Scotland (but not offshore Islands see postcode list in catalogue) **up to 20Kg £24**

Northern Ireland (all BT postcodes)

up to 20kg £24

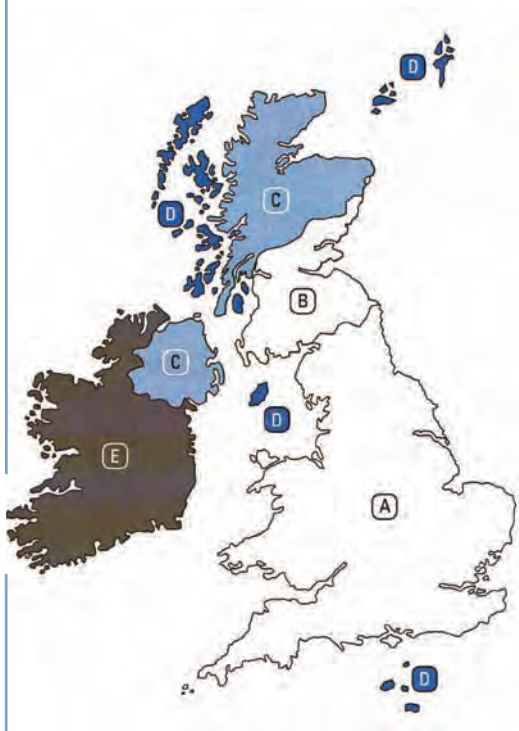
Areas marked D or E

Scottish Islands, the Isle of Man, Channel Islands and the Republic of Ireland

up to 20kg £32

Isle of Wight and Isles of Scilly

up to 20kg £16



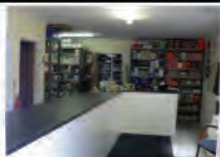
We will still be offering free delivery on orders placed at shows for items that we did not have at the stand at the time.

That's it for this month, I hope to have some more products to announce in next month.

Garth

Royal Mail rates UK Only - weights in Kg

Up to 250g	£3.60	1001-1500g	£7.00
251-500g	£4.00	1501-1750g	£7.95
501-750g	£5.50	1751-2000g	£8.95
751-1000g	£5.95		



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A FRENCH TALE OF SHROPSHIRE TRIUMPHS



U-turns, The Four Tops, cheap wine and a very big gun!

by David Embery

It was with high spirits but cloudy skies and wet roads that our group's adventure started in Shropshire. 10.00am came and went and in common with any good invasion force our group began to muster for coffee and cake at the Motorway Services in Telford. Our force to be assembled was to include two Spitfires, two Stags and four TRs. Not only would we have 'Pals' from the Shropshire TSSC regiment but also 'Pals' from the Lancashire TSSC.

The plan was for us all to rendezvous eventually in Folkestone. Some making their own way there after concluding their individual battles on the work front and others being able to meet up and form a convoy to ensure safety in numbers down to the Tunnel! It quickly transpired that our force was already one down! Worrying when you consider prior de-briefs and communications had been exchanged with contact details etc. None the less, undeterred our group started their journey. The day proceeded well for those in the convoy as without incident they managed to make their way down to the South Coast. True, there were only two cars involved in the initial convoy and only one walkie-talkie worked between them but undeterred by those challenges our determined troops made it! Others joined them soon after once those prior battles on the work front had been won. Admittedly, some sooner than others, with yours truly not being able to get there until 11.30pm! The next morning's roll call proved that our group had made it all in one piece and suffered no breakdowns.

It also came to light what had happened at the beginning when one of our convoy had missed the start. Convinced we were setting

off on the Friday, our colleague was happily ensconced at home on Thursday evening looking forward to his evening meal and what he thought was the next day's sedate journey down to Folkestone. However, at around 6pm a cursory glance at his e-mails gave rise to considerable panic as he noticed our group had already begun to gather in Folkestone and were expecting him for a pint before embarking on France via the tunnel at 9.30am the very next morning! After what was no doubt a few expletives, a TR began its very rapid journey down to the south coast from North Shropshire making it with style and distinction for around 11.00pm. Quite an achievement of crisis management.

The morning came and we all fuelled up on breakfast and agreed it was a good idea to do the same with our Triumphs. Off to the nearest



Supermarket then for what we thought was some perfectly satisfactory unleaded. How wrong that was to prove! Unbeknown of the problems we

had just taken on, we all re-assembled and made the short journey to Calais on the Eurotunnel.

As it proved, a great opportunity to get all the walkie-talkies working! (See picture 1)

Immediately in France we stopped to join forces with our friends from the Manchester TSSC. A Stag and a TR6 bolstered our numbers and our plan to conquer the 'Circuit

Historique de Laon' was to spend our day leisurely making our way along the coast road. This gave the opportunity for our group to do something very worthwhile. One of our number's great grandfather had served his country with distinction but unfortunately lost his life whilst serving in WW1. The largest British WW1 cemetery in France is at Etaples, but as of yet, it was thought, nobody from the family had been to see his grave.

Well that is certainly an objective we would be proud to achieve and so we made our way from Calais.

Only a few miles into the journey an enormous gun came into view! 'Look at the size of that!' came the cry and after a quick consultation of, it has to be admitted, mainly the men in our group, we decided to pay a visit. It looked very much like part of what was Rommel's Atlantic Wall from WW2 and the Gun with its huge bunker promised a very enjoyable hour or so! However, as would become a common theme throughout the day, it was closed! Disappointed but undaunted our band of merry Triumphs continued without incident to the Cemetery at Etaples. What a magnificent tribute to those who gave so much for our today!

The Cemetery, in line with all in France, is immaculately kept (see picture 2) and after a brief period we found him.

After paying our respects to all who gave their lives and are remembered at Etaples, we carried on with our plan to out flank other classic car groups with our approach to the 'Circuit Historique de Laon'.

Only two things appeared to hinder our progress. The petrol we had picked up in



Folkestone was truly awful and everyone of us had an unhappy Triumph to nurse along. They complained bitterly with misfires and pinking being the main symptoms of dissatisfaction of what we had fed them! Despite the difficulties, we all soldiered on and on the basis an army marches on its stomach; decided it was time to find some lunch for ourselves. Never in the field of getting lunch has so much been denied to so few by so many! Every time we stopped at what looked like a restaurant/eating hostelry we were greeted by the closed sign and directions to the next eating opportunity. That subsequently proved to be also closed! After the fifth stop with no food it looked like the entire north of France was closed and so it was decided the only option was to find a supermarket. Thankfully one was found just in time as one of our battalion had problems with leaking brake fluid. It looked like maybe the end of the journey for that soldier; however in true Triumph friendship style everything was found to rectify the situation



3.

proudly waving the Standard Triumph flag. Then in true British style we ran into a traffic jam! (See picture 5) A crawl up the hill to the top of Loan for registration ensued. The spirits were kept high with sounds of The Four Tops booming out from one of our Stags! Dancing and singing ensued which, confused the locals somewhat as it was only 10am! Who were these mad people? We didn't care; we were from Shropshire and Manchester we were there and up for it! The beauty of Laon is the

including brake fluid from the supermarket and a trolley jack from within tools supplied within one of our Stag's. (See Picture 3). Relieved to all still be together, we were able to continue and achieved our objective of getting to Laon without further incident later that afternoon. We were now ready for the tests ahead.



5.



4.

participation of all who attend the event. A fabulous morning was therefore spent as we sped our way through the French countryside! (see picture 6). Pictures and videos taken from all angles and boosted with some decent petrol, our Triumphs even began to roar their approval for what was



6.

Saturday in Laon opened brightly with sunshine and admiring glances to my collapsible bucket! (See picture 4) We set off in true procession style each car in step

going on. The glorious burble from our group caught everyone's attention and the success of

what we had done could be measured by the width of the smiles we had at the half way

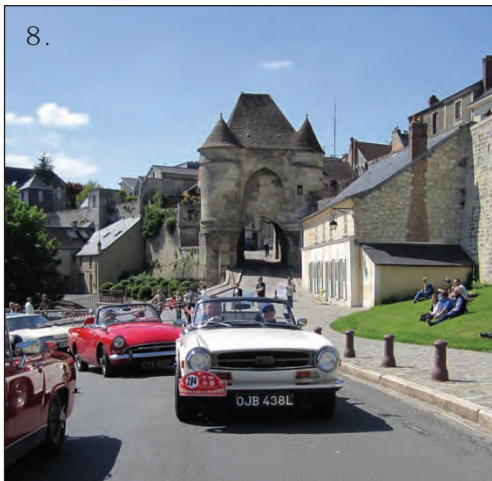
both sides of the Atlantic! However we all agreed that Triumphs ruled supreme and outnumbered all other classics. A stirring sight! In true Monaco Grand Prix style we set off around the pre-arranged route around the streets. (see picture 8). There was little room for overtaking and such an atmosphere with people standing several deep on the streets waiving and cheering as we made our way around. Traffic did not flow as well as it should have done and yours truly had problems with over fuelling on No. 6 cylinder (See Picture 9) - symptom a very



point. We watered and fed on the good food available and then had to decide between further driving through the French countryside or heading back to our Hotel outside of Laon for more good food and wine! In true TSSC Shropshire style the prospect of good food and wine decided it and we made our way back to Laon! The Buffalo Grill was exceptional and the evening ensued with merriment and friendship that will long not be forgotten. (See Picture 7)



sooty spark plug). However, the troops had a



Sunday is the day when the streets of Loan are closed off to all but the classic car community. Superb cars of all persuasion can be seen from



great time whether that be driving around or sitting on the grassy bank soaking up the rays and atmosphere. Such a pleasant difference from the month of continual rain we had all suffered back home prior to our adventure! Again the joy continued with a visit to the Buffalo Grill and the ladies within our group very much getting into the party spirit! (See picture 10)

Monday was soon upon us and our departure

back to blighty having succeeded in our objective of conquering the 'Circuit Historique de Laon'. The cars were running well and with the sun beating down, nothing was stopping us. From the outset we said goodbye to our Manchester friends who were to find their won way back to Calais.

We were sorry to see them depart as they had been fantastic company and contributed so much to making the weekend so special for all of us!

However, we needed to press on and so we decided to follow up our salute on Friday to those who sacrificed so much for us all in

As soon as the doors opened in Folkestone we knew we were home. The heavens had opened and it was chucking it down! Appearing pointless to rush head long into an M25 traffic jam it was decided to stop in Folkestone for a meal.

As I progressed to the junction near the Premier Inn, my TR6 faltered and suddenly all had stopped. She just would not re-start and images of the flat bed AA truck came rushing to mind as the only way home. Then inspiration! My partner jumped out of the car to push with help of another from the group. My TR started and I was in no mood to stop in

case she decided to change her mind. Much to the amusement of the group, I sped away heading for the sanctuary of the car park!

Leaving my partner and her cohort to walk back in the pouring rain. Something, I am told was quite the hilarious sight but I was grateful for their sacrifice to the cause!

A good meal and problem shooting session later the TR came back to life and we made our way back home.

I can't adequately express my gratitude for my friends who stayed behind us the whole way

back home making sure that if we got into trouble we would not be on our own! We made it back as mid night approached and with no further problems from such ills as a sooty park plug. However, what we had gained far in a way outweighed what we had suffered.

The 'Pals' regiments from TSSC Shropshire and TSSC Manchester had followed in the true tradition of our ancestors and made sure that not only had we experienced one of the great adventures but also no one had been left without a true feeling of support and also of togetherness.

Tales a plenty will be told using the numerous photos and videos taken. However, they can't adequately show what friendship and camaraderie there was and bonds forged that will hopefully last a lifetime.



WW1. Heading north we headed for Albert and the largest memorial to those who have no known grave from the Battle of the Somme. (see picture 11)

It was a sobering fact to be shown that the Thiepval Memorial is a testament to over 70,000 soldiers who died but have no known grave! How lucky are we not to have had to make the same supreme sacrifice for our generation as they did for theirs and all subsequent ones!

To all those sacrificed so much whether they have a known grave or not, the TSSC Shropshire joined proudly with the rest of the modern world in offering our salute!

Progress back to Calais was swift and soon we were on the train under the Channel contemplating what a fantastic weekend we had experienced.

A large Vulcan bomber aircraft is parked on a tarmac. In the foreground, three classic cars are displayed: a yellow Triumph Vitesse in the front left, a gold Triumph Spitfire in the middle, and a blue Lotus Elise in the back right. The text 'If you like the look of this...' is overlaid in the top left corner.

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GURSTON DOWN HILL CLIMB

22ND APRIL 2012

by Dale Huxford



The alarm goes off at 4:30am on Sunday morning. Yes there are two 4:30's in the

day. I just wasn't used to seeing the first one. It is however a perfect time to get up and drive from Surbiton to Gurston Down in deepest Wiltshire, just south of Salisbury, for the opening round of the 2012 Revington TR/TR Register Sprint and Hillclimb Championship.

5:15a.m. The weather's good, the dawn chorus is in full flow, and we've left in time. But at the filling station, when filling up the Spitfire on the trailer, I notice the ignition key isn't in it, which is where it was last... Turning round and heading back home, we find the key in a pair of jeans in the washing machine (don't ask). Now we're late and are going to have to cruise a bit faster, which isn't so easy when you're towing a trailer that resembles the Forth road bridge. We're the first class of cars up the hill at Gurston, with practice starting sharp at 8:30.

There are 8 Triumph's in the paddock. My Spitfire, Rod Warner and Graham Massey in TR7 V8's, Graham Ramsey in a 2 litre TR7, Roger McEwan, Graham Howard and Nick Smith in TR6's and, Tony Browne in his rally prepared TR4. Ageing



Lined up Before the Start

Triumph reliability got the better of the 9th Triumph competitor, Paul Oliver after a core-plug went on his TR6 the night before.

The target time handicap system is now settling down. After a quiet motorsport year in 2011, I was looking forward to being able to compete properly in 2012. My target for Gurston was set at 45.95 seconds, achievable in dry conditions,



Spitfire at Start

if I drive well.

Gurston Down Speed Hill Climb is one of the country's top hill climb venues. The track is very

Gurston Down Hill Climb

unusual in starting down-hill, giving an unrealistic feeling of quite how fast the car accelerates. Near the bottom of the hill is a speed trap, measuring one of the fastest parts of the course. There's then a deceptive little left kink that tests the nerves and a long left hander that just gets faster and faster as you find the edge of grip. Then into 'Karousel' two sharp right corners



that turn uphill. It's down to 25mph here and then straight back on the power over 'Deers Leap' to a 90 left at 'Ashes'. Careful of power-sliding into the Armco barrier at Ashes. Then it's flat out to the finish line. Remember to keep going until well after the finish line. It's on a corner. Slowing up too soon can result in a spin. Park in the top paddock, jump out of the car here and there's a printer in a shed that gives you times and speeds. Many competitors are

After Hollow heading for Carousel

about Gurston Down, see the web site at www.gurstondown.org.

The lost-key incident earlier meant I was a little late for signing-on. Better get on with it then. Unload the car, drive it to its paddock bay, find overalls, helmet and gloves for the scrutineer and then leg it over to signing-on. As luck would have it, Jack Pinch, my 82 year-old pit crew and all-round engineer, showed the scrutineer over the car whilst I signed on. We passed. Strong coffee was required before the start, good job we had our own supply as there wasn't much time. As 8:30 approached, the sun came out and we were looking at ideal conditions.

I'm somewhat nervous of first practice. Various home commitments means I only managed two events last year, and I've driven it little over the winter. It's funny how that attitude changes on the start-line though.

I am car number 17. Before me is 14 and 16. So I'm third car up the hill. Had the overnight rain dried out? Only one way to



From Start Heading for Hollow

seen grasping small bits of paper and debating with fellow competitors. For more

find out. And don't forget to keep reminding yourself 'it's first practice, go gently'. There's lots of the day left. Right?

Approaching the start line is the 'wheel warming' area. It's an opportunity to be a hooligan, warming up the rear tyres with some gratuitous and violent use of the clutch and throttle. In my case, it clears the engine, which runs way too rich and fouls spark plugs unless it's working hard. The sound of the engine, cleared and running well is addictive too.

Approaching the start-line, the marshals roll the car to just the right place for the light beams. I must remember not to roll forward on the slope here, otherwise the light beam is tripped and timing starts. The light goes green and I think 'gently now'.

Do I heck. The howl of an engine driven hard up through the gears at 7000 rpm each time is what it's about. Approaching the bottom of the hill at around 70mph, the decision is whether to brake or not. I left it as late as I dared and

sure the 'sideways' through Ashes was a good move, but it kept the revs up. Then red-line it again up through the gears towards the finish line. Crossing the line at about 70mph. Huge grin. Got to the top without breaking down and very pleased with the 46.87s time, just 0.92s off my target, putting me 1st on handicap. So much for taking it easy.

Clearly however, others were feeling their way for their first practice.

Getting back to the paddock after the first batch had finished, we set about the important issue of finding the full English breakfast in the café. Gurston café breakfasts are legendary. I think all of the Triumph crew were in there, but I could be mistaken. The question is "is it wise, when you may have spent £100 on a lightweight water pump that saves 2kg, to then go on to consume 1kg of breakfast?"

The answer is, "of course"! It really sets you up for the day.

With breakfast over, it's time to check the car

after its first run.

No leaks, all seems ok. But hang on, before we put it on the trailer, we blew all the tyres up to 35psi so we could let them down to the right pressure just before the start. In the rush of the morning, we'd forgotten. Jack, friend, trusty pit crew and coffee provider, also



dabbed the brakes before nailing the throttle for the long left. Great, it's just hanging on better and better.

Towards the end of the long left, I hit the brakes hard for the 45 right, changed down to 2nd and carried as much speed as I dare through the corner. Too slow and I'll be back to first gear at Karousel. I managed to keep the speed flowing and hung on to second gear through both corners and up to Ashes. I'm not

reminded me that the shock absorbers were set very hard following some testing we'd done. It appears that the first run was done with tyres and shocks set to 'completely solid' settings. Two of us tried sitting on the rear wing and it didn't move more than a mm. Adjustments were made to both tyres and shocks.

We had plenty of time, as a number of problems with other competitors meant there were a few delays for recovery.

Gurston Down Hill Climb

They were all breakdown related rather than anything more serious.

Second practice was just before midday. With suspension and tyres set, I should get a much better time. I'm looking forward to it. It was the

handicap, but Rod Warner jumped up 4 places to second with the race prepared TR7V8.

Lunch was swift. The marshals volunteered to work through lunch to make up for the morning's delays, so our first competitive run was at 1:40, just ten minutes late. It caught me off balance, so with a good dose of heartburn from bolting lunch, I had to run back to the car and jump in. It must have looked like a LeMans start as I wasn't the only one.

Approaching the start, the heavens opened. 'Shower' doesn't cover it, more a mini monsoon. I've never driven the Spitfire in the rain in anger, so I really was thinking 'take it

easy. The light went green, and I fettle it off the line. 'Fettle' means I dropped the clutch too quickly and went nowhere with the rear wheels spinning on the spot. Talk about lack of grip. My Father, Brother, Jack, friends and others



Graham Ramsey 2ltr TR7 Starts in the rain

usual start line affair and charge down the hill. But for some inexplicable reason, as I approached the first 90 right, I stood on the brakes so hard that second gear saw the engine with low revs and 'off cam', producing little power for Karousel. "Damn piffle and blast" I said. Pushing the clutch and giving it a 'bootful' saw the engine back on-cam, before dumping the clutch on the way out of Karousel, meaning lots of oversteer, which looks good, but isn't.

My time was 3/100's worse than my first run!

Award for 'spectacle of the day' must go to Tony Browne, who managed to get so sideways out of 'Ashes', the corner next to the Armco barrier, that he cut quite a swathe out of the grass. The car was however unscathed, but we can't say the same for Tony's nerves. After second practice, I still held 1st place on



Roger McEwan at the start

were all stood on the start line with cameras. So that's not at all embarrassing then.

I still managed 69mph through the gun at 'Hollow', but eased up before the first right at Karousel. When I say 'eased-up', I mean I slid down the track towards the corner with all four wheels locked up, thinking "Deary deary me!". As it happened, when I took my foot off



Rounding Ashes - Accelerating to finish

the brakes, it just went round the corner with no drama at all. Surprised, and very pleased not to be having a close look at the armco, the rest of the run went well. Special thanks must go to the marshal in the top paddock who stood next to the hole in the driver's window to stop me getting wet.

In such wet weather the more powerful and heavier cars became more of a handful to control, which was clear from the results. Having said that, Graham Howard (TR6) however, drove like it was only slightly damp, and took first place. I was now down into 2nd. Maybe it was 'karma', or legendary Triumph reliability, however his bonnet catch then fell off in the top paddock.

The second competitive run took place at about 3:30pm. Tyre pressures were re-checked and shock absorbers set a bit softer. The rain eased, yay! Then just before our start, it poured. I set off, trying gingerly to find grip, but failed miserably.

As it happened Graham Ramsey (2 litre TR7) in front of me was having gear change issues from a failing clutch slave cylinder and had gone straight on at one point, meaning I was red-flagged and had to stop. Graham did

manage to keep two wheels on the track so his time still counted. I was turned round and got a second go at the start. I still failed to get grip though, it was like ice, not rain.

At the end of the day, Graham Howard was 1st, so he takes the ten points. Nick Smith, a newbie to the sport last year, took second and I managed third.

I'd never driven it in the rain before, so was pleased with the result. I've done 8 events in the last two years and have been sunburnt every time. I thought it was always supposed to be sunny on motorsport days.

Gurston is always a good day out. It's well organised and has great facilities. The varied competitors from the likes of 1200cc Healy Sprites to V8 single-seat race cars and what we refer to as 'mad-people' on bikes and especially the sidecar combinations make spectating between runs interesting too.

Congratulations to Graham Howard on the win, and here's looking forward to the next event...

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Feedback from the FBHVC

by Vivien Thompson



For anyone who has not already heard of the Federation of British Historic Vehicle Clubs (FBHVC), it is an organisation which exists to uphold the freedom to use old vehicles on the road. It does this by representing the interests of owners of such vehicles to politicians, government officials, and legislators both in the UK and (through membership of the Federation Internationale des Vehicules Anxians) in Europe.

The TSSC is a member of the FBHVC and as such receives regular newsletters. This is a brief write up of some of the items in the latest newsletter which might be of interest to you.

MOT Exemptions for Pre-1960 vehicles

From 18th November 2012 pre-1960 vehicles will no longer be required to undergo an MOT test, although owners will be able to take them for a voluntary test. But the owner is still responsible for making sure a vehicle is road-worthy and the owner has a duty of care to make sure full and proper maintenance of a vehicle is carried out.

Fuel News

There are two EU Directives that relate to targets for biofuel uptake.

These require 10% of energy used in transport to be from renewable sources and a reduction of the greenhouse gas intensity of energy for

road transport by 6% by 2020. Use of biofuels is the main way in which these targets will be met.

The introduction of 10% ethanol in fuels in Britain is expected during 2015. It is likely that few pre-2006 vehicles will be suitable for use with fuels containing 10% ethanol. (Super Premium Unleaded will always contain 5% ethanol, but obviously is higher cost).

The FBHVC has responded robustly to all Government consultations on this subject and an FBHVC representative has attended stakeholder meetings at the DfT. As a result of this input the DfT commissioned a report on compatibility issues and carburettor icing. The FBHVC has commissioned an independent expert to report on combustion problems and has undertaken a lengthy and expensive testing regime for additives to overcome the corrosion problem. The Federation has also issued information about compatibility issues for which there is no cure other than replacement of non-compatible items.

In summary the main problems are corrosion, compatibility and combustion:

Combustion and driveability effects: ethanol has a leaning effect and so carburettors need to be adjusted or the air/fuel ratio changes may cause driveability problems and increase exhaust temperature. Measures should be adopted to restrict heat transfer to carburettors e.g. baffles, thermal blocks.

Materials compatibility: replace problem materials with compatible products (see page 69 Courier 382, April 2012).

Corrosion: ideally an aftermarket treatment

should be added during refuelling to protect the fuel system.

Additives for use with Biofuels

The tests carried out by the FBHVC were to test additives to prevent corrosion caused by increased acidity which can occur because of degradation of fuel when it is stored.

The additives tested were designed to protect metals only; there are no known additives to prevent incompatibility with non-metallic materials.

The tests used an accelerated ageing process so the 13 week trial period was equivalent to a year in normal storage. The corrosion was assessed every two weeks. Additive treated fuels continued to provide a very high level of protection right to the end of the test. The additives which passed the test are entitled to carry the FBHVC logo.

Some additive suppliers wish to combine a corrosion inhibitor with an already proven pro-

tection against valve seat recession. These products are allowed to carry the FBHVC logo showing it is FBHVC approved as long as the combined additive package was tested in the corrosion testing procedure.

Some concerns have been raised about bacterial growth in fuels containing renewable components. The additives tested do not offer any protection against bacterial growth.

Labelling regulations

Pumps dispensing petrol containing more than 5% ethanol are required to be labelled.

It seems likely that the designation E10 will be used on the label, for pumps where the petrol contains 10% ethanol, in line with French and German proposals.

The above information is reproduced with permission of the Federation of British Historic Vehicle Clubs.

Vivien Thompson
General Secretary



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Name

Address

County

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Telephone No

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YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
(Cruised & Used
entrants only)

Advance Entries by
post or email by
15th August 2012 to:

Mr Tony Simpson
Paddock View
116 Nottingham Road
Codnor
Ripley
Derbyshire
DE5 9RL

Tel: 07827 891471

CONCOURS CATEGORIES

Please circle **ONLY ONE** appropriate class

MASTER CLASS	SMALL SALOON (DOLOMITE, TOLEDO, 1300, 1500, ACCLAIM)
HERALD	
VITESSE	BOND EQUIPE
SPITFIRE	SPECIAL
GT6	Modified/Modernised
TR	Cruised & Used
STAG	Unrestored
2000/2.5	Best Restoration

**NOTE: Once at Stafford
you will need to attend
the Concours desk (even
if you have entered in
advance) to obtain a token
to be able to get your car
into Bingley Hall
PTO for Concours Rules**



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TSSC INTERNATIONAL CONCOURS RULES 2012

GENERAL

All cars entering must be taxed, MOT'd and insured. MOT and insurance certificate must be shown at the Concours desk prior to commencement of judging. Judges will check tax disc.

Cars can be transported to the event on a trailer; but this might be reflected in the marks awarded by the judges.

All entrants must be current members of the Triumph Sports Six Club or an invited club.

The Concours Organisers' decision will be final and no discussions on the marks awarded will be entered into.

The Master Class will be judged at 2.00 p.m. on the Saturday. Entries will be allowed up until the start of judging.

Judging of the remaining classes will commence at 10.30 a.m. on the Sunday and entries will be allowed up until the start of judging. No late entries will be accepted.

The prize giving will take place at approximately 3.00 p.m. on Sunday.

No car must be moved until the prize giving is finished. Any car leaving before prize giving may be disqualified from the competition and any prizes forfeited.

THE CLASSES

The following classes will be held:

Master, Herald, Vitesse, Spitfire, GT6, TR, Stag, 2000/2.5, Small saloon (Dolomite, Toledo, 1300, 1500, Acclaim), Bond Equipe, Special, Modified/Modernised, Cruised and Used, Unrestored, Best Restoration.

The winning car in each class can only enter the Master Class for the following year.

Master Class: Eligibility for the Master Class comprises winners of all classes from the 2011 International Concours event.

Modified/Modernised: Open to any Triumph that has been substantially altered from standard specification. Cars will be judged on the degree of modification and engineering standard. Cars are not expected to be in Concours condition, but should be presented to their best advantage as additional marks will be given for the overall condition of the car.

Cruised and Used: Cars must cover a minimum of 2,500 miles annually and at least two consecutive MOT certificates must be available as proof of mileage.

Unrestored: For cars that should have had no major restorative work carried out, only routine repairs and maintenance. The owners of cars entering this class will be asked what, if any work has been carried out on the car and the judges will take this into account when awarding marks.

Best Restoration: A New Class this year for Cars that have been restored to show condition.

Best in Show:

This is the premier award in the TSSC Concours. The winner will be selected from all cars entered in the competition.

THE 'OTHER' SOCIAL NETWORK



by Andy Sollis

For a year or so we have been trialling some other forms of social networking to keep TSSC members and in some cases non members up to date on what we as areas and the Stafford International Event team are doing in the build up to selected events.

Rather than using Facebook, we opted to try Twitter, the social media form where you "follow" someone's "tweets" either via the main twitter website or your Smart Phone or just by looking out our own websites which shows a reduced twitter feed of just our "tweets". It's a short message burst of just 140 letters or characters, but can still present photos, web links or videos of your choice.

So, how does it work?

Well, if you on the Internet either at home or on your mobile phone you can join by going to the main Twitter website www.twitter.com and sign up. This will give you an "@ address" where your friends etc can start following you or you can follow anyone you choose.

So, who's Tweets can I follow?

Well, a "Tweet" is just a different name for a posting as you may see on any email or web forum, so don't be thrown by the names. There are quite a few TSSC related items/people on twitter already so to help you I will give a list below for you to get started. You can follow anyone, be it a neighbour or someone famous to The Queen (Apparently she does tweet!) Or maybe this will encourage some other Areas to take up the idea and start sharing what we are up to...

For The International Family Weekend at Stafford, including a build up to and what's going on over the weekend follow : **@tssc_Staff_int**

Local TSSC areas so far include :

Nottinghamshire : **@Notts_TSSC**

Derwent Valley: **@DerwentValley**

North Devon : **@NorthDevonTSSC**

Shropshire : **@TSSCShropshire**

Triumph related companies, such as some top name suppliers can also be found and often offer a few special offers or bargains:

Moss Europe : @MossEurope

Rimmer Bros : **@rimmerbros**
Sports Car Supplies : **@MGTriumphParts**
Classic & Sports Car Magazine :
@CandSCmagazine
And of course, there are the ones for general humour, famous names or just car related!
British Leland PR : **@British_Leyland**
Top Gear : **@BBC_TopGear**
Spitfire & GT6 Magazine : **@SpitfireGT6Mag**
TR Register : **@TRRegister**
Donington Historic Festival : **@donington_hist**
Club Triumph : **@clubtriumph**

There are also people like Nigel Mansell, Lewis Hamilton, James May or just a friend that can be found on Twitter.

Whats a Hash tag and Trending?

Well, the Hash tag (#) is related to a subject. You can then search for things via the hash tag such as #Spitfire50 #Vitesse50 which groups all those posts together regardless of if it is someone you follow. TV programmes such as Dancing on Ice have used this #doi or a Programme on Discovery Channel. You can just create your own in your post if you like. If a number of people are using a particular hash tag this is then called "Trending" so you may get something like #Doctorwho trending when a new series starts as people talk about what they have seen.

I hope this gives you some insight in to something modern without upgrading your classic too much, it also helps us share information about events and photos of our cars and you will join us either with a "retweet" (resending someone else's "Tweet" that you follow to all of the people that follow you!) or just a simple reply to say hello, but don't forget to follow us first!

A special thank you must go to three people for their support, "Nigel - @64Vitesse" & "David Wythe - @6potman" with their trials and tribulations with the rebuilds of their Vitesse cars and "Russell Taylor - @RussJTaylor" for his suggestion for this article.

Andy
@AndySollis



Paul Richardson[©]

John A Lloyd

Engineering Director



One of the most amiable characters I met and subsequently interviewed from the engineering department of The Standard Motor Company was John Lloyd, (1923–2008) who became Engineering Director of Rover Triumph before he retired in 1980.

I asked John when he joined the Standard Motor Company.

"Well this was in 1946 after my national service in the Royal Navy, but to be frank I started work in Coventry in 1938 at the Armstrong Whitworth aircraft factory at Whitley aerodrome in Coventry, so I suppose you could say that my first interest was aircraft engineering. This was after my family decided to move from South Wales because Coventry had become a centre of industry with aircraft factories and motor manufacturers but it's strange how life takes a few sudden turns because I'd really set my sights on a career in the aircraft industry but the second world war put a stop to that when I was called up and joined the Royal Navy. After the war, I tried to resume my intended career at Armstrong Whitworth but the factory had closed. I was then offered a job at the Avro company up in Manchester. This move did not appeal to me at all and, as all my family were working at The Standard Motor Company at the time, I decided to join the company as well. I became a rig test technician in the test section of the experimental department at Banner Lane. The job involved designing and building test rigs to simulate varying road conditions for testing components and assemblies. This included rigs for testing the Vanguard chassis in that era.."

At this stage in the interview John's wife Muriel

brought tea and biscuits into the lounge and John showed me a few photos he had of early Vanguards on test in Wales and one of my father standing beside the Jabbeke TR 2 MVC 575. After reminiscing about the early days of the TR2 and some of the races and rally awards my father's team achieved, and some of the team drivers he remembered, I decided to ask him, about the large colour painting I'd noticed that kept taking my eye of a war ship hanging on the wall above the fireplace, because the artistry and detail was truly exquisite I thought.

John leaned back in his armchair looked up at the painting and said.

"Ah! I'm quite proud of that. It's a painting I did myself of HMS Grenville. I served on the Grenville, which was a destroyer, during the war and that ship made a man out of me. I joined the Royal Navy in 1941, following my brother, and served on the Grenville until 1946."

John's reaction as he looked at his painting obviously brought back very poignant memories, and when I asked him if he'd seen much action, my question led to the most sobering account I have of anyone who'd been in active service during the war. John smiled and related self effacingly.

"You could say that but I remember the camaraderie more than anything else, but I was very, very lucky. We started war service by protecting the Atlantic convoys against U boats and other North Sea work. We then went to the Mediterranean and were involved in the Sicily landings and the Anzio campaign, and then came back for the Normandy landings on D-day and were in action there for four months."

John A Lloyd

After a refit, we went out to the Far East and joined the British East Indies fleet initially. We then became a front runner in the British Pacific Fleet, which was born at the end of 1944, and



John Lloyd with a with a typically cheerful smile on his face.

Photo courtesy of Mike Cook
editor of TVT America'

fought with the Americans at Sakishima and Okinawa in the Japanese campaign etc. We were a very lucky ship because we were involved in just about every major action and suffered several hits, which blew gun turrets off etc. and killed several crewmembers. The Grenville was never damaged too seriously during any action fortunately. Yes, we were a very lucky ship to have survived all that action and lived to tell the tale, many didn't."

John's recollections remain a poignant

reminder to us all of the enormous debt we owe to those like John who fought for the freedom of our country and, of course, those who lost their lives doing so. John held the rank of Chief Petty Officer and I found out after my interview with him when talking to his daughter Sue that he had been presented with the Oak Leaf Award for bravery in action – which he never mentioned to me.

I asked John if he remembered any favourite project throughout his career.

"Well not really because each project was rewarding in its own way and there were so many of them. The TR2 era was very rewarding because the TR was our first sports car and Ken's car's won silverware on almost all the rallies they entered and they did very well at Sebring and Le Mans.. I spent an awful lot of time on the Herald, Spitfire, 2000 and Vitesse range. All these projects were interesting, including all the sports cars but, thinking back now, it was often a struggle to implement adequate proving tests for a relatively small company like ours. We couldn't afford enough proto-

types to investigate problems or analyse potential problems that might occur on the production version. This is why teething problems cropped up in the first year of production of several cars. In a perfect world, if two dozen prototypes of a particular model were constantly on test, as well as components, a year before production started, you would have a reliable car. All the worst scenarios of new design, as well as the best, have to be understood to ensure reliability. I well remember your dad being asked at a meeting what he considered the most important overall development factor on the TR2 and Ken replied, 'The buggeration factor' much to everyone's amusement. Ken was very well liked you know, and his quip referred

to those incalculable week points that can only be rooted out by extensive endurance testing. Jim Parkinson can tell you all about that because he and Frank Smith set up the endurance tests Ken wanted on the TR engine. In an ideal world you can test for all extremes, but it doesn't always work that way because of restrictions on cost, time and changes in pro-

the competition department after the Leyland takeover and remarked of the Standard Triumph period.

"The Standard Triumph years were an extremely happy experience because we had a great team in design and development and Lew Dawtrey, our chief technical engineer, was very ingenious and as I remember him he was



The Herald's Trans Africa proving trip Sand getting 'Everyw here'

duction specifications and, thinking about it, tests can sometimes be too tough. That is to say, when we took the Herald on the African proving trip we met problems that would never be encountered in normal road running anywhere else on earth. When we ploughed our way across the Sahara, extremes of terrain and heat played havoc with the cars and the sand got into everything including our underwear."

John became Engineering Manager on chassis, engines and gas turbine work in 1958 and remained Engineering manager until 1966 which also included being in charge of

always one step ahead of everything. We all worked together in harmony in those days and produced some very good cars in my opinion."

John gave an invaluable insight into the formation and running of the competition department in the Leyland era and, after uncovering details of the rally programme, including a change of administration, he became particularly enthusiastic about the Spitfire Le Mans programme and informed me that this was made possible when he became aware of the power increases design / development engineer Dennis Barbet had achieved on the 1147cc 'Herald' engine at a time when Dennis and the rest of the experimental department staff were kicking their heels with no policy on development having been finalised at that stage by Leyland. John, suitable impressed with the power increases Dennis was

John A Lloyd

achieving sanctioned a power development programme, which in tandem with the decision to put the Spitfire into production, led inevitably to the Spitfire Le Mans programme. John Related of Le Mans. *"We had several crashes at Le Mans in 1964 but the team did very well the following year when we won our*

with Lucas fuel injection. *"The only way we could get any power out of the engine with the U.S emission specifications was to use some pretty hairy camshafts which threw the emissions all over the place and made the car really intractable."*



class, and we had a great team of mechanics under Ray Henderson. Yes they were all great lads."

John was ever supportive of all his colleagues in the company whilst remembering that he had several heated conflicts with directors in the Leyland era when the whole of the British motor industry under Leyland 'was in turmoil.' John was appointed Director, Chief Engineer of Triumph in 1966 until 1975 during the period the TR5, TR6 and GT6 were produced. He remembered that the American emission control regulations on the fuel injected TR5 forced the American version, the TR250, to be produced with Stromberg carburettors and a much less powerful engine. He related of failed attempts to incorporate U.S emission controls

John Lloyd pictured beside a TR7 during it's release

In 1975 John became Engineering Director of British Leyland Cars until the Leyland group was spit up again whereupon he became Engineering Director of Rover Triumph again and related that through to and including the TR7 era his job became ever more difficult due to constant specification changes and 'blind bickering' throughout the group about which prototypes should be produced and with what engines and gearboxes.

He reflected. *"It was inevitable that the industry was on it's final downward slide by the time I retired in 1980 but you've got to remember the good times and we had plenty of those in Standard Triumph days."*

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Vitesse



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NORTH EAST	Danny Stroud: 01224 742315	Various see report in Area news or www.brmmbmm.com/grampiantr.bb	Last Thurs. Eves.
LOTHIAN & FIFE	Russell Macfarlane: 01383 822340	Elgin Hotel, Charlestown DUNFERMLINE KY11 3EE	2nd Wed. 7.30pm

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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. 7.30pm
MANCHESTER	Frank Spencer: 01524 791607 Pip Flegel: 01524 791607	Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA	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	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Kevin Makin: 01282 698167	New Hall Tavern, Salmesbury - Preston. PR5 0XA	Last Tues. 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	Ian Blair: 01302 820119	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st & 3rd Tues. 8pm
WEST YORKS	Martin Appleby: 01535 634239	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

MIDLAND AREAS

COVENTRY	Phil Smith: 02476 457487	The Bull & Butcher - CORLEY MOOR	1st Tues. 7.30pm.
DERWENT VALLEY	Roger Buck: 01623 487323 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
LEICESTER & RUTLAND	David Smith: 07774 276564	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.30pm
LINCOLNSHIRE	Garth Jupp: 01529 307302 Simon Oliver: 07841 450715	The Centurion - Newark Rd NORTH HYKENHAM	1st Wed. 8.30pm.
SOUTH LINCOLNSHIRE	Calvin Andrew: 07811 461207	Langrick Station Cafe - LANGRICK. PE22 7AH	3rd Sun. 10am.
NOTTINGHAM	Claire & Nigel Hill 07971 017012	The Brick & Tile - Palmerstone St - UNDERWOOD	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	The Elwes Arms - GREAT BILLING NN3 3DT	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Bertie Arms Uffington - STAMFORD PE9 4SZ	2nd Mon. 8pm.
SHROPSHIRE	David Embury: 0121 552 0550 William Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Thurs Eves.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999 May to Sept West Midlands Police Social Club	Drakes Drum PH - GREAT BARR BIRMINGHAM	1st Tues. 7.30pm.
WORCESTER	Vicky Dredge: 01527 894125 Barry Minett-Smith: 01242 522973	EDGBASTON Oct to April NAUTICAL CLUB BIRMINGHAM Please Check with AO for venue.	3rd Tues 7.30pm 1st Mon. 8pm

WELSH AREAS

NORTH WALES	Derrick Binning: 07930 210071 Bob Whiting: 01492 516479	Plough Inn, Gresford 1st Tues. 8pm.	Plough Inn, Ewloe. 1st FRI 8.30pm
SOUTH WALES	Bernard Littlewood: 02920 315260	Plough Inn at St Asaph	3rd Wed 8pm.
		The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS. 7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - Fen Ditton, CAMBRIDGE CB5 8SX	1st Mon. 8pm.
ESSEX	Allan Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927	The Bird in Hand WRENNINGHAM	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 - NEWTOWN ABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
SOUTH EAST AREAS			
EAST BERKS	Mark Smith: 07989 104324	The Shire Horse - MAIDENHEAD	2nd Tues. 8pm.
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	Alan Fulbrook: 07795 096394	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 PO33 4RQ	3rd Mon. 8pm.
WEST KENT	Stephen Pratt: 01622 831695	The Cock Horse - on B245 HILDENBOROUGH	Last Tues. 7.45pm
NORTH LONDON	TBC	Cock & Dragon - COCKFOSTERS	2nd & Last Mon.
NEWBURY	Dave Rumens: 01635 868640	The Spotted dog - COLD ASH	2nd & 4th Wed.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30-8pm.
SURREY	TBC	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 - WHERWELL SP11 7JF	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Cross Hands - Nr OLD SODBURY	1st Mon. 8pm
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH	2nd Thurs. 8pm
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: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SALISBURY	John Moore: 01722 710429	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
SOMERSET	Phil Kinsella: 01275 340336	The Fox & Goose - BRENT KNOLL	2nd Tues 7.30pm
	Steve Hopkins: 07729 565059		
WESSEX	Trevor Carlyle: 01425 475376	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
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		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	53 Rue Des Aubépines L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Emmastraat 206862 GT - OOSTERBEEK.	
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	Philip Bellamy: 0041 79 347 1221	Pomonagatan 4S - 742 36 OSTHAMMAR.	
TASMANIA	Alan Donohue: 00 61 004 35 77 70198	Switzerland	
U.S.A. - NW	Dave Eaton: 00 1 360 459 1919408	Switzerland	
		Mount Road - RIDGLEY 7321.	
		Revere Court Lacey, Olympia - WASHINGTON 98503.	



TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



Thanks to the hard work and close working relationship between clubs, TSSC, SOC, and TR Register, Standard Triumph Mark Day (Prescott Hill) was a huge success.

We would like to give our thanks to all the volunteers that made our weekend both enjoyable and exciting all marshals, camp

marshals organisers, admin staff, backroom staff and to all the members who enjoyed a fantastic weekend in their Triumphs!!

Congratulations to **Herts & Beds Area you have won £50 Club Shop Voucher £25 South Lincoln Area and Cumbria Area £10** Please get in touch with Angie Hill at club H/Q for your vouchers.

I would like to say thank you to 2 Area Organisers Phil Wilcox (North London) and Karen Chigwell (Surrey) for running these two areas over many years. We are now looking for new Area Organisers for these 2 areas - if you have a few hours to spare and enjoy meeting Triumph minded enthusiasts please get in touch with Frank and myself, our contact details are on the TSSC Officers page in the Courier. We Will!!! Offer you any help we can.

If there are any TSSC organised Events you would like yourselves and your area to enjoy (Le Mans, Silverstone, Stafford, Xmas Party, Spa, Mile of Triumphs etc.) then Claire & Nigel Hill Event Organisers are the ones to contact about that.

Area Showtime!!!!

You will be enjoying several events throughout the year and indeed organising a few. Please send me or Bernie (award winning courier editor) your pictures with a few words describing where and when your event took place and the fun you got up to!!

The Area Show time article is a good opportunity to advertise your Area.

Show off your pictures in glorious colour and a few words describing where and when your pictures were taken encouraging other areas to join in your fun and games and to show new members what is going on in their areas.

Maybe we will see you at an event throughout the summer Season.

Don't forget there will be an **Area Organisers Seminar at the "International Family Weekend at Stafford" on Saturday 18th August at 2pm.....**

If any Area Organiser would like a topic included on the Seminar Agenda please email me on pip1272frank@homecall.co.uk
See you at Stafford

Pip & Frank

ALO REPORT ANDOVER . . . BUCKS SOUTH

ANDOVER

Tel. 01672 514241

e-mail: guy.singleton@virgin.net

After just about being squeezed out of The White Lion for the past several months our May meeting was actually held in a very quiet pub. We did, however, discuss various alternate pubs to meet at and have decided to have some Roaming Meets during the summer to try out some other possibilities and then decide where we go from there.

So, the July meeting will be held at The Plough Inn, Grateley, SP11 8JR. www.ploughinngrateley.co.uk

Grateley is about 5 miles west of Andover, south of the A303. The pub is in the middle of Grateley village, about 1 mile from the B3084 - take the turning for the Station then follow the main road.

The Plough has a decent sized car park, a small garden area at the back overlooking the car park, and, the day Guy & I visited was very quiet - perhaps too quiet in the long run but worth checking out and food was quite reasonable.

The August meeting will be held at The White Horse, Thruxton, SP11 8LZ. www.whitehorsethruxton.co.uk

Thruxton is about 3 miles west of Andover and is directly on (or under) the A303. There are two pubs in Thruxton but we decided to start out at the White Horse which is south of the A303 and right next to where the road goes under it.

The White Horse has a nice looking garden, although it does not actually overlook the good sized car park. We could also possibly check out the George Inn that evening too as it is just 5 minutes around the corner on the north side of the A303. The George was a much busier pub the day we visited but again has a car park and garden.

Our Wiltshire meeting at **The Bruce Arms in Easton Royal (SN9 5LR)** in May was still a small but select group with Rick & Heather and Burbage Bob joining us - although with plenty of room for more to join us. Our next meeting there will be on **18th July**.

Also in **July** is the **Durrington Show on 15th July**, please contact me for an application form for this show if you haven't already booked in - a nice general village show with a good atmosphere.

Guy & Suzie

BUCKS SOUTH Tel. 07788 436167

www.tssc.org.uk/southbucks

email carlswanson@btinternet.com

Well, reading back some of my own work, the seasons do indeed seem to be changing. From the glorious sun of March to the continual rain from then on in, took its toll on several classic car shows in the Area. Combined with the rising costs and reduction of visitors, I know some of the shows find it harder every year.

However, some did manage to avoid the rain. on Sat 5th The Royal Grammar School celebrated its 450 year anniversary so had a small car show as part of the day. I took my 2000 only to be parked next to a 2 year old Ferrari 458, so spent most of the day listening to people saying 'wow, look at that' and finding they weren't talking about my car!! Still, a good collection and made the day more enjoyable to the varied mixture of parents and boys.

CANTERBURY

Sun 6th was the Beaconsfield show at the football club. Well attended despite the threat of rain. As its local, my wife drove my 2000 while I drove the Vitesse (SD1) as it's the only one that both my cars can attend. A very wide variety of marques and models, including a lot of USA cars as some of them have decided to support my local shows as with fuel consumption being, shall we say, er, a challenge, the costs were getting too high. Makes for a nice change of things to see too.

May 8th was the Ace classic but no Dan as he was on a course. I met up with friends there, some with and some without classic cars, but come for a beer and look round. I took the SD1 as I have limited space on my drive, so it's usually last in, first out! A quiet evening as the weather had been wet through the day, but the evening wasn't bad at all.

Sat 12th was the Hyde heath classic car show. This gets bigger every year! There must have been 100 cars in the show. Probably the main reason is a fly past of a war plane, and this year was the superb sight, and sound of a Spitfire Mk9. The pilot was most entertaining and the Merlin was raising the hairs on my neck as it buzzed over the show. Huge variation of cars entered with good support of many makes and models from across the years. Look out for the date next year, as I really recommend the show.

Paul Lucas also managed to MOT the Triumph before I went to the show with a few advisories, but nothing compared to the SD1!

Sunday 13th was a show I hadn't attended before at Wallingford, near Oxford. Another well attended show with over 200 cars. We were all put in a holding field, and then we set off in convoy, driving through the streets of Wallingford, with many of the residents out cheering and waving! Most unusual! We were then parked on the local green where there were other things to do and see. Mike Brewar (of Wheeler dealer fame) also attended which drew the crowds. I took the SD1 for that as it was a bit further away, and the SD1 sits more comfortably at faster motorway speeds (70mph officer)!

The 16th was the club night which was very well attended, in fact I think a record! Paul & Liz with the sheep, Dan, Robin, Rob, David and Phil from the regular (well, more regular) and most pleased to say two new faces. Welcome Simon and Paul. Simon has a TR6 and an outstanding memory as I apparently had introduced myself some years ago when he came into a garage I was working at. Hope to see you both, and the car again soon. A good collection of Triumphs in the car park too!

Sat 19th was an open day at my local garage AJ Dunlop in the old town of Beaconsfield. He asked if could use my car as one of his tech's has a orange 2500 so they were sat as guards either side of the entrance to the garage!

Sun 20th was the date for one of my most favourite shows of the year. We have been attending it for nigh on 10 years now, and over the last few, with the Thames area team too. Micky kindly called me to tell me it had been cancelled due to the field being water logged. To highlight the weather, one of my sons played a rugby match at the Aylesbury club which is on the field next door. We commented on that day just how hard the ground was as when the ball hit the ground, it bounced like a rubber ball. From that day to the 20th, it just didn't stop, hence the cancellation. First time in 18 years.

That was the last show until early June as a gap in the

TSSC AREA NEWS



shows with weather and the Jubilee.

Hope you had a good one!

So, dates in for **July**.

Depending on when you receive this, it's the **BA car club show on July 1st**. It's held at the one of the old training places near Feltham. TW5 9PQ. Starts midday.

Breakfast meet at Brooklands on Sun 8th July

10th is the **Ace classic car night**

15th is the **Uxbridge car show**. One of the biggest shows of the year.

18th is Club night at **The Squirrel, Penn Street**.

Take care,

Carl.

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

June's meet was busy and convivial as usual. For many the prospect of 60 mph winds forecast for the following day was a bit of a damper, particularly as we had the proposed club run to Bentley on the Sunday.

Today, as it happens.

Having had three completely wet or damp events so far this year, the prospect of a 120 mile return trip with (yet again) the rhythmic beat of the wipers for company was not appealing.

Having canvassed opinion it was decided to postpone the Bentley run, on which Jerry had spent so much time, until **Sunday 19th. August**: a decision which met with general approval.

Bob, our webmaster, has renewed our domain name for another 5 years. I think this would be an appropriate time to thank him for all his hard work both in setting it up in the first place and for subsequently maintaining and updating it. Well done Bob. I know many members rely on it for information and it has served as an admirable advert for the club and the TSSC.

Having already mentioned wet events, I can report that 5 of us attended the Hamstreet Country fair. Yes it was wet, but there was a dry spell early in the afternoon which encouraged Reg to leather off his car, assuring the rest of us that the remainder of the day would be fine. This was just before it started raining again, which continued until the organisers called time at 4.00pm. It rained on the way home as well. The lawnmower racing British Grand Prix (yes, really!) was excellent, however.

On the other hand, the small show (invite only) which we attended at Canterbury Cathedral as part of their Open Gardens weekend was blessed with sunshine and enjoyed by all who attended. It really is a superb venue and we got cake as well! There is an interesting story to be told about this show. It involves Peter H and a salad. Ask him when you see him next.

Thanks to Mike T who has organised our club stand at the Whitstable show in a fortnight's time and who has also volunteered to do the same for the Herne Bay classic show in August.

Ian who ran the London marathon in aid of "Hemihelp" was at the meet, threatening again to have his Cobra on



CANTERBURY CHESHIRE . . . CORNWALL

TSSC AREA NEWS

Canterbury Continues

the road. If you sponsored Ian for his run, he is now collecting your doosh!

And so to events in **July**:

The Darling Buds show, where the classic series was filmed, is on the **8/7** and that is all we currently have booked in as a whole club event. If that changes, I'll let you know. All for now

Phil R

CHESHIRE

Tel. 01625 425845

www.tssc.org.uk/cheshire

e-mail: cheshire@tssc.org.uk

The first event was Capesthorpe Hall on the 27th of May. The weather was absolutely glorious, and we set out relatively late as someone said there are never any queues and you just drive up to the entrance and straight in – but not on the sunniest Sunday for months!

There were loads of people, loads of cars, many interesting, and plenty of stalls to part us from our money. A good time was had by all.

Then Tatton. I hitched a lift from Adrian on the Saturday, and we met Roger and Dave and folk from the Stafford Area. While the weather schedule indicated there was no rain, the elves decided to provide light drizzle for a good proportion of the day. There seemed to be lots of people in attendance. On Sunday the schedule indicated heavy rain with cool temperatures and unfortunately the elves seemed to be reading their schedule more diligently.

I attempted to book good weather for our run out but the timing of good weather favoured Capesthorpe and definitely not our run out day. Nevertheless a number of diehards gathered in the car park at the C & P (they seem to keep losing letters off their sign on the side of the pub) and most of them set off on the jaunt round the Cheshire countryside. This was led by Hark the Herald, and while we lost Charlie in his 13/60 saloon (exams must come first) the rest of us carried on in relatively dry conditions to the Red Lion in Lower Withington. We had one navigational error – the easily missed Foden Lane – and an interesting U-turn otherwise all went smoothly. Hark's windscreen still leaks on the driver's side, and all the other cars had proper roofs so no issues with leaking hoods there.

Next month our run out takes a different twist altogether. The meeting point is the **White Lion in Weston** (that's near Crewe, there is a Weston near Boston, Massachusetts) **CW2 5NA** and it's 7:30 for 8 there. Mr Google says it takes 45 minutes to do the 25 miles from the Cock and Pheasant so to arrive at 7:30 (i.e. in good time) it's 6:45 at the C & P. I shall be at the C & P with a little time to spare and leave at 6:45. I have some maps of the White Lion's location. After we get to the White Lion, I am informed it's a mystery tour.

I've no updates for our cars being fettled in Crewe and Warrington. Hark has received another gearbox without horrid noises, and with synchromesh on first gear – a most welcome addition. Adrian is assembling parts of Triumph

cars and T9 gearboxes and reading up on how to put a Zetec engine in front of the T9 box.

The website may get updated when I get my ISP to tell me why I can't get to it. The address is likely to change – look on the TSSC site under Cheshire Area.

Finally, **July** offers us the **Wilmslow Show** on the **8th, Oulton** on the **14th and 15th**, and another bash at **Capesthorpe** on the **29th**.

Our next meeting is on Thursday 5th July at the Cock and Pheasant (6:45) or the **White Lion in Weston** (7:30 for 8).

Henry

CORNWALL

Tel. 01872 537663

www./autos.groups.yahoo.com/group/cornwalltriumphs/

e-mail: cornwall@tssc.org.uk

Summer's here at last! Ok, so the weather hasn't been that good, but events are coming thick and fast. After the success of April's Drive It Day we have been invited to even more joint events with other Triumph Clubs – great news. To start May off, a small group joined up with Devon Area to convoy to the Isle of Wight Camping Weekend. Those that went thoroughly enjoyed the event and reported that it was probably one of the largest they had been to. There were around 70 Triumphs in the convoys, apparently. Having been before, I know how well this will have been received on the island, locals often come out into their front gardens to wave the convoy past, it's a great sight. No honours, again, in the quiz.

The following weekend was the South of England meet, but I'm not aware that anyone from Cornwall went up, if you did, please let me know. Then suddenly it was the Standard Triumph Marque Day at Prescott Hillclimb. A small band of us left Cornwall together early on Saturday, arriving just before lunch (with only one stop for 'Anthony Fuel'). We checked in, collected our Cotswold Drive Route and made off into the scenery. Although we had left Cornwall in the sunshine, Prescott was shrouded in mist, but once we got out of the hills a pleasant day ensued. We stopped for lunch in a very nice pub and had some fantastic scenery. Living in Cornwall you tend to forget that other counties have lovely scenery too, but completely different. At the end of the drive we had a cream tea in Wincombe and had a quick stop at the Gloucestershire and Worcestershire Railway (GWR), where there was a beer festival going on, but we managed to 'exit stage left' without getting involved in it, which was a shame. Back to Prescott we met up with other members and had a very good barbecue. All to soon it was time to drive to Jane Rowley's (Gloucester AO) to stay the night. An early night had been called for, so after several bottles of wine, in the early hours we went to bed! Sunday dawned brighter and warmer, so our return drive to Prescott was very enjoyable. I was the only one who had bought hillclimbs, so Claudia went off with her camera, whilst I lined up with passengers. Two great runs later, having driven my Stag harder than I have ever done, we were all on a high – you'd think we had just won a Grands Prix! The event was very good, as usual. The Club stands were very interesting and it was great to meet up with old friends from other Clubs that we hadn't seen for a while. All too soon it was time to start the drive home, which was uneventful, apart from a

COVENTRY

short problem with Anthony's overdrive, which cured itself.

The meeting was well attended and there is quite a bit of talk about the **Pentille Festival of Speed in August**. I have booked a stand for 12 cars, so if you want to be on the stand, please let me know. It will cost £8 per car, which is a substantial discount. I have only booked for the Sunday, which is what most people seem to prefer. I'm not sure that anyone has actually entered the Hillclimb, but if you know different, let me know.

Since my last report we have parked for the day as a display on Lemon Quay, Truro and had our Camping Weekend, so more about that next month

JULY

Sunday 1st Grand Day Out Fun Day, Royal Cornwall Showground, Wadebridge

Fri 6th – Mon 9th Classic Le Mans, France

Sat 7th – Sun 8th Powderham Classic Car Show, Powderham Castle, Devon – Mike & Claudia Crewes

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

Sunday 15th July Wadebridge Wheels, Royal County Showground – Tony & Helen Spicer

Fri 20th – Sun 22nd Bocconoc Steam Fair, Liskeard – Sally-Ann Clark

AUGUST

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

Fri 17th – Sun 19th TSSC International Family Weekend, Stafford County Showground

Sunday 26th Pentille Festival of Speed, Pentille Castle – Mike & Claudia

Wed 29th – Sun 2nd The Great Dorset Steam Fair

Mike

COVENTRY

Tel. 02476 457487

e-mail: phillyncovtsscc@mail.com

Hi Everyone. Well what a busy month we have had with a real mixture of weather, starting with the first Tuesday evening meeting of the Heart of England at the Griff in Bedworth, not a bad night weather wise, although a little chilly to end with, a reasonable turnout considering and a good time was had by all.

Next was the Bidford on Avon Vintage Gathering on Saturday the 12th May where, believe it or not we got sun burnt, a lovely show on the banks of the Avon a group of about 16 of us attended, a most enjoyable day out, unfortunately on the way back Paul & Joan had a little trouble with their Spitfire breaking down, but no problem "Spitty Smiffy International Rescue" was at hand with a few spare parts at the ready (even if the condenser was a bit suspect) they managed to get home OK.

On Sunday the 13th May we were due to go to Sandwell but due to the weather it was cancelled and will now go ahead on the 24th June.

Then the highlight of the year The Triumph Marque Day at Prescott where we spent the weekend camping along with Paul & Joan, Steve & Nigel, Roger and Helena our friends from North Wales Area, we arrived on Friday afternoon to set up camp, where a certain young lady, by the name of Carol, from the Isle of Wight introduced herself and apologised in advance if her and her friends who would be arriving later were a little noisy, did she have a surprise

TSSC AREA NEWS



waiting for her!! she didn't know what we were like, by the end of the weekend she certainly did, hope you had a good weekend in our company Carol we certainly enjoyed yours, by the way hows your head? and your feet after all that dancing on the Sunday night. It was an excellent weekend with the organisation being first class, we must congratulate whoever planned the drive on the Saturday, the route was superb, a little disappointed in the BBQ on Saturday night, not as good as previous ones, being held inside the clubhouse due to the cold weather, it was more like motorway service area meal. Not the organisers fault, the event hosts wanted to keep the catering in-house.

Sunday Hill Climb Day was great, organisation first class and the weather quite sunny even though a little cold. Once again congratulations to all the organisers on a wonderful weekend.

Oh! we nearly forgot, Roger if you intend to tow a caravan again may we suggest you have some brake pads in next time.

After a bitter cold weekend the weather turned for the better and our second meeting at the Heart of England meet at the Griff on Tuesday the 22nd it was glorious, a fantastic turnout of over 80 vehicles with Triumph well and truly represented.

Sunday 27th May was our Dalos Day Drive, 14 of us



turned out in 7 classic cars to drive through the Warwickshire countryside to have Sunday Lunch at the New Inn in Norton Lindsey, as all previous Dalos Day Drives the weather was glorious, Tommy and Sandra had a little trouble restarting their TR6 after a photo stop, but after a short time it was roaring away again. Once again a great day, in great cars and great company.

Saturday the 2nd June we were at the Kenilworth Agricultural Show with our friends from the Heart of England, a smashing show with lots of craft stalls and food stalls with that something a little different, various entertainment in the main ring and a good beer tent, unfortunately it was rather cold and wet, but still a lot of public attending braving the conditions.

Sunday the 4th of June was the Jubilee Jamboree at Bulkington, the weather was fine again, 20 classic cars turned out for a parade around the village with Miss Carnival Queen of 1953 being chauffeured by Maurice in his 1935 Armstrong Siddley, most of us made an effort to deck our cars out in flags and bunting etc, after the parade



COVENTRY . . . DERWENT VALLEY

TSSC AREA NEWS

Coventry Continues



we returned to the Workingmen's Club for a BBQ and live entertainment by local artists and very good they were as well, another enjoyable day out.

Then came our Monthly Meeting

at The Bull and Butcher, Coley Moor on Tuesday 5th June. We don't know what we have done to annoy him up in the heavens, but once again on the first Tuesday of the month it poured down, a real miserable evening weather wise, so of course a bit of a poor turnout, still a nice meal with Paul, Joan, Sharon & Steve before the meeting when we were joined by Pete and newcomer Bob O'Toole, nice to see you Bob welcome to the fold. Let's hope come July we can have a bit of summer so we can use the paddocks and have our cars on display.

One new event for your calendar, we have been invited to show our cars and to take part in the **Bulkington Carnival on the 8th of July**, full details to follow, but if you are interested just let us know.

That's all for now let's hope the weather picks up soon. Happy classic motoring.

Phil & Lyn

Stop Press : _ Have just heard Ashby Magna has been cancelled due to the weather.

Forthcoming events :-

Tuesday 3rd July our monthly meeting at The Bull and Butcher, Corley Moor, 07.30. It will be nice, let's have lots of you there in your Triumphs, the paddocks will be open.
Wednesday July the 4th Visit to **Jaguar Heritage Museum**, 7.00pm, then to the **Elms at Allesley** for a noggin and a natter.

Sunday 8th July Bulkington Carnival

Tuesday 10th July HoE at The Griff, 7.00pm.

Saturday and Sunday 14th and 15th July. Birdingbury Country Show. in conjunction with HoE. or Tel 01380 727110 E-mail: petermichaeltaylor@talktalk.net

Sunday 5th August. Mary Ann Evans Hospice Run

Saturday 11th August ASDA Day at Bruntingthorpe in conjunction with Heart of England a great day out, not to be missed. Contact Roger Perkins HoE

Sunday 12th August. Fillongley Show our local show where we have a stand, just let us know if you will be attending.

Sunday 26th August. The Coventry Run starting this year at Stoneleigh NAC Centre. www.festival-of-motoring.co.uk

Saturday 1st Sunday 2nd September. Shackerstone Festival. Another great show involving air displays, narrow boats and railways as well as cars. Again we camp the weekend, come and join in the fun. info@shackerstonefestival.co.uk

Sunday 23rd September. Kettering Vintage Rally at Cranford, a big event, lots of steam engines etc. www.ketteringvintagerally.co.uk

DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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

Hi everyone. May started with the Newark show, a chance for Colin, Angie and Janine plus Julie and me, to enjoy the day which began with breakfast on an open top London Double Decker bus made into a café.

Our three Triumphs stood in a line with many other beautiful classics, all to be admired by the general public whilst we walked around the many stalls, eating pork cobs, buffalo burgers, chocolate coated strawberries and giant chocolate meringues.

The Newark show is not just a classic car show. There is so much to do such as watch the judging of sheep, goats and bulls. There was show jumping plus other horsey events. In the main ring were 'Cyril the Squirrel' and his racing terriers, falconry, digger dancing and quad bike stunt displays.

The Northants camping weekend was blessed with hot burning sun and scorching temperatures. It also had some surprises with a good friend of ours having too much to drink on the Friday night (Elaine) and entertaining everyone with her quick and clever retorts.

On the Saturday a run out to Castle Abbey was on the agenda. Half way around my Dolly's petrol pump gave up the ghost but with the help of Mike Mayfield who amazingly just happened to have a brand new pump in his boot as a spare. Two hours later after changing various parts and building a complete pump from bits off the old and new pumps I was extremely grateful and I was back on the road.

On to June's Monthly meeting at Smalley Common, The fantastic Derwent Valley team made a room full of guest welcome with a Jubilee BBQ. Julie, Angie, Richard M, Mark and I cooked and served hotdogs, burgers, and mushy peas whilst Kim sold raffle tickets. After everyone was fed we got down to business with the run down of events and a natter among ourselves, finally, we drew the raffle finishing the night off.

Don't forget our **Treasure Hunt meet next month**. Please be at **Smalley Common [DE7 6FY]** before 7.30 pm. Everyone welcome.

More dates for your diary:

3rd July – Monthly Meet – John Eade's Treasure Hunt (see above).

20th to 22nd July – Silverstone Classic

7th August - Monthly Meet – Fish and Chip Run. We leave Smalley Common [DE7 6FY] at 7:30pm for a short drive stopping off for some fish and chips.

ALL WELCOME.

11th August - ASDA Charity Day, Bruntingthorpe.
Regards

Roger

IMPORTANT NOTE

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

DEVON



DEVON

Tel. 01548 821348

www.northcotts.clara.net/tssc/devon

e-mail devon2005@tssc.org.uk

TSSC AREA NEWS

May began with our now traditional trip to the Isle of Wight weekend. This time we left Exeter with 11 Triumphs, including Graham & Karen and Carol from Cornwall, and the Treleaven's modern. The party consisted of us with my 13/60 convertible, Dan (Spitfire), Jas & Chris and 3 month old Gabriel (Dolomite), Steve (Stag newly refurbished), Mark & Jane (TR7), Simon & Mum Anna (Mk1 2000), Allan & Jackie (Vitesse), and the Watson family with Colin's TR7 and young Chris with the Outspan Spitfire. For the first time we crossed from Lymington which we all thought made a better trip. Glen, Vyta and dog Enzo in the Stag caught up with us on the Saturday, and Ian & Karen made it on Sunday with their Vitesse. Angela and Graham from the IoW team arranged the usual fun weekend, with a walking Treasure Hunt at the Owl & Monkey centre which was well worth the visit, with Jas coming out the winner. On Sunday despite the rain we drove out to Calborne Mill where all the cars made a good display. Sunday night was Graham's fiendish quiz where we again had two teams, all again in our blue tee shirts. Once again we did not trouble the winners but John's team beat mine this year – next time I want Marc and Mark's brains in mine please. Five cars (10 of us) stayed for the week whilst the rest drove home on the Monday, when unfortunately Jasmine's Dolomite broke its viscous fan and rad and the car was AA'd home from Exeter. We had an extremely wet week but managed to see a lot of the island we had not explored before – we got to the Railway but only after the beer festival, and had the best fish & chips ever from the pier at Ventnor. We are already booked up for next year's trip.

The following weekend saw another Triumph Meet & Greet at the American Diner at Route 38. Organised by Andy Moss of Devon SOC, we again saw a good selection of around 30 cars turn out. We took 5 from Ashburton, mainly bigger cars this time, Steve's refurbished Stag, Simon's 2000, Dan's 2.5PI, Mark's TR7 and our 13/60 convertible. All of these except the 2000 had done around 400/500 miles the previous week on the Isle of Wight, and covered around another 100 this time. We met Peter Higgins there, having recently acquired a smart Toledo with only 40K on the clock and he is now the second owner. After the usual good lunch, a fair number followed Jon Clancy in his Mini Cooper up to Minions on Bodmin Moor for a cold photoshoot. We split up then for the home-ward journey, some going back via Tavistock and Dartmoor, and others heading to Plymouth on a more direct route. In contrast to the Isle of Wight weekend, it was 'tops off'.

A good turnout for Club Night, our 13/60 and Marc's, Dan's Spitfire, Shaun's TR8, Allan's Vitesse, Mark's TR7, Julie's TR7, Steve's Stag, Mike's Spitfire. We met new member Keith who was looking for an early Spitfire and is now the proud owner of a lovely Jasmine 1970 car with a MkIV engine and overdrive which we look forward to seeing soon.

A group of us drove up to Prescott together on 20 May for Triumph Marque Day. Four Triumphs and two moderns met at Exeter, Dan's 2.5PI, Colin's TR7, Jas in the now

mended Dolomite and Russell and young Robbie in the Vitesse. We took John's new toy the MX5 and Marc brought the modern. We had intended bringing the Stag, now looking fantastic after a time receiving TLC from Andy Moss in Plymouth, but having added my weight and a full tank of fuel it was apparent that she had a list to the off-side rear, far too close to the new mudflaps, so change to Plan B. Another great day at Prescott, much colder than 2010, and some good runs up the hill from Colin and Russell. Colin though parked his TR7 on the hill when the throttle cable disconnected, but had a better second run, and Russell put in good runs, with Robbie fast becoming a speed nut at the age of not quite 4.

On Jubilee weekend, Sam and Dad Marc arranged a Go-Karting day at Menheniot. Marc's 13/60 was joined by Dan's 2.5PI carrying Jasmine, young Gabriel and Colin, Bob's Vitesse and two Stags from SOC, Andy's and Vernon's. Tracey, Sarah and I rode shotgun in the moderns. A great drive from Ivybridge to Menheniot, using lanes over the moor and through Denham Bridge and Pensilva, some of which were new to me, took us to the site. After waiting for the weather to clear, the boys and Jasmine took to the Karts. They were all very competitive,



with Marc coming out the quickest, closely followed by Vernon and Colin. Sam and Marc had provided a great trophy, which went home with the Treleavens this time. Of the younger competitors, Sam proved a little faster than Ben so the honours stayed with TSSC.

Coming up in **July**

The **end of June, beginning of July** will see a crowd of us at Martock, for **Colin's camping weekend**. Colin has arranged a steam train trip on the Saturday, followed by us attending **Taunton Car Show on 1 July**. Straight after that is **Powderham Castle show**. With the stand fully booked on both days, if you are not entered why not come along to see the stand where we will be celebrating the 50th birthday of the Vitesse and Spitfire.

There is something on somewhere most weeks in **July** so our cars will be out and about.

North Devon meet on Thursday 12 July, but please check with Steve (07968 702611) for details of the venue, as they intend to move their venues around the North Devon area. **Club Night at the Star Inn, Liverton** will be **Wednesday 18th**.

Looking forward to **August**, if you have not already booked to go to Stafford International, now is the time to get your discounted advance entry tickets. (See elsewhere in the Courier for details). **5th August** will be **Mount Edgcumbe Show** just over the border – we went last year and had a good time. Individual entries – contact us for details. Look out your Scalextric cars too, for the annual 'championship is coming up – watch out for details.

DEVON DIARY

30 June / 1 July Camping weekend at Martock



DEVON DORSET SOUTH . . . ESSEX

TSSC AREA NEWS

Devon Continues

7 and 9 July Powderham Castle Show
Thursday 12 July North Devon meeting
Wednesday 18 July Club Night at the Star
Sunday 5 August Mount Edgcombe Show

Sue & John

DORSET SOUTH Tel. 07920 549474

Well let's just say that the weather has been rather mixed over the last month but i have somehow managed to avoid most of the downpours at recent events.

It was nice to meet up with other areas at Pecorama Beer Devon on the 27th May with some fine Triumphs on dis-



play (see pics).

3rd June saw me and the GT6 take part in the Dorset Hardy run with array of vehicles taking part from Atkinson lorry's to mini-mokes (see pics), there were

a few shocked drivers faces when they came face to face with an Atkinson lorry down the narrow Dorset country lanes.

Pictures from Best of British on Poole quay in next months courier. Enjoy your classics everyone.

Rob

ESSEX

Tel. 01375 672072

www.freewebs.com/essextssc

have just put out an APB on the summer, does any one know were it is? we have had shows and events cancelled due to the sites being too wet and the ones we have attended have not had brilliant weather either. I hope by the time you read this the summer has arrived! I can hope cant I! My office - has been out and about this month, Ian has some problems with the rear of Rose, his Spit, making grinding noises, he thinks it's the diff. We took the diff out of Eric (the trailer donor) it worked ok, then to Ian's,

removed his diff and somewhere in the journey round, Eric's diff had seized up but Rose's diff seemed ok, but the UJ on the prop was a bit rough ,so Ian picked the best of the two I had in store and spent the next few evenings putting it all back together. It ran ok to get to Enfield but started making the same noise on the way home Ian has now ordered a full set of UJ's watch this space.

Out and about info www.freewebs.com/essextssc
TSSC SOUTH OF ENGLAND MEET (SEM) the plan was to go Friday afternoon and set up camp for the whole week-end but the weather and Janet's health meant just attending on the Sunday with out Janet. I took Theodore, Janet's TR7 to get him tuned up, he is now running a lot better. I had my side kick Joe as well as John & Donna, Steve & Maria, Graeme & Pauline, made up the first group. We were joined on route somewhere in Kent by Chris, Malcolm, Lesley & Nancy, on arrival we met up with Russell who had camped the night in his VW and was buying up bits for his current Triumph project. John and Graeme had their car valued and were pleasantly impressed. I met Brian with his lightning McQueen GT6, a car that put a smile on your face, more about that later
MONTHLY MEETING At the club meet this month we had 4 Triumphs together in the car park, not a bad turnout for this time of year. Sadly no Rosie or Frenchie as Ian had spent all Saturday working on Rosie after the breakdown and as Reece and Troy wanted to come they couldn't bring Frenchie as no back seat belts yet. So, Ian, Cheryl, Reece and Troy came in Ian's work truck. Present also were Janet's TR7. Two new arrivals were Brian and Jean in there modified GT6 (Lightning McQueen), which the boys loved and a Dolly Sprint in bright yellow, very nice, and me in my Spitfire. A warm welcome to Brian and his wife Jean in the GT6 and father and son in the Dolly, sorry can't remember your names. Everyone settled down to lunch and chatting as usual with Reece, Troy and sometimes Joe going out into the play area. There was also a group of modified vans that turned up for a meeting, not seen them before but Lightning McQueen fitted right in. After a stroll round the vans and our own cars it was hitting 3pm and getting a bit cold, so we decided to call it a day and headed home. I nearly got wiped out by a BMW overtaking a car on the wrong side of the road, on the A128, a bit scary and a lot of hooting by oncoming cars but all was well in the end.

ENFIELD PAGEANT a two day show this one, on the Saturday we were without our wing commander John as he was in hospital, so I had to take up the position at the



front and Steve took up the rear gunner as he knew the area. We had 3 spits, 1 Herald, 1 GT6, 1 TR6, 1 Stag and the Honda as a support vehicle with Janet and Jack. We were not in our usual spot, we had a corner plot this year, we put up the gazebo arranged the cars and set about food, coffee, and looking around the toot stalls not necessarily in that order but all at least twice if not three times. And to top the day off nicely Brian and his GT6 Lightning McQueen

HALLAMSHIRE

TSSC AREA NEWS



were photographed for Classic Car Weekly (30TH May page 8)

photo here of enfield pageant

Sunday John was back in front of the convoy, still with his gall stones for a few weeks but in a bit less pain. I resumed my usual rear gunner status. We had 2 spit, 2 Heralds, 2 Vitesses, 1 GT6, 1TR5, 1TR6, and 1TR7. On arrival things ran much as yesterday with food coffee and toot stalls.

"JUBILEE AND OLYMPIC" CELEBRATION SHOW. Gallywood, Essex. The cars were part of the village fete and we were set up on the common and with the wind blowing across the open common, it was a day for wind breaks and huddling down behind your car with a hot cup of coffee. We had 7 cars, 3 Heralds 2 Spitfires, 1 TR6 and 1 TR7, the weather got better as the day went on, the busiest thing on the common was the helicopter rides, he was up and down all day with queues of up to 1 1/2 hours. I believe it was £35 for 5 minutes not a bad earner.



Up and coming **July**

Sunday 1st 'NEW SHOW' MALDON MOTOR SHOW. Hythe Quay and Promenade, Maldon, Essex Club stand booked for 12 cars. If you haven't booked for this you can still book as an individual.

Saturday 7th / Sunday 8th ARDINGLY VINTAGE AND CLASSIC VEHICLE SHOW South of England Showground, Ardingly, West Sussex A massive 2 day show, something for everyone. Free entry and free camping. Some of us went last year and it was really good.

Monday 9th CLASSIC CARS AT POLHILL GARDEN CENTRE Polhill Garden Centre, Sevenoaks, Kent An evening gathering of classics.

Sunday 15th 'NEW SHOW' ROYAL GUNPOWDER MILLS CLASSIC CAR SHOW. Royal Gunpowder Mills, Essex Website. <http://www.royalgunpowdermills.com/>

Sunday 15th MONTHLY MEETING The Halfway House

Saturday 21st 'NEW SHOW' EIGHT ASH GREEN FESTIVAL Fordham Heath, nr Colchester Music Festival and Classic Cars.

Sunday 22nd 'NEW SHOW' GREAT EASTERN RALLY. Ingatestone Hall, Essex

Saturday 28th / Sunday 29th 'NEW SHOW' DACORUM STEAM AND COUNTRY FAIR Green Croft Farm, Hemel Hempstead, Hertfordshire.

Birthdays John Herald on 5th Pauline TR6 on 23rd Maria Herald on 25rd Kev Todd from the rebels on 30th

Allan

HALLAMSHIRE

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Hi All. May what a month we have had, first was our run to Sewerby Park at Bridlington. We met up with a few at the Rugby club on the Sunday around 8am Dave & Angie from Northants Area had come to stay with us on the Saturday so they could do the run, Carl & Lisa, Colin & Angie from Derwent Valley Area, and Paula & Michael from Notts Area. We set off, it was a little overcast on the way but it stayed dry. We got parked up and had a cup of tea & coffee. The Kids decided to have a walk on the cliff top then on to the beach into Bridlington as the sea was out, the adults had a walk on the cliff top into Bridlington, it was a bit breezy. A few of us went for a walk to the harbour, we then met up to catch the land train back to Sewerby Park for lunch. After lunch came the famous feeding of the penguins and we all rushed to watch, then a nice steady walk round the gardens.

Before we knew it, it was time to pack up and go into Town for our Fish & Chip tea which we all enjoyed, then our goodbyes as we all had a way to travel especially Dave & Angie who had a long journey home to Bedford.

The following day was our club meet which saw a new member turn up which turned out to be Julie's butcher Mick with his newly acquired white GT6. Members from Derwent Valley, Notts & South Yorkshire Area/2000 register came as well, there was a healthy 12 Triumph's in the car park that night which was nice to see.

The first camping weekend of the season came and so did the weather with temps reaching 80 degrees it was a brilliant weekend down at Wicksteed Park. We got there around dinner time on the Friday to be met by Dave & Angie Richardson AO's of Northants and a few other familiar faces putting up the tents and gazebos for the fun weekend to begin. On the Friday night saw Angie's veg chilli and rice which always goes down well. Then the games started with the pass the parcel and Mr & Mrs game which was rounded off by plenty of drink.

Saturday - once the morning hangovers were shook off we went on a nice run which we ended up at a castle and we had a nice picnic with the kids and Carl & Lisa then a steady walk round the castle grounds. We had a nice run back and time to chill and catch up with people who had arrived while we were out. Saturday night big BBQ was in full swing, which the Northants really do excel themselves on, the food. Then the games started which had us in stitches imagine a stick between the ladies legs giving a toilet roll between the men's legs then another lady with a stick getting the toilet roll from the men's legs then having to run and get it in a box to win - it was so funny. On the Sunday there was the Concours, Adrian took Christine down and gave her a quick polish with my help, the kids disappeared all day on the rides and came back for drinks only because they was told to do so. Loads of the public had a look round the cars which was nice to see. There was around 36 cars in the line up, Carl & Lisa grabbed The Best Herald Trophy and to Julie's surprise Christine claimed best big saloon and also Car of the show

IMPORTANT NOTE

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



HALLAMSHIRE HERTS & BEDS . . . WEST KENT

TSSC AREA NEWS

Hallamshire Continues

so Julie was a happy bunny. We then went back to start to pack up which found us with a flat tyre on our caravan so that was a bad end to a great weekend Carl receiving his Award.

We attended the Notts meeting this month to find hardly any room in the car park which was full with Triumph's, the weather was nice and everyone must have come out in them which was nice to see.

The bank holiday weekend saw myself and the boys going to a very large event, the Classic Car Show at Tatton Park, we were there as guest's of the Manchester Area and once we had set up we were straight into the evening socialising with drinks, snacks and these were in Triumph Colours, some very dodgy drinks were consumed and a very enjoyable evening was had. Next morning was raining and after positioning our cars on display I was free to view the large auto jumble before going back and waking the kids. The rain stayed most of the day and after Julie finished work she drove up and joined us. Another evening of drinks and merriment soon followed. The weather wasn't very pleasant the next morning at all and after showing Julie some of the show we decide not to stay another night and late afternoon headed home.

Thanks to all at Manchester Area for their Hospitality. Christine on Display at a wet Tatton Park.

JUNE - We went down with Carl, Lisa and Rebecca to the Derwent valley annual BBQ as Colin wasn't coming due to him being unwell. Mark had to grab an apron and started to cook with Roger which I must say was a lovely BBQ, we had a quick raffle and a catch up with some old faces.

We look forward to the rest of events this year.

Julie & Adrian

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

Hi, well I had a week of sunshine whilst away in sunny Bournemouth, that was a surprise as the past weeks have been torrid and wet, not at all inviting to get out and about in the Vitesse 6, Andy and Gemma are still in Moscow and have had some hot 20+ weather after a cold winter.

On the trip to the Horses trust we only managed 5 cars, from Me, Jill, Phil, Malcolm, Karl & Sue, and Paul, all in a very interesting day out.

The Luton Festival of Transport hosted by CVPG will be over, and I will miss this for a first time as it clashes with my first COM meeting, all 20 passes have been used. Ray and Alan will take over keeping an eye on the club site, I hope the rain has kept away.

There are a few passes for **Kimbolton Charity Classic on the 15th July** still available, the pass gets a car full in for £8, pay on the day, (normally £11 each). We will join up at the usual A421/A6 BP services roundabout just south of Bedford at 9.15am, when in the school/castle complex, we are stand number 45, where we will join Northants and Peterboro areas, they like us on site by

10am. After 11 and you pay full entry costs.

August 18/19th is the TSSC International Family Weekend, booking details in June courier page 42 or online .. Who's going then !!!

Buckingham Steam Railway Centre, Quainton, August Monday 27th there is full access to the steam museum site and free train rides, a brilliant classic event for a donation of (£2) per car, the parking is on hard standing, with a cafe on site for your breakfast etc. Great for Kids and Adults and Grand parents, location signed, just off the A41 north of Aylesbury, you can pre book but not essential, pay on the day ... £2 for a full family day out with as many steam rides as you can handle.

Should you find the **3 Moorhens** is still closed for its refit, just tootle towards **Letchworth** and we are using the **Anchor PH** as the alternative, halfway between Hitchin Rail station and the Harkness garden centre, we always meet on the **FOURTH Monday each month**, not the 4th day and not the last monday

Happy motoring

Peter

DUXFORD your area's annual largest Triumph gathering is **October 7th**, this does clash with the CT RBRR but choice of dates is out of our hands, pencil the date in, more details very soon, I will be looking for 12 Marshals and helpers to volunteer for around 2 hours work on the day.

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

We had a good run to the Leatherhead South of England Meet last month having met up at Clacketts Lane Services to 'convoy' there. In the end we had two groups, the fast and the not so fast. Due to Rob Garretts Midge having a top speed of 55, I and a number of others elected to drive at this limit along the M25 whilst the others just went for it! It was interesting at this speed as we were mixing it with the lorries! When we arrived Del had kindly arranged for a number of our group to park together rather than in the model specific area's. It was a good day with good weather and we fielded 12 cars on the run from Clacketts with at least 4 more arriving separately. In total I think we had the following numbers: 5 Spitfires, 4 Vitesse, 2 Heralds, 1 TR6, 1 TR4, 1 Midge, 1 Toledo 1300 and 1 Dolomite Sprint.

The area also managed to pickup the following runner up awards:

Phil with his immaculate red TR6 - Sports category

Rob with his unique Midge - Specials category

Colin with his lovely Mk3 Spitfire - Spitfire category

And the gentlemen whose name I have mislaid with the Green Dolomite Sprint Auto in the Saloon Category. I have your award for you, please contact me or come to next months meeting and I will present it to you.

All in all a very good result for Kent Area

May's Club night was also very satisfying with a good turnout of Triumphs in the car park with some new cars turning up, Jim's Herald 1200 and Ray's GT6 whilst new member Jack Farris turned up in his Herald 13/60 with his friend Lawrence in a Toledo 1300 4 door. Welcome both of you to the Area, we hope to see you again and I know Andy (who was not there) would be interested to compare his Toledo to Lawrence's. By the time you read this, the Bromley Show will be but a memory, hopefully the weath-

LANCASHIRE LEICESTER & RUTLAND

er will be kind as I know Colin has arranged for all 3 cars on the stand to be shown in the Arena as a part of the Spitfire's 50th anniversary celebrations. I also raffled off the Area Prize of a £10 TSSC Shop voucher pulling Chris' name out of the hat.

Forthcoming shows:

Darling Buds Classic - 8th July

Polhill garden Centre 9th July 6.30pm

Coolings Garden Centre Knockholt 4th August

Dering Arms Run 12th August - leaving the Cock Horse at 10.00am

Finally a reminder/plea - this is my last year as AO as I will be giving up the post at the end of the year, last year I had no luck in finding a successor, so unless anyone comes forward between now and November, the area will be without an organiser next year
Thanks

Steve

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This month's report hasn't turned out as busy as it could have been. First up was our trip over the border into Yorkshire for the '27th North Yorkshire Triumph Weekend' at Runswick bay (just up from Whitby) Dennis and myself set off mid Friday morning and picked up a Club Triumph colleague on the way. The weather outlook wasn't brilliant but we got over there with the tops off, and by 3pm camp Lancashire was established so off for a walk (and the pub), by the time we returned Andy had arrived shortly followed by Simon & Claire with Stuart and Liza getting there later making up the Lanc's contingent. As we enjoyed a quiet(ish) night in the marquee the weather was turning and the rain didn't slow up till 11am Saturday when we set off on the 'scenic run'. The north York moors are desolate in places, pity the weather wasn't better. The finishing point was the Lion Inn high on the moors very welcoming with good food and drink on offer..... Saturday night in the marquee was certainly lively !!!!!. Thankfully Sunday was dry (but still cool) so off for a walk on the beach which was enjoyable until the 1in 4 hill back up the camp site (I must do something with my fitness!!). We packed our tents and the shelter away and actually stayed on this year to get the results of the show cars, never mind Andy you were robbed, all that cleaning as well. On our drive home the sun came out and the following week was a scorcher (why oh why).

May's meeting was quite a good one with a decent turnout and that was with a couple of regulars missing. Andy Simpsons GT6 decided to dump petrol out of the front carb at an impressive rate, so a quick dismantle of the float chamber to blow at the needle valve seemed to cure the problem (at that moment). George with his TR6 came along for a look at us and was thinking of joining the TSSC, he also owns a 2.5pi amongst other vehicles.

Debbie and Leyland are about to have some serious work undertaken on their GT6 and have also bought a Spitfire project which will hopefully become their hill climber, that said, Debbie took my TR8 out for a spin..... and wants one!!!, but will have to sell their MGF (Result)

The following jubilee bank holiday had a few shows to choose from but I only managed the Tatton Park one as a visitor on the Saturday where I met up with Richard.

TSSC AREA NEWS



Upcoming July dates :-

1st July Towneley hall show - Burnley

29th July Ripon classic car gathering - Ripon

31st July Area meeting

That's all for now....

Kev

LEICS & RUTLAND Tel. 07774 276564

Sunday 13th May saw six club cars attend the Snibston Transport Festival. Sunny but a cool wind. Good numbers of people at the show and most found their way into the car park where we and about another sixty classic vehicles were parked. John M and his award winning Triumph "Herald" was voted car of the show. Why is it at local car shows that the visitors on walking by our cars, all seem to mutter "I had one of those in my youth, or my father had one of these" Of my particular Triumph, 22,941 were produced and I therefore reckon that I must have met every one who has ever owned one, or... my car has had 22,941 owners!! Back to John and his "Herald" as the knowledgeable visitors call it, despite it having twin headlights and the "Vitesse" badge on the back.

Don't we just love em?

Over the same weekend, Neil plucked up the courage to take his Stag and his TR6 to the continent for the Laon Historique in northern France. Neil had Dave Smith as co-pilot in the TR6 and Neil's son Nathan drove the Stag with Andy M as co-pilot. Both cars were serviced and kitted out with Continental touring safety kits, that include triangles, spare bulbs, first aid kits and high vis jackets. We met up with Steve and Pat Goddard in their GT6 in Dover before we boarded the channel ferry at 8.30 a.m on Friday morning. Well over 100 classics of all flavours were on the ferry, so a good atmosphere from the off. A quick stop at Carrefour to pick up a few essentials and we were on our way. The drive to Laon was pleasant along The French totally uncongested motorways, quite an eye opener. As we got close to Laon we could see the magnificent Notre Dame Cathedral perched on top of the high hill that is Laon. Our hotel was at the bottom of the hill and after a very arduous climb up the hill in the evening, we dined in a restaurant right opposite the Cathedral. Magical.

Next morning we all set off up the hill in our cars to the several registration points around the city to collect our maps, plaques etc. We then had a few pleasant hours strolling around the town to see some of the fantastic cars but as there were over 650 of them, we did not have time to see all. Then we were off to tour the local countryside with our map and a 165 mile route, with a stop half way at Vervins for lunch. Most cars were given either route A or B which was the same route but in different directions. The super, super cars were given a shorter easier route as most had only 1" ground clearance. Lots of waving and picture taking and at every village we passed through the locals were out in numbers waving to us. Not one high vis jacket or policeman along the whole route. Can you imagine this in the UK with our ridiculous health and safety laws and us in a convoy of classic cars. After the drive we all gathered at Parc Foch for a glass of bubbly before we retired to our hotels.



LEICESTER & RUTLAND . . . LINCOLNSHIRE LIVERPOOL

TSSC AREA NEWS

Leics & Rutland Continues

Sunday was the main event when the roads of Laon are closed in the afternoon and everyone is allowed to drive around (one way) the town through the narrow and cobbled streets out onto the hairpin bends as you climbed your way up to the top of the town and the city walls. High police presence of three whose only interest was admiring the cars. Sunday night and back up the hill to our Cathedral restaurant before we departed back to the UK on the Monday. Both cars did 900 miles without a hitch and averaged about 23mpg. The trip was quite magical with such a warm atmosphere and a warm welcome from the French people. We will definitely go again and we have reports that some of our members who did not manage it this year are already saving up for next year.

The Peak run is towards the end of June which is good news as its on high ground!!

Dave

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First of all some good news, Simon & Sarah are now engaged, congratulations to them both.

May has always been a hectic month with trips to Isle of Wight & SEM on consecutive weekends; unfortunately nobody from the Lincs area made it to Prescott this year to the best of my knowledge.

However several people have been busy, Keith has put his GT6 on the road this year with a better rear swing spring and refurbished carburetors along with a few other minor bits of mechanical work. Simon now he has settled down a bit from his latest house move has begun to find the bits of his Vitesse and put them in some semblance of order, even being so bold as to bolt some rear suspension parts back on to the chassis!

We had a good turn out at the last meeting all ten of us (well that's good for our area) There would have been more Triumphs in the car park, but my Herald had a flat battery again, and I could not find my jump leads. Still Keith's GT6 drew quite a crowd in the car park, and it was nice to see Mike Ovenden's Vitesse after hearing about it a few meetings back.

Our plans are well underway for our camping weekend, the campsite is booked, destination and route sorted, just have the Saturday evening entertainment to sort out and we should be ready.

On June 10th Keith and Phil were at the Lincolnshire Vintage Vehicle Rally, which is held every year within the walls of Lincoln Castle. Unfortunately neither Simon nor I managed to get our applications in early enough, but still went along on foot and met the others there. It is the first time I have not had something on when the rally has been on, and I will certainly make sure I keep my diary free for next year, we ought to make a concerted effort to try to get more of our areas cars in next years event. There was a nice mix of cars from the 1920's up to the early 1980's. The

organisers also laid on a free vintage bus ride down to the Lincolnshire Transport Museum, though I think the driver thought we were not locals, as he seemed to take us on a most torturous route on the way back pointing out the sights. Perhaps we should have gone on the mystery tour bus that was behind the one we went on, it might have been quicker! The weather was kind to us and it stayed both warm and dry all day. Towards the end of the event they held a raffle and prize giving, Keith was too busy nattering to realise at first that his GT6 had won the best Triumph prize, a rather large and heavy cup. Another one to add to his list of trophies.

By the time you read this the Peak Run, Wickenby Wings and Wheels and the Waddington airshow will have been and gone, with various levels of attendance from our area. Next year we are going to attend Wickenby as an area and camp, the airshow is not large but it will make a nice relaxing weekend.

Future Events

July 14th Run to Papplewick pumping station (which is in steam that day) meet at the Jolly Farmer A17/A46/A1 junction at 9.30am, bring a picnic.

Well that's all for this month.

Garth



LIVERPOOL

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Dear All, not much to report again this month, but some good news, as most of us are getting our cars back on the road after a mixture of breakdown/restoration/bad luck! Lisa has got her Vitesse (and her Mojo) working again, so good luck to her in the coming months. Lee has his GT6 back from the trimmers, we're all itching to see the results. Lol has improved his Vitesse further, sorting out those little jobs only he was aware of and have been bugging him for years, and I've replaced a couple of half-shafts and finally fixed my badly fitted (not by me....) soft-top. So things are looking good for the summer (or have we already had that in May)?

By the time you read this we'll have visited our friends in North Wales Area as part of the Annual Liverpool/Wirral/Cheshire/N.Wales Areas meet-up. Hopefully the weather was good?

A quick word on a few Events, the **Woodvale Rally** has been moved to **Southport's Victoria Park on 28th/29th July** due to moles unearthing asbestos at RAF Woodvale! You couldn't make it up?

For those of us going to Stafford this year, don't forget you can save yourself a few quid by booking ahead and downloading a form from the Club's International website.

There's also the **Ormskirk Motorfest on the Bank Holiday Monday, 27th August**. We missed last year's event which looked fantastic, you can sign-up for free

MANCHESTER . . . NEWBURY

at [http://www.ormskirkmotorfest.com/Motorfest_Registrati
on_Forms.html](http://www.ormskirkmotorfest.com/Motorfest_Registrati
on_Forms.html)

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

Alex

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May and the beginning of June has been mega busy. Triumph Marque day at Prescott Hill was Brilliant.

Jez, Debs, Piat, Janet, Mark, Tracy, Gary, Scoobs Steve, Nic & baby Catherine, Martin, Janet and us had a great weekend. Saturday Manchester Area went on a mini run to Chez Jane & Jasper's for coffee and chocolate fingers, thanks to both for your hospitality and warm welcome (thanks to Jasper for cleaning our ears and emptying our pockets priceless!!)

A Massive thank you to Paul from Gloucester Area who went out of his way to help one of our members it was much appreciated. Thanks to all the Manc members who worked as camp and parking marshals. Sunday was Hill climb day fantastic I was treated by Steve Openshaw (thanks Steve) to a race round the track in ADU Spitfire awesome!!! And the driver Alistair Pugh was pretty cool too in fact I had to tell Nicy Noo to keep her eyes off!! Mark threw Horatio around the track and left Tracy trying to hold onto anything she could get her hands on, Janet used her police driver training to leave Pete breathless, Janet promised to video Pete but only managed to capture 10 seconds of Janet exclaiming that the video wasn't working, and Scoobs added to his thrills on the way home with a blow out on the rear tyre of his TR6 and Gary got mudded up in the mud and rain the day after he had Fred (TR6) professionally polished by "Magic Detail"

I think we had a fantastic weekend Roll on next Prescott!! Four days later 7 of us sailed away to Spa Francorchamp via Hull – Zeebrugger the ferry was brilliant with all meals included. Spa is a pretty little village with surrounding hills and places of interest. Spa Francorchamp although a tad smaller than Le Mans is just as exciting with great viewing, exciting racing and some awesome classic racing cars.

Thanks to Steve everyone caught a 24 hour bug over the 6 days we were there except Catherine 9 months and me!!! In fact I was fittest one there yay!! Don't think it had anything to do with Martin Robbo's cooking as he was head Chef and Janet was his right hand chopper.

The campsite was fantastic we had a chalet each that came fully equipped and was really comfortable with the most fantastic weather. We had a great time and would definitely go again.

Tatton Park was extended to a 3 day event this year with full celebrations for the diamond jubilee. Tatton is a fantastic event organised by Stuart Holmes (who we are proud to say is one of our members) with hundreds of classic marques, stalls and a massive auto jumble. Thanks to Les, Piat, Paul, Neil and Mark for cutting the grass on the stand. Friday night is drink theme night, this year was Triumph colours where you had to bring a drink and nibbles from the colour that you picked (it is serious stuff and you are not allowed to change your colour unless you are pregnant!!!)

Drinks ranged from Smurfs pooh (Tahiti blue) cheeky vimto (damson) Jagermeister (russet brown) and Irish confusion

TSSC AREA NEWS



(Java green) and many others. Nibbles ranged from yellow curry, olives to gorgeously tasting cup cakes (ta Trish) If there is one thing Manchester Area excels at and that is drunk and debauchery in a field?? Thanks to Janet & Piat for organising it (brilliant)

Saturday the stand looked fantastic with 22 area Triumphs and almost every marque represented including Adrian Hadfield we had several winners over the weekend Tatton Winners Neil & Holly with Triumph 2.5, And Ler Spitfire Mk111.

Ian Hartley Trophy Winners, Scoobs TR6, Piat 2000s estate Ian Hartley Trophy overall Winner Mark & Tracy Triumph 2000. Well Done everybody!!! We also won Highly commended for our stand.

I cannot finish my report on Tatton without mentioning the weather it rained from the early hours of Saturday morning until early Monday morning leaving a quagmire in places but luckily the sun came out for a few hours on Monday.

A report in glorious colour is in 'The Area Showtime'

Due to the bank holiday and Tatton Park 24 hours previous we had a smaller than usual turnout for our Area meeting with 22 members present A very warm welcome to New Members Christiana and Christiakis (Chris & Chris) with their lovely white Spitfire, it was a pleasure to meet you both and we hope to see you at many more events and meetings.

We had discussions on our forthcoming BBQ I think every one attending is contributing in the food department.

All members who want to take part in the **Manclin's weekend in September** can you bring your booking forms plus £30 camping or £10 day visits no later than the **July** meeting please

CORRECTION

The **Manchester Area Xmas Do** has changed to **Saturday December 15th at Village Hotel Cheadle** please pay £10 pp. deposit at the **July** meeting.

Dates to remember in July

July 1st open Day Barton Aerodrome
July 3rd Area Meeting Barton Aerodrome
July 7/9th Le Man
July 7/8th Area BBQ
July 13/15th Oulton Park

See you at an event near you

Pip n Frank

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The meeting at beginning of May was well-attended and we had a good array of raffle prizes. Nigel won the chocolates – again! This is obviously a popular choice, so maybe one meeting could be a chocolate only prize night, although the prizes might not get as far as the meeting!!!

Dave and Mary went to the Triumph Day at Prescott Hill Climb and had two enjoyable runs up the hill in the TR7. No problems with holding the road. The weather was very cold with everyone in fleeces, woolly hats and us wishing we had bought our gloves. Well it was only the end of May!



NEWBURY . . . NORFOLK NORTH EAST

TSSC AREA NEWS

Newbury Continues

The end of May meeting was very well-attended and because the weather was at last very good, we were all able to sit out on the decking, although the car parking was a bit of a problem as the pub is getting busy. Everyone wanted Colin's donated raffle prize of an adaptor for oiling front trunnions. Guess he could make a fortune if he could find a source!

With the better weather we were also able to enjoy some local shows. Some people went to the Donkey Sanctuary Country Fair and others to the Young Farmers' Country Fair at Englefield. Both groups had a good day out, and we almost complained that it was too hot!!

If you are going to the International and haven't liaised with Dave yet, please could you do so, as he needs to know who to wait for and how many tents there will be.

Next Meetings

**11th and 25th July starting about 7.30p.m.
at the Spotted Dog**

Events

**12th August Newbury Classic Car Show
at the Racecourse**

17th – 19th August TSSC International at Stafford
Keep 'em flying

Mary and Dave R.

NORFOLK

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Well here we are again, the great British Summer, sunshine, rain and a hosepipe ban. It really is the pits and talking of pits, well racing pits anyway, did any of you go to Donington, I know Robin and his Dad were there, hope you both had a great weekend. It was well supported by the clubs, although ours was a little thin on the ground, but the race cars on circuit and in the pits, just great. This was then followed by the Laon Historique on the 11 - 14th, which was also excellent, with some 700 cars visiting and displaying during the course of the weekend. If you have never tried either of these events, then I would highly recommend them for future reference.

Well here we are again, the great British Summer, sunshine, rain and a hosepipe ban. It really is the pits and talking of pits, well race car pits anyway, did you go to Donington Historic?

This month so far we have just completed my Red Coat/Jubilee Run on the 4th, with some 5 cars in attendance, covering about 50 miles from Norwich Tesco on Blue Boar Lane to finish at the Pigs in Edgefield for lunch. Very much a country lane jaunt, it's surprising how high grass can grow in the middle of the road!

Coming up this month we have **Euston Park on the 10th**, followed by **our Meet on the 11th** hopefully joined by 3 or 4 other Triumph clubs. On the **17th** there is **Knebworth and also Audley End**, which I believe Yellow John and Brenda have signed up for. We have also been invited to the **Felthorpe Airfield BBQ on the 22nd** which coincides with the **Derwent Valley Peak run**, if any of you are going?

For next months events please see the web site, but I'm looking forward to **Silverstone on the 21/22nd**, so I'll let you know how it goes.

On a totally different subject, some of you may remember that when Joe resigned as your AO I volunteered on a temporary basis. Well this temp has been with you for 4 years now and although I've enjoyed my time in office, I do feel that pressure of work means I cannot give the Club the attention it deserves. I will continue to serve until October, when hopefully I can hand over to a new AO for Norfolk, so please start thinking now.

See you soon,

Mark

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Hi all. Well I managed to make it to the postponed June meeting after missing the previous couple, great turnout, wide selection of cars outside as well. It was nice to meet with Phil Rhind and Ian Bewes at their second meeting, Ian has bought another Spit in better condition than his existing one to use as he decides what to do with the current one - rebuild/canabalise/sell on. Welcome to Simon Ellis and Diana Hall who have just purchased a Herald 13/60 convertible that has been off the road since 1997. 200m away from a road. In a field! Suffice to say it's going to need some work. It may get a full rebuild or become a donor for something else in a glassfibre style. Fortunately for them, outside in the car park we had Ian McPherson's powder blue Bond mentioned last month which attracted lots of attention. Parked next to it was Ian Goodfellows' Gentry which has made it back to the road after 7 years, 5 it just languished and then the last two Ian has rebuilt, refurbished and got it back. MOT'd first time in May, it now sports aero screens, lots of polished bits and seats by Fiona.

We also had Ryan Payne's Dolomite 1500 which, having passed his test, he can now drive, albeit only for two months as he's off to America for 7 weeks to work in one of the summer camps. It's quite likely when he returns that he'll have a 1300 FWD instead as he likes the style of them even more, and he should be able to insure it for less than the price of a kidney! Dad Graham is also looking to sell his Spit, so if you're on the lookout for a very very nice car, his is worth a look.

Also on the for sale front, we have heard of a '64 Mk1 Spit in Hartlepool, 1100cc, hard & soft tops, 77k, no MOT or tax, stored for a while but recently driven. Get in touch with me and I'll pass on contact details if you want.

Additionally, there's a 2.5PI estate for sale somewhere in Morpeth, early details are sketchy. This was from someone who approached a local at the Morpeth show this Sunday. Quite a few Triumphs there, some disgraced themselves, Martins Vitesse blew a pinhole in a core plug, radweld did the job, and Bills Herald killed the rotor arm and points, quick fix there as well.

We have a potential member attend as well, Simon Moulton is considering buying a Spit or a TR7 so he had a good look around a few cars and tried them on for size. Being 6'4" they were a bit restrictive at first acquaintance.

He left also considering Dolomite 1500, GT6 and Herald/Vitesse as well.

NORTHANTS . . . NORTHERN IRELAND

Other news, as some are aware, Philip Tucker suffered a heart attack recently, he had some treatment and is well on the road to recovery. He was recently given clearance to fly (inside a plane) and is as I write, away on a cruise. Congratulations are also in order, though I may have already mentioned this, to Aaron and Catherine Tucker with the addition of Olivia Rose on 4th April. Starting early she was at the Morpeth Show as well.

Reminder that we'll have an **area display at the Corbridge show on Sunday July the first.**

Holy Island September 23rd.

Wish us luck for the Le Mans trip next month as well.

All the best everyone.

Mark

p.s. Watch your speed.....

NORTHANTS

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Wicksteed weekend finally arrived; the weather as ordered cleared and became hot and sunny.

By Friday night we had quite a lot camping and Dave went around doing his carry on camping part of Mr Muggings, trying to find a nice couple to put him up for the night, unfortunately he had no offers of accommodation, so came and helped with the chilli night and Dutch raffle, the chilli again went down well and seemed to be enjoyed by all, and the Dutch raffle was quite a laugh. The evening went well with a chance for everyone to catch up and have a few drinks.

Saturday morning came, and every one lined up for the short scenic drive out to Castle Ashby where everyone could wander off and enjoy the grounds and café, or go into the walled gardens if they wished, arriving back at their leisure for the evening barbeque and games night.

Dave and Nigel again did a fantastic barbeque of burger, sausage, chicken and pork, with the help of Pat who prepared all the salad and trifles, and Tracey keeping the lads moving with the burgers, there was a good ninety people being fed with no complaints. The theme for the weekend was carry on camping, with John doing his Mr Fiddler routine and charging everyone a pound, and we did get a few turn up in their hippy party gear for the evening rave, well done to all those who did as they all looked terrific. Silly games then finished off the evening.

The Sunday rally was again a day with great weather, expecting to get a lot of cars in because of this we were sadly disappointed, we would like to thank all those that took the trouble to turn out on the day to support us and hope that you enjoyed your day.

Northants area would like to thank the small team this year for a job well done; all the hard work put in was appreciated by all those that attended the weekend.

Looking forward now to the Peak Run, and having an enjoyable time without the hard work.

Date to put in your diaries for **July is Silverstone 20th, 21st and 22nd.**

Latest update on 'Joy', she has now got a rebuilt engine and slowly all the different parts are going back in, there is now light at the end of the tunnel, (oh no! it's just more work to do on her), shouldn't be too long before she is on the road, I have been told.

Dave and Angie

TSSC AREA NEWS



NORTHERN IRELAND

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Hi All. Well Totally Triumph is complete for another year and 2012 didn't disappoint! With 41 cars present, it was great to see new cars as well as all the regulars. John G and Phil B proudly displayed their TR4's, both lovely examples of what is a good looking car! It was good to see some of our colleagues from Dublin make the trip up and I hope they had a good day.

The weather was excellent (apart from a small blip when the rain arrived for 5 minutes) we enjoyed sunshine and clear skies.



It is excellent to see that we have so many triumphs on the road here in NI and I would like to take the opportunity to thank Douglas for organising the finishers awards and trophies again this year, I am sure that you will all agree they were excellent.

Also, a big thanks to Chic who made the trip over for the show, his attendance is always appreciated!

As I already mentioned, there were some excellent cars and some interesting ones and the annual task of picking the winners for the informal concours was as hard as usual, however we did get some winners and they were:

**Car of the Show – Brian Spurle, Spitfire 4
Used and Cruised – Alan French, Vitesse MK2
Best Family Saloon – Brendan Walls, 2.5pi
Best Modified – John Hewitt, Spitfire 1500
Best Sports Car – John Gill, TR4**

And the two special awards to commemorate the 50th anniversary of the Vitesse and Spitfire:

**Best Vitesse –
Ron Moore, Vitesse 6
Best Spitfire – Flemming McFarland, Spitfire 1500**

Finally, thanks to everyone for attending the show. Without the cars it would be nothing!! Hope to see you all next year.

Stephan and Margaret organised their annual Bank holiday run and this year everyone headed to Galway, I know that Douglas is due to send in an article to the Courier so I won't steal his thunder, suffice to say it had the usual mechanical incidents but at least the sun shone!! From some of the photos I have seen, it looks as if people enjoyed themselves!

We had a lively monthly meeting, and had a chance to



Northern Ireland Continues



catch up with Paul and his hill climb exploits, sounds like he is having a blast! It's good to see that Paul and John H are flying the flag for the TSSC and Triumphs!

As National Motorsport Week falls on the same week as our monthly meeting (**Weds 4th July**), Paul suggested that we hold a special event and we agreed to have a motorsport themed evening, we will have a display of the competition cars in the club, a Scalextric race night and a display of model racing cars. It certainly promises to be a fun evening and the Scalextric should bring out the competitive nature in everyone!

As we are well into the show season, here are some dates for your diary:

Sat 28th July - Tulip Rally.
Sat 25th August - Sperrins Run
Fri 17th - Sun 19th August -
Stafford International Weekend.
Sat 15th Sep - Antrim Hills Run.
Sat 13th Oct - Co Down Ramble.
Weds 5th Dec - AGM

Well, that's all for this month, finally a reminder of the monthly meeting on the **4th July at Nortel Social Club**, remember to bring your Scalextric car with you as well as your full size Triumph!!

See you all soon.

Mark

NOTTINGHAM Tel. 07971 017012 www.notts-tssc.org.uk

Hello all. I hope you have all recovered from the Jubilee celebrations? I know a few cars from various areas were involved in displays around the country. At least it stayed dry if overcast and cool in some areas.

So, where to start... The end of May's area meeting was very well attended due to the fine warm weather that sprung



up, catching the landlord on his back foot and short staffed. We had a total of 25 cars of which 23 were Triumphs (an E type Jag and TVR were the oddities) so as you can imag-

ine the Brick & Tile was very busy pub that night. We had no less than 4 TR5's which was a change from Spitfires!

Claire and Nigel attended Spa Classic, sure there will be a report somewhere soon on this brilliant event. I hope to get to this one year myself.

Little to report on the TR7 at the moment as John has gone on holiday. However, we have purchased a replacement bonnet second-hand from Rimmers at a very reasonable price and following a run across with the focus to collect had it test fitted later that day. Both doors are now reskinned and test hung. We're still hoping to be MOT'd by July and attend Stafford in August with the yellow peril. Fingers crossed! It's yet to find a name but suspect that "bumble-bee" will be popular from my son as its his favourite transformer from the film and is also black and yellow!

Just a few diary events:

6th-8th - Le Mans weekend

20th-22nd - Silverstone Classic.

Follow us on Twitter: [@Notts_TSSC](#) & [@TSSC_Staff_Int](#)
That's all for this month!

Andy Sollis

PETERBOROUGH

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Well I believe we are now in the wettest drought on record and we are still unable to use a hosepipe. What awful weather with just one club car in the car park when I arrived. Congratulations Steve. A really goodly number of loyal folks turned out though to sit around a fire on Club night – and its nearly mid flamin' June.

Further to our last meeting and the run through of the questionnaire with regards to our Club and what we would like to see happening - you will now be aware of certain happenings shortly after our meeting last month. We had another discussion with regards to this questionnaire and the changing club scene and the car ownership profile. We do need to help to make the Club more profitable and possibly higher profile and I am sure the discussions we have had, will continue, in a very positive manner. We do need to support OUR CLUB be it the museum, shop or event.

Colin gave us a run down on his recent Automobile Historic weekend trip to LAON, Picardy, Northern France. I'm not too sure which he enjoyed most - the history, the hospitality or the mayors pink champagne!

Travelling to and from the Spa event was eventful for the intrepid few from our region and was dotted with a few minor obstacles such as an errant exhaust on Grahams Spitfire – not just once did it try to escape but several times. Good ol' Sav to the rescue. Then the air escaped out of one of the tyres! Colins alternator detached itself near the M25. The campsite was good and the event was thoroughly enjoyed by all.

Hopefully this Courier will be on your doormat before the

SCOTLAND CENTRAL WEST



TSSC AREA NEWS

Baston Car Show on the 1st of July. The Club will have quite a few cars on display with the Club stand and Chris Gunby on hand to value your classic Triumph car if you didn't manage to have it done last year.

For those of you in the know **'Ryans' 50th birthday is on Wednesday the 15th of August.** He will be having a party with a barbeque, a beer and a cake! For those of you who don't understand who 'Ryan' is then please get in touch with Paul or myself as we will need to know the numbers for catering at the next meeting.

For those of you who would like to go to the **Sporting Bears Kimbolton Country Fayre and Charity Classic on the 15th of July**, please contact Paul for your discounted ticket. We will be leaving the usual Norman Cross lay-by on the A15 at 8.30am.

Sorry Paul, but I did not pick up my Club Calendar at the May meeting but I must say I am impressed with the photo's you have put together this year. Well done, lad! For those of you who have not seen our unique Calendar (it runs from May to April) there are very few copies left to purchase – so ring Paul if you want a Calendar with most of the events on it! For those of you who have a copy I really enjoyed the technical shot of Paul adjusting his tappets! Probably more technical shots for next year!

We look forward to having a noggin and a natter with you at our next **Club Night meeting on Monday the 9th of July at the Bertie Arms, Uffington, near Stamford, PE9 4SZ** around 8.00pm. Come and join in the fun and raffle.

On Club news it is good to hear of Claire Hill officially taking over the role of Chair of the Council of Management. We wish you the best of luck Claire.

It's Showtime folks and the time for the posed and off-moment photo's of your car, driver and passenger for Pauls 2013 calendar. Get the camera out and produce some stunning shots.

It can't keep raining – so tops down and lets enjoy every bit of sun we can get.

Doug

SCOTLAND CENTRAL WEST

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The June meeting was attended with 4 Club cars, we had a variety (see later) with Vitesse (Iain), Herald (John), Spit 2 (me), Spit 15 (Jacqui). The rest were in moderns (stop showing me vans it only gives me ideas!) Plus one power ranger on a (fast) bike (Ian who comes 100 miles). Dave and David both called in. Good to see the cars out and the return of those that had been off the road. Lochinch was actually closed, so we had to endure the first of the midges and stayed in the car park to look at the cars and the lacrosse game in progress (lethal). The modified cars were cruising through the park too. So lots of activity. What more could you ask for (well an open venue and toilets) and I know there will be other suggestions.

Once again the Spitfire had to be recovered home after work as I later found out the main distributor wire had fractured inside the plastic covering. Again Footman James and Danny, the same recovery driver as last month, were brilliant. So I made the meet in a Club car. We have all been busy, Iain has been fitting copper pipework on the Vitesse,

John has an all green car now after the rally sticker incident, Jacqui has her Spitfire going and will be fitting a new hood soon.

The rest have promised their cars will be ready soon.

Report on Dean Castle. Well non report as our entry was sent back. It turned out to be a very wet day and numbers were low. The Spitfire was out for its first run (clutch). I was redirected to the public car park where there were a lot of classics coming and going. Forrester turned out in his Herald 13/60, hope you can make the meetings in between work and Mason from TR register was visiting also. John turned up for a look too, but it was really wet. I did have my Triumph bike out too for a quick pedal round the park but rain stopped play. Maybe next year.

Report on Bridge of Allan. The next week was glorious sunshine. I took a quick run up to have a break. Big show despite slightly soft ground. Loads of cars of all types, lorries and bikes. Mark was out too in his Spitfire. We met a fellow Spitfire owner with bike carbs fitted and the quietest engine I've heard. Also on display was a Bond Equipe (George), a former show winner at Stafford, interesting car, spot the different Triumph bits. Again maybe next year. A lot depends on the weather obviously, but there is camping and facilities. Shops are fairly close too.

Reports on Hamilton and Leven next month. Names for Kirkintilloch Please.

Possibly Victorian Dress theme or car / age related. **Sunday 26th August in Cowgate (main street). Family day out.** Lots to do and see. Same arrangements as last year (lunch supplied). More next month. I have spotted a nice 13/60 convertible in Kirkintilloch and the Dean Castle show provided more potential members.

I have had some requests for Club Stands not to have all cars the same, this is difficult as we are a Triumph Club as opposed to a geographical club. So if you have a different club car why not bring it along? This is becoming more common with one make clubs. We need to get a tentgazebohousebigtop before Stafford I would like to wait for the summer sales if possible. We also have to coordinate our journey to Stafford and basecamp build etc. Theme is At The Movies, some have already sourced items I'm told. We are almost into double figures for cars for **Stafford Weekend**, want to join us for all or part of it? Costume optional.

Show dates are coming up fast. Names please if you want to go to shows, places are limited. See below for mdates.

The SVVF Scottish Yearbook is published. I will list shows of interest at this point. Definite numbers will be needed in advance if we are to have an Area Stand, otherwise we can go as individuals for a day out. 2012 Show Dates Only (not booked).

8th July - Glamis

15th July - Eglinton Park (Jaguar Club).

12th Aug - Biggar Rally

17th - 20th August - Stafford. Scottish Area Stand in Main Hall will need manning, but cars will be inside.

26th Aug - Kirkintilloch Canal Festival.TBC.

9th Sept - Scone Farming Show

16th Sept - Selkirk (Cumbria Area)

23rd Sept - Museum of Flight



SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST . . . SOMERSET

TSSC AREA NEWS

Scot Cent West Continues

The rest of the info from the SVVF is at www.svfv.org.uk now published.

Any suggestions?

Next Meeting is **Wednesday 4th July 2012 at Lochinch.**

Hope you can make the meetings or shows.

Gregor G

SCOTLAND NORTH EAST

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Hi. The weather for the events that I have attended during May has on the whole been pretty good. The Great North Run saw us visiting the Buckie Show, it was really windy but dry not many cars were able to open their bonnets due to the fear of the wind taking it. The Crathes show was blessed with glorious and hot weather, there was good turn out of Triumphs with 3 Spitfires, 1 Herald, 5 Stags, 2 TR7s, 2 TR6s. Our next event was the Fraserburgh rally where we had the best weather in the UK, while London was having heavy rain during the Jubilee celebrations the NE tip of Scotland had a fine sunny day with only a wee shower. The event was also well attended by the local members and other Triumph owners, there were 3 Herald convertibles, 2 early round tail Spitfires, 5 Stags, 3 TR7s (1 being a Grinnal), 6 large saloons 2000-2.5 & 1 TR6. We were all presented with a commemorative jubilee mug - I am sure it will be worth a fortune on ebay in years to come!

Apologies for not turning up at the May meeting but something came up at short notice.

Our next meeting (July) will be held at the **Feughside Inn at Strachan on Thursday 26th July**. It is planned that the meetings will be meal evenings. For the meal evenings many of us bring along our partners but is not compulsory, if you are joining us for dinner be there around 7:30pm otherwise it's 8:00pm is fine.

As usual the four main Triumph clubs (TSSC, Stag OC, TR reg & 2000-2500-2.5) should be represented, our local group is called "Grampian Triumph Clubs". Let's see if we can get a good turn out by the TSSC members this month, last month was very poor. As usual Mike Hedges will give us a reminder about the meeting.

The other events for this month are as follows;

1st July Alford Speedfest I will be taking the Stag.
7th-8th July Glamis Extravaganza looking for a good turn out of Triumphs.

22nd July Classic and Vintage Gathering at Alford.

If you are a TSSC member and also have a Stag, like I do, you are welcome to join us at the monthly Grampian Stags meeting which is held on the **3rd Wednesday** of the month at 8pm in the bar of the **Shepherds Rest, Westhill**. <http://www.grampianstags.net/>

Details of meetings/events and any changes to the published will be notified on www.brmmbrmm.com/grampiantr.bb - Events Diary or Stop Press page.

If there are any new members to our local area please get in touch with me. I will add your email address to our mailing list so you get the notifications and updates of meetings as the year goes on.

That's all for this month

Cheers

Danny

SOMERSET

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Hi everyone and hope you are all getting your cars out and using them in between the rain!! Pecorama has been and gone and I didn't get there because of the weather - I know others also didn't - a shame as this is a nice event when the weather holds off. The Bristol Classic at the Bath and west was also wet on drive it day, but four of our cars met along with an MG and drove down to the show - Rob Newton Allen was there in his very nice Herald. Avon area had an excellent display and a certain Derek Giles was also on the set looking very dapper in his period clothing!!

As I haven't written anything for the last couple of months, I thought I would update on some of the members cars as some have sold them and bought others. Carl has parted company with his GT6 spares and the Mk1 GT6 as he has had the opportunity to buy a 150bhp

TR6 which he now has. It is a very solid looking car and complete. It is due to come into my workshop for the full outer sills to be replaced

which I am looking forward to doing. His PI is running well.

I have also had the opportunity to meet Martin Sterland, a new member to the club from Portishead. He has a concours TR6 which is a beautiful car and gleams from every angle including underneath!! Looking forward to seeing this car on a showground soon.

Steve has had some back luck with his newly reconditioned cylinder head dropping a valve due to a broken spring - I stripped the head off for him, and the broken spring caused the valve to drop, hitting the top of the piston and bore causing damage to both. On the return stroke, the valve has punched the valve guide out which has subsequently bent the rocker shaft and snapped the arm. I removed the head for him, and it has been returned to the engineering firm who carried out the initial work. They have accepted responsibility and stated they will rebuild the block as well with re-bore, pistons etc. They will also check the bearings haven't been flat spotted as a result and regrind the crank if necessary.

Very annoying for Steve, but he will end up with a fully re-con engine as a result. As a temporary measure, he has asked me to fit a 1500 engine I have in stock into the car so he will be able to go to Le mans.

Ironically, in the same week Steve had this issue, another member rang me to recover his GT6 on my recovery truck as his engine had gone wrong. Lifting the Rocker cover and his engine had done exactly the same thing, but the damage is far worse than on Steve's, as it has rendered his head scrap!! I have yet to find the valve stem - I have the valve head - this had punched through the combustion chamber wall but the stem is missing so far. Must be the week for them!!

I have also been contacted by a member in Winsford who has a '72 Spitfire for sale. I have seen it and first impres-

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sion is it looks scruffy, but, it is very solid and does not need welding. It is a 10yr old home respray that is peeling in places revealing a colour change which make it look scruffy. It is actually very solid and a good basis for a rolling resto. Drivers door gap is poor, interior good and mechanically seems okay. Has MOT and is tax exempt. E-mail me for details and I can put you in touch.

Below is Steves list of events that are coming up. We meet on the **second tuesday of the month at the Fox and Goose** and if you haven't been before or haven't been for a while, come along and give it a try. We don't bite, I am un-organised and can't organise the proverbial in a brewery, but luckily Steve can, so come along and say hello and maybe have a laugh and enjoy it. If you want to contact Steve or I first, then feel free to do so - Our contact details are at the front of the area news section.

Brymore School open day Cannington 30 June

Lympham Fete and Car Show 30 June

ianhadgson2@gmail.com

Taunton Motor Show 1 July

LeMans 6,7,8 July

Powderham 7,8 July

Sherbourne Castle 15 July

merlinevents@hotmail.co.uk

Langport 13-15 July

Stockland Bristol Village Fete 21 July

Norton- fitzwarren 3-5 August

Bridgwater Classic Vehicle Show 11-12 August

tedroverplus@aol.com

Summer Classic @ Easter Compton 11-12 August

info@summer-classics.co.uk

Mark Moor 26 August www.mmivf.co.uk

Thornfalcon 2 September

That's it for now, hopefully more to write about next month

Phil

SOUTHERN

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Hi All, a busy month May, but a mix bag as far as weather was concerned. A few of our members managed to get to the Awbridge Village Show and from what I can gather it was very good. It was a show I had intended to go to but I had family commitments, maybe next year.

Sunday 13th may was SEM at Leatherhead, and a nice start to the day with sun shining. On the way up the A3 I saw a lot of American hotrods and classics heading south, I don't know what show they were going to but my arm was aching as we acknowledged each other, there were so many. When I arrived I met a couple of guys from the West Kent Area, Chris Lilley, whom I met up at Duxford last year and Stephen Dawson and his wife Toni who I have never met before but have been chatting to on the Vitesse Facebook page since last September. It's good to put real people to pictures. The show was the usual format, cars lined up in the respective models and autojumble down the side of the field. There's only so many times you can look at shiney cars and rusty spares, so myself and our trusty leader Mike went for a pint up the town. Domonic had his Vitesse saloon valued and was quite pleasantly surprised at the result. The judging came later and our intrepid leader bagged himself another gong for best sports in his Stag. A very pleasant day out and a good drive. I believe that Suzie

and Guy are now giving up the organising of the SEM and Mickey and Julie Hazell, the Thames AO's are taking over. I would just like to thank Suzie and Guy, on Southern's behalf, for all their hard work and wish Mickey and Julie the best of luck for the future.

Our roaming meet on the 17th May was at the Golden Lion Southwick. This pub has quite a bit of history to go with it. It is the pub where Winston Churchill and General Eisenhower drank whilst planning the D-day invasions. The pub has been recently refurbished and was very busy, just as well there was just a few of us that evening, but the company and the selection of ale was very good. Nice to have met Neil's friend Nick, who brought along his Spitfire.



The Queen Elizabeth Show is always a favourite with our area, not just because its on our doorstep but because of the diversity of vehicles on show and a very comprehensive autojumble. Although our numbers were slightly depleted we still had a good turn out of cars on our stand. As usual our PR man Richie did a great job, I'm sure if our cars were for sale he would have sold the lot. This show also clashed with the Spa Francorchamps Classic, which Neil, Paul and Lee attended. So a report from Neil.

Spa Classic – May 2012

We decided to meet in Bishops Waltham on the Thursday morning at 8.00. Myself in the GT6 with my friend Matt, Paul in his TR5 with son Barnaby, and Lee in his Spitfire 1500. Needless to say, Lee who lived 200 yards from our meeting point was late. The sun was trying to come out, but remained misty most of the morning.

We had a 12 o'clock ferry to catch at Dover, so we eventually set off at 8.15 heading for Petersfield and the A3, then up to the M25 and onwards on the M26 and M20 to Dover. After stopping at Griggs green to wait for Lee who was having over heating problems, we set off again having topped him up with water. Traffic was not a problem, and as we approached Dover a message (modern technology) came through that Lee wanted a new radiator cap, could we stop at Halfords.

Matt soon found out where Halfords was, and on his tech-no thingy had a map of how to find them. A new rad cap and we were on our way again to the ferry port with only 50 minutes to sailing. Why do HM Customs always decide to search the car when you are in a hurry? Still it was easy when they asked to look under the bonnet, but it was not the clean engine that they looked at!

Having decided to use the VIP service on DFDS the lunch in the small lounge was excellent and the 2 hour crossing to Dunkirk went without hitch for us, but the engineer trying to fix the free coffee machine had a few problems, and then had to come back when Lee broke it again shortly after. We left the ferry at 15.30 French time heading for the E42 to take us all the way to Liege. A short stop for fuel and one short rain shower to cool Lee off, and we were

Southern Continues

around Liege on the E40 and then back onto the E42 down to Spa-Francorchamps were having studied Google Earth we were able to go straight to the camp site arriving at 20.00. Paul and Barnaby went off to their Chalet, whilst we set up our tents. The site restaurant that night was serving Lasagne, we didn't realise that that was all they served in night, but we thoroughly enjoyed it washed down by a beer or two or three.

The temperature at night dropped to about 5 degrees, but daytime it remained sunny and in the upper 20's for the 4 days we were there. The camp site was just 3k from the track, and we were able to drive into the track and park in a designated area for car clubs, right in the middle of the action. Friday and most of Saturday was practice for the racecars, but with a 2 hour sports car race on Saturday afternoon. However, at 19.10 we all 3 were booked for a 25 minute session on the track following behind a pace car. Having been caught out at Le Mans 2 years before and nearly missing my laps there, this time I was in pole position. The gate moved away and we followed the pace car, a Ferrari 455 that disappeared into the distance whilst we were still making the long climb to the top of Eau Rouge. As these were parade laps, I tried to keep with the leader, but not with any success. Cars eventually began to pass and I timed my first full lap at 4minutes 53 seconds (Vettel's lap record is only 3 minutes and a bit quicker) for the 7 km. We think we completed 3 full laps plus the warm up and finishing laps but time just flew. And yes, both Lee and Paul did pass me. It was surprising how warm and soft the rubber was on our tyres, so perhaps it was just as well we finished when we did. I do not think I have seen so many drivers with big grins across their faces for a long time.

Sunday passed watching the various races, but not before Lee ran out of petrol on the way to the circuit. He will probably explain why the petrol can he kept for such occurrences had a snail in it to reduce the flow out of the can?

For the return journey on Monday we were joined by Dave and Sue in Sue's Spitfire 1.8 Zetec, and we routed the pretty route to Liege to miss the traffic jams that were not there. It was a national holiday and lorries were banned from the roads. From Liege we were back on the E42 and once passed Mons we headed off to look for lunch. We immediately came across a restaurant next to a bar, the door to the restaurant was locked and enquiring in the bar was told the restaurant was closed. However a few moments later, having been told that there were 7 of us the restaurant was declared open. After an excellent meal, which we were unable to complete due to lack of time we continued our ways arriving at Dunkirk shortly after 15.00 for the 16.00 ferry.

This was then followed by a blast home from Dover arriving at 20.00. Would we go again, most definitely yes, and I will watch the Belgium Grand Prix and the way the drivers drive the circuit with much more interest in September. Well done the TSSC for the organisation.

NeillF

Thanks Neil

The last event of the month was the Goodwood Breakfast Club meeting, this months theme was Rule Britannia (The best of British).

Dave Moore and myself left Waterloo on a drizzly Sunday morning to be sure of getting at least into the paddocks. When we got to Chichester we had caught up with Robin and his wife in their Spit and also a very large Rolls Royce which we followed into Goodwood. "First Vitesse of the day, down there to the right near the chicane" said the marshal. "YES" this is the first time on the track for me. The two Mike's and Mark with Adam in the 2.5s were already there in front of the pits along with Richie. Neil, Paul and Dick had been relegated to the car park and Aaron turned up for brunch. It was certainly the best of British with all sorts of rare and valuable cars there along side ordinary runabouts of the sixties, seventies and eighties. Nobody seemed to mind it was a grim drizzly morning.



Up and coming events

- June 28th- 1st July Goodwood festival of Speed**
- July 3rd Regular meeting Seven stars , Stroud, GU32 3PG**
- July 6th - 8th Classic LeMans**
- July 6th - 8th the Ardingly Show , South of England Show ground , Ardingly, RH17 6TL**
- July 8th Brooklands breakfast club**
- July 15th the Clandon show (nr Guildford) Clandon Park Estate , West Clandon GU4 7RQ**
- July 15th Bentley (the place) Classic and sports car show**
- July 19th Roaming Meet , The Flower Pots , Cheriton, SO24 0QQ**
- July 21st The Ripley Show , Ripley Green , (just off the A3 , 7 miles north of Guildford)**
- July 22nd Amberly Classic Car Picnic BN18 9LT**
- August 5th Goodwood Breakfast Club , Thoroughbred Sunday**
- August 7th Regular Meeting , Seven Stars , Stroud , GU32 3PG**
- August 12th White Dove Show , Bordon, GU35 9PD**
- August 16th Roaming Meet , The Millburys, Beauworth, SO24 0PB**
- August 17th-19th TSSC International Weekend , Stafford Show Ground ,ST18 0BD**

That's all for this month, don't forget to email me your photos otherwise it will be 12 months of Mike picking up gongs. Take care

Mark

IMPORTANT NOTE

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

NORTH STAFFS SUFFOLK . . . THAMES

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Hello. Sorry but this months report will have to be brief as I seem to have too many things going on at moment, along with trying to keep 3 cars on the road and getting car and caravan ready for a few days away to keep her indoors happy.

A good number Triumphs turned up for last meeting and we had some reasonable weather for a change so were able have a good look at cars and sit outside.

Despite the better weather the pub was much quieter than normal, so we will have to watch how things go over the next few meetings as I have not found a suitable alternative yet.

I was pleased to welcome Ian Hissey and his son Aaron as new members who came along to their first meeting having just bought a Spitfire to restore the day before.

Aaron is not old enough to drive yet so he as lots of time to restore the Spitfire, best of all it brings new young members into TSSC making the future of the club brighter.

Tatton Park on Sunday to say was damp would be putting it mildly, resulting in many not turning out with their cars and many leaving as early as possible, but there were still a good range of cars and stalls to see.

Here's hoping that we have better weather for transport festival at Trentham Gardens on 17th June.

I did say I would try and arrange a run out at some point, but just not had time yet to fit it in along with shows that take up many of the weekends.

Should I eventually get one organised I will email all I have an address for, so if you are not on my list drop me an email to ensure you are kept informed on all events.

Don't forget **Shugborough Hall 5th August** advance booking via Transtar promotions

Next meeting 25th July.

That's all for now

Dave.

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e-mail: Suffolk@tssc.org.uk

Well it was a wet one at the beginning of June, Very wet indeed, though a few brave souls did arrive in Triumphs. I let the side down and arrived in the "modern". Not playing the game really I suppose. My excuse is that I had found out how much my Green PI leaked in the biblical rain we had the week before and didn't fancy another soaking, nor did I want to take any of the others out in rain like that.

I have to own up to possibly being responsible for this distinct down turn in the weather, next month being the "Pack the Horse Night" I have been doing rain dances every day since the beginning of May in a vain hope of using up all the rain before the 3rd July, but I suspect I may have over done it this year. If the weathermen are to be believed the rain is here until the end of July. So perhaps the July meeting will be in August as seems to be the case every year of late.

We had word of one of the local members achieving International stardom, "Uncle Lyall" got to play his Saxophone with Gary Barlow at his neices wedding. Yes it



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really was THAT Gary Barlow. We truly have a star in our midst, so try not to mob him at the next meeting. We will no doubt see him winning on Britains Got Talent or The X-Factor very soon. Apparently Gary, after congratulating him on his playing, then told him that his wasn't a real Stag as there were 2 cylinders missing!

I have heard from Peter recently, and he has hopefully finished helping his son, so this may be the last of my rambling missives for a while, well until Peter has another holiday that is.

I have been told of a few cars for sale locally, a red Vitesse 1600 saloon, a green 1300fwd and a white Mk1 Vitesse Convertible. Let me know if you are interested.

Put the dates of the next meetings in your diaries.

3rd July - Pack the Horse Night with prizes almost as big as last year.

7th Aug - Backup PTHN.

Cheers

Colin

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Welcome back. We have had a very busy month what with the IoW camping weekend., SEM, Crystal Palace & Haslemere shows. The cancellation of Aston Clifton show due to water logged show ground. My Vitesse is now run in & had a oil & filter change. But the biggest change is that Julie & I have agreed to take over the running of next years SEM from Guy & Suzie who have done a wonderful job over the past years at Leatherhead. What we would like to hear from is what would you like to see at SEM in future years. We are keen to be more active on the Saturday & still keep the Sunday to its popular usual show. Get in touch & let us know your ideas please..

SOCIAL EVENINGS AT THE FOX & CASTLE

10th May Julie & I are in the Vitesse clocking up the mileage as the engine is being run in. At the Fox & Castle we have the pleasure of John P, Bob, Graeme, George B & Martin F. Have had two Triumph's in the car park this evening Martin's Spitfire 1500 which had just passed it's Mot earlier & our Mk2 Vitesse. Work on our Triumph's has been :- John's Vitesse has a fresh Mot, Graeme's TR6 has been serviced & Mot'd as well, well that will keep the government happy. Julie's raffle winners were :- John P won box of Quality Street, George won a set of 3 funnels, Graeme won a can of 3in1 oil & Bob won the screwdrivers. Talk was of the shows coming soon & getting them form out, filled in & don't forget to post them!

24th May It's a glorious evening with the roof down in the Vitesse on the way to the Fox & Castle. To keep Julie & I in good company in the Fox & Castles beer garden were:- George B, Graeme, John P, Chris C, Tony H, Martin F, Bob, Mike G (Southern AO), Mike H, John & Anthea. The Car park was over run with Triumph's this evening looking like a staged show. Those there belonged to George B in his Vitesse Mk1 convertible, Graeme's TR6,



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THAMES

Thames Continues

John P TR7 convertible, Chris's Spitfire Mk3, Tony's TR8 coupe, Martin's Spitfire 1500, Rob's Mk1 2000 saloon, Mike G Stag, John & Anthea's Spitfire 1500. Mike H only has his Golf GTI convertible now & also there was a early Mini. Talk was of Crystal Palace & Haslemere shows, were to meet who & when. Julie's Raffle winners were :- Graeme won a torch, Chris won a set of 3 funnels, Martin won a can of 3in1 oil, Rob won a bottle of wine, Mike G won box of After Eight's & someone (Julie forgot who) won the pliers. What a splendid meeting out in the beer garden

SHOWS & EVENTS

4th/7th May With the Vitesse loaded up & caravan in tow , Julie & I meet up with my sister Karry & her partner Michael early Friday morning. We need to be on the 7:30am ferry as we have non transferable ticket to keep the costs down. We have a pleasant trip down & as the Vitesse is still being run -in we keep to a steady pace. At the ferry terminal we arrive with just enough time to collect our tickets before driving onto the ferry (cutting in too fine really). On the Island we are more relaxed enjoying the sunny spells on our way to the campsite. Once there we are greeted by friends, George & Chris are all set up as they got here the day before. We set about pitching our caravan & their tent, then off we go to get supplies for the coming weekend. Chris C is here with his brother ... staying in one of the static caravan, as well as Tony & Penny. Karry & Michael talk Julie & me into walking into Godshill for lunch they show us a public footpath through the fields & woods via a rope swing (re living our childhoods) to the Griffin inn where we had a light bite to eat & a refreshing ale & lemonade for the ladies (yes spirits included). It did not take long before we all where looking through the shops there too. Stopping at a café in the chocolate shop for a hot chocolate. We got a bus back to the campsite as time was getting on & headed off to get a chip shop tea wash down with some more beer. We met up & relaxed that evening in the camp site bar with friend talking the night away. Saturday Karry & Michael joined us in the Vitesse & convoyed to the Owl & Monkey Haven. We team up to have a go at the treasure hunt held in the grounds & spend the best part of the day looking around & enjoying the Haven. Chris C mean while had been busy & booked the eight of us into a pub on the beach called the Fisherman's Cottage at Shanklin. We met up in the campsite & had a mini convoy there that evening. The pub was on the beach & tucked well out of site. We that a lovely meal & tasty beers as well. We had a night cap back at the campsite bar before collapsing into bed.

Sunday morning passes as we opt to stay in bed. After the convoy leave for Calbourne mill, we have breakfast & make plans to spend the afternoon at Sandown Pier playing on the arcades & a round of crazy golf. Michael won again Karry & Julie drew & I lost again. We had a meal while we were there & then made our way back to the campsite for the Quiz. Our team this year was named Julies Monkeys after seeing Julie's primate double at the monkey haven the day before. Quite surprising we were doing really well up until the last couple of rounds & we

managed to scrape in 6th place. We did manage to come 2nd in the treasure hunt & won a box of roses chocolates. In the raffle Karry won a bottle of rain repellent & demisting pad.

Monday & we pack up our weekend homes & visit the underwater archaeology centre near Yarmouth & island planetarium. Now the sun comes out & the Vitesse roof comes down for the first time since the engine rebuild. With the sun on our faces & wind blowing though what hair I have left we make our way to Oasis gift shop & then on to Newchurch & have our final meal at the Pointer inn. We collect the caravan at the campsite & make our way to the ferry terminal. We are over an hour early & luckily manage to slip on to an earlier ferry. Our trip home was made in good time & the Vitesse was now over its recommended running in mileage & still running well. Despite the weather we all had a wonderful time there & wish to thank all on the island for another great weekend .

12th/13th May SEM Due to work commitments we did not get to Leatherhead until Saturday morning. I was in the Vitesse with our caravan in tow Julie followed in her Panda with the show equipment that we look after. Once there we get the usual greeting over with & we set up our home for the remainder of the weekend. Karen C leaves with a small convoy to the bluebell railway for a day trip. Next we help out setting up the marker post for each group of Triumph models, roping off the camping area & entrance. Julie get to collect the camping fees over the weekend. Soon we are finished & head into Leatherhead for supplies, a bit to eat & some window shopping. Back at the campsite we relax amongst friends. Help out with the club stand marquee, drink some more beers in the sunshine. That evening a crowd of us head into town for a meal at Weatherspoons & spend most of the evening there before return to rest.

Sunday Morning comes & after a lovely freshening shower in the leisure centre my day starts. The caravan has been covered on the outside with happy birthday banners as Julie is celebrating her birthday on this day & enjoying a lay in. As the cars start to arrive I try to get them into there correct parking rows (most drivers know after all the years were to park up, but there is always a few that make you wonder how the ever find there way home again). The Auto jumblers are plentiful this year & as the civilized world start to wake more & more Triumphs turn up to enjoy the show. There are to many friends & local members to mention here but it was wonderful to see you all there. Julie was kept busy at the caravan greeting visitors making tea's & coffee's. Decorated in a pair of big birthday badges & a silly colourful hat Julie had the pleasure of selling raffle ticket all around the show site. Soon it was time for the concours to be announced & raffle ticket drawn . As the show came to the end of the day we start to uproot the posts & dismantle the roped off sections & collect up all the equipment. Next was to dismantle our caravan & load up the Vitesse. It will not be the same again as we have to run it all next year & hopefully with your help. A Big thank you to Guy & Suzie whom have done a wonderful job since taking over from Mike C

20th May Due to a waterlogged field the Chiltern Hills rally was cancelled (as you all know). If you keep hold of your entrance number for next year event they will pass on this year model vehicle.

26th May John P in his Mk1 Vitesse convertible & me in

NORTH WALES

my Mk2 Vitesse convertible are heading to Brooklands Tesco's to meet up with Rob, Michelle & their two girls in their Mk1 2000 saloon. We are soon heading off to Crystal Palace Motorsport @ the palace. We make are way through the maze that is London & seem to get there in one piece & still all together. We are shown to our stand & set about with the gazebo, flags & banners. We have a prime spot this year next to the hairpin on the raised bank. We are soon settled with Tea's & Coffee's relaxing as the practice laps start. Tony & Penny join us later after a night-mare journey through London in their TR8 coupe & the stand in complete. The Stag OC had five Triumph's on show. In the other groups of classic's there were a TR6, a TR7 (which would be racing on the Sunday). A rare now days Honda Accord (Japanese Acclaim). A pair of Robin Hood Specials (Dolomite based) On the race circuit there were a TR3, TR4, TR6 & a Standard Vanguard. We enjoyed the lovely sunny weather, but there was a strong wind that blows there & we had to take down the gazebo as it was getting damaged. The racing was great & we had an excellent day there. Well worth the trip here.

27th May With the Vitesse still loaded up from yesterday's trip Julie & I meet up with George & his pal Chris in there Mk1 Vitesse convertible. We get on to the A3 heading south & meet up with Martin in his Spitfire 1500 at the garage that's no longer there just before the A31. Anyway we are soon cruising along the A3 & through the Tunnel at Hindhead heading for Haslemere classic show. We have the fine sunny weather again but without the wind as we park up at the show ground & the field starts to fill up. In front of us is a large space left for classic on the tour they run. A round the outside there were the usual stalls selling local produce, clothing, beer tent (right next to us), food stalls & kid's rides. On the other side of the show fields was a recitation field & overflow parking for more classic's. We are joined by Julie's youngest Daughter & family & set up the stove over there to brewed up Tea & Coffee, then cooked up some bacon rolls, boy they were tasty. Other Triumphs at the show were a Herald convertible, TR2, TR3, TR4, TR5, three TR6's, 1500 Spitfire & a Renown amongst the 130 classic the seemed to keep coming & going all day. It was a great location & wonderful day out.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **July on the 5th & 19th & in August on the 2nd, 16th & 30th**. Please come & join us for a warm welcome or call me on **07773 623807**.

Up coming events are:-

July

- 1st Heathrow Classic Vehicle Show Heathrow**
- 7th Ardingley Vintage & Classic Car Show**
Haywards Heath
- 8th Woking Classic Car Show & Fayre Old Woking**
(New Venue)
- 8th Berkshire Show Wokingham**
- 8th Breakfast Club Brooklands**
- 14th Ash fun day & Classic Car gathering Ash**
- 15th Clondan Park Classic Show West Clondan**
- 15th Uxbridge Auto Show Uxbridge**
- 21st Ripley Event Ripley**
- 29th Ash summer fair & Car show Mytchett**
- August**
- 4th/5th Lingfield Steam & Country Show**
Blindley Heath



TSSC AREA NEWS

- 10th/12th Wings, Wheels & Steam White Waltham**
- 12th White Doves Collectors Transport**
Show Kingsley
- 17th TSSC International Family Weekend Stafford**
- 18th Capel Village car & bike show Dorking**
- 19th Cranleigh Classic Car Show Cranleigh**
- 25th Rudgwick Steam & County Show Horsham**
- 26th Wings & Wheels Dunsfold**
- 25th/26th Egham Surrey Royal Show Egham**
- 27th Woking Summer Festival**
Woking leisure centre

Mickey & Julie

NORTH WALES Tel. 01492 516479

Prescott is quite simply, the highlight of any year for me. It takes me back to the place I still call home, more than sixty years after I left the Cotswolds where I grew up. And the Hillclimb event is all that is best about the classic car movement; the chance to challenge cars and drivers without and nonsense with PC Plodd. And the wonderful camaraderie as we ride with each other up that challenging, adrenalin-stirring hill.

Mick Cohen's son, Christopher rode with me in the GT6, then with Mark Champion in his TR8. I shared a run up with Roger Hill in his four-speed Stag (it has been converted with a Jaguar auto-box instead of the 3-speed Borg Warner), a very weel planted motor, then returned the compliment in my last run of the day.

It wasn't all milk and honey. Arriving on site on the Friday night, having towed his caravan down from Oswestry, Roger noticed a nasty noise from his front brakes. Examination revealed that it was truly metal-to-metal, front pads having virtually disintegrated. The AA at first raised problems, but were reminded that the alternative to giving assistance would be the need to honour recovery agreement for car and caravan. Result – the AA found a source of brake pads and effected a repair on the Saturday morning in time for the afternoon run around the Cotswolds.

That run did not go without problems, but it brought out the best of that camaraderie. I arrived late for the run, but joined up with Roger and Phil and Paul from Coventry. A couple of miles after leaving Prescott it became obvious to me that Paul was having trouble with his Spitfire. We were falling well behind, so I overtook and caught up to signal Roger, who went in pursuit of Phil. Within minutes the three of us were back with Paul, a fuel problem was sorted and we were on our way again. We enjoyed the run, with obligatory midway pub stop and were well prepared for the Sunday charges up the hill, where Mark produced an exciting moment. Giving it the gun around Etorre's he hung out his rear end, flirting with the safety trap, throwing some of it down the track, which resulted in a halt to proceedings while the mess was swept up. Mark has since been unable to escape questions about his gravel rash....

Camaraderie was again in evidence on the Prestatyn Jubilee classic run – and this time I was on the receiving end. Having stormed the Crimea (how else do you tackle a mountain pass?) the Six developed a serious misfire,



NORTH WALES . . . SOUTH WALES

TSSC AREA NEWS

North Wales Continues

refusing to run at low revs. I managed to keep it going Blaenau, but it petered out when baulked in Ffestiniog.

We got it going again by inject fuel directly into the manifold via the servo pipe and it would run, in ragged fashion, so long as the revs were kept up. After a brief stop in Bala it was decided it was pointless trying to continue, so Derrick with his blue Spitfire and Warren, with his GT6, escorted me back to Colwyn Bay. A change of petrol pump made no difference – eventually it was found that the piston on the front carb had reached maximum lift, then jammed in the dashpot. None of us had ever seen that before... next time I take on the Crimea I'll know what to look out for.

All that took place in persistent rain that had obviously daunted many, as numbers on the run were well down on the norm. Happily the weather improved for the show on the Monday, when organiser Tim Williams sought me out and asked me to thank you all for your support. It was a good day for the group, Derek Martin picking up another prize with his MGA – and trophies went out to three Triumphs, TR2, TR3 and a Vitesse.

In other activities during the month, Richard came close to a Bermuda Triangle moment when several cars got lost on his Offal around the border territory. I came round one corner to find five drivers in conference at a three way intersection. As I was the only one who knew where we were, I did what O regarded as the honourable thing. I suggested: "Sod the route, just follow me to the Hollybush". They did. A good time was had by all. Richard's chagrin was heightened by his beloved Joyce handing him back his route card with two words written on the bottom. "Bloody rubbish" was her verdict on his homework... Richard has broad shoulders. He's still smiling.

Julia had more success with the barbeque at her Gresford home to raise money for a cancer charity. Most of the group defied light rain to help her raise more than £200. It was consolation for Julia who had to forgo Prescott for an important meeting. About missing Prescott (she also has a heavy right foot), she told me: "I was not a happy bunny". There's always 2014, Julia.

There was sad news during the month with the untimely death of John Lyon (St Helens). John often joined us with his V8 engined TR7 and had booked in to join Derrick's expedition to the Le Mans Classic. Our sympathy is extended to his family.

Events and organisers for July are:

July 8th – Caerwys (entries closed)

July 15th - Bodrhyddan Hall (Barry & Glen)

July 22nd - Bodellwyddan (Sam Evans) £3 per car

July 28/29th - Llangollen Railways Sixties weekend (Richard Roberts)

July 30th - Telford's Aqueduct Offal (Sam Jerrett)

Bob

IMPORTANT NOTE

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

SOUTH WALES Tel. 01656 861709

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

CARDIGAN CLASSIC CAR SHOW Parc Teifi Sunday May 6th Three cars turned up, all club cars, Gwyn, Tim & Babs in their Dolomite (which has now got to be the world's most admired and photographed car!), Jack & I in Jack's Toledo and Paul "Johnny Breakfast" Price in his Spitfire. As there had been no indication from any other members that they would attend, we all travelled to West Wales on the Saturday and spent a great afternoon, night and early Sunday morning at the Alpha pub where we had a great VFM meal and loads of beer.

On the Sunday morning we drove to the second allotted rendezvous hoping that some other members may have decided to take advantage of the good weather and waited until the allotted time to leave. We then picked up Mark Davies (who some of you have met on other club runs) as his cars are currently off the road and proceeded to Cardigan. The show was well marshalled and we parked together and had a good look at the other cars on show, from some fantastic 1920's Bentleys to a copy of Del Boy's Reliant (which failed to start when he wanted to leave).

We then had a picnic and took a stroll into the town where we frequented the chip shop. On returning to the show the Mayor and his Lady came for a chat and asked if they could have their photographs taken with Tim and his Dolly then they invited our club to join the Olympic torch parade on May 27th. We'll know by the next meeting if anyone took them up on their offer.

We then took a very scenic route home through the Brecon Beacons, led by Tim, Gwyn and Bab's in their Dolly, Jack and I (after dropping Mark off) in the Toledo, (now returning 40+ mpg with the fuel magnets) and rear gunner Paul "Johnny Breakfast" Price taking full advantage of the weather for some roof down motoring, a fantastic weekend indeed!

Pencoed Show May 13th

The best turn out so far this year with six club cars. We met as arranged and entered the show as a club and were designated a good size area for our cars and Gazebo. Rob in his 1500 Spitfire, Paul "Johnny Breakfast" Price in his 1500 Spitfire, Mike in his GT6, Jon in his Spitfire, Pete in his Spitfire and two righteous Dudes in their 13/60. The 6 X 3m Gazebo that Paul had told us takes 15 minutes to erect with two people took far less time to erect with seven of us and stood tall and rigid throughout the day. Rob was busy cooking most of the day and for £4 a person there were 3 bacon and mushroom rolls, two hot dogs and 2 burgers with as much tea or coffee as you could drink. We had many visitors stopping by for a chat and we distributed most if not all of the TSSC fliers advertising our club.

The highlight of the day was obviously ARSENAL beating West Brom to secure third place and a place in the champion's league, but the variety and quality of the cars, fantastic weather, and camaraderie amongst the area members was what made it an absolutely fantastic day out.

The Pembrokeshire Classic Car Club were again present and as we have encountered them at a few shows over the last twelve months they came over to see us and were very happy that a contingent from our area were taking part in the Carmarthenshire road run on 20th May and at least

TSSC AREA NEWS

a few of us had entered their show at Scolton Manor on June 3rd (you can also turn up on the day for this show). Carmarthen County Run May 20th

We all met at the Whitland Rugby Club car park from different directions with the rendezvous points being honoured by Jon and Gwyn. I had travelled to West Wales on the Friday night to help Mark Davies with some work on his Frogeye on the Saturday, Paul "Johnny Breakfast" Price and his wife travelled to Tenby on Saturday and had a nice stay in a B&B. Jon Cronin, John Amblin, Gwyn, Tim, Babs and Phil Harry (from the Morgan Club) travelled up on Sunday morning. Jon very kindly chauffeured Mark Davies (no mot on his car) around on the run.

The day started badly for me when I turned the key in the TR's ignition and nothing, dead as a door nail, luckily I had my booster pack with me and the car started first time, after that during the run when queuing to get around a broken down car in a lane the TR suffered from fuel vaporisation but luckily we were on a slope and I was able to bump start it as it wouldn't start off the key, at the next stop I checked the plugs and as it was running quite lean I richened the mixture in the hope that this would help, I don't know if it did as there was no more waiting in queues again during the day.

At 10am after being marshalled out of the car park with the local MP officiating we had a very good 92 mile run through some fantastic scenery which was made all the more enjoyable by the beautiful weather, the soft tops all had their hoods down to take full advantage. We had two stops or food and tea/coffee and our Area photographer



organised the cars from our group and took some photographs with a great backdrop. On completion of the run at Carmarthenshire County Showground at around 3:30pm each car was awarded a certificate to add to the Monte Carlo style rally board that we were given at the start. We then all travelled home along the M4. The club cars in attendance were my TR4A, Gwyn & Tim's Dolly, John Amblin's Herald, Jon Cronin's Spitfire, Paul's Spitfire and a non-club car was Phil Harry's Morgan. Of the hundreds of cars that took part our Area was well represented.

Bernard

tion of Triumph's production. The adjoining field had its usual compliment of Autojumble and an interesting selection of vehicles including Commercial Vehicles as well as an impressive showing of Classics.

Our May meeting at the Three legged Cross was very well attended. Not only by members but also a good showing of club cars – all we need is a bit of good weather and its amazing what gems venture out onto the road. Although it's not a Triumph and strictly speaking should not warrant a mention within these hallowed pages, we finally saw Peter's VW Beetle upon which he has lavished many hours and spent many £'s. It did look the part and attracted some attention in the car park. It was also good to see John and Jon from the Salisbury Area who dropped in after leaving John's TR6 in the capable hands of Mark from Southern Triumph for some necessary attention prior to the trip to the Le Mans Classic (how deep was that wallet?).

On the subject of Le Mans, we have now received our tickets etc courtesy of "Ketchley Tours". In all, I think there are 10 of us going from the Wessex Area. It transpires that the Salisbury Area contingent is also booked on the same ferry as us from Poole on the Friday morning. So there should be a good showing of Triumphs for the crossing. More on this next month.

Looking forward, to suggested other events for **July and August:**

- July**
- 15th - Breamore Show – Club Stand**
- 26th - Monthly Meet**
- August**
- 10th - 12th Purbeck Rally**
- 17th - 19th TSSC National Weekend at Stafford**
- 26th - Simply Classics at Beaulieu**

Also **Sunday evenings** offer the chance to meet up with other **Classics on the Promenade at Bournemouth** between 4.00pm and 6.30pm. There is a wide and varied display of vehicles on show and it is well worth a visit.

If anyone is interested in attending any of the above events or if you have any suggestions as to events you would like to attend please do not hesitate to let me know – or come along to the monthly meeting.

Trevor

WIRRAL

Tel. 0151 339 4150

Hi everyone. Last nights June monthly meeting was not as well attended as usual, not sure if this was because of the weather or people having made other arrangements due to it being the Queen's Diamond Jubilee. Hopefully next month the weather will be better and we might actually get a Triumph or two in the car park. Dave and Ray were both at the meeting and both are thankfully slowly recovering from recent health problems.

There are a handful of events lined up for July, these being the Caerwys Show on the 8th, Oulton Park classic car show on the 14/15th, a Friday evening run on the 20th, and the Llangollen 60's weekend on the 28/29th.

The big event of last month was the Standard Triumph Marque Day at Prescott, as usual this was a great event even if it was a bit chilly. I had a couple of runs up the hill

WESSEX

www.triumphnewforestrun.co.uk

Tel. 01425 475376

The show season is now upon us and our first such outing for 2012 was the Basingstoke Festival of Transport on 13th May. For this event we met up with some of our friends in the TR Drivers Club at Winchester Services and proceeded in convoy up the M3 to Basingstoke. We were fortunate with the weather this year and there was a good number of visitors who showed a lot of interest in our selec-



WIRRAL WORCESTER . . . SOUTH YORKS

TSSC AREA NEWS

Wirral Continues

this time and loved every second of it. I'd said to myself that I would take it easy on the hill, as soon as the marsh shall gave me the ok to go, the red mist descended rather rapidly!!.

Definitely something to do again in the future.

Thats about it for this month, take care and see you soon.

Andy

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Hi All. I'm doing the Worcester news in reverse order as hopefully things will start to come back to me once I get writing. The last weekend (June 9-10th) saw a small but perfectly formed band of us make it to Evesham for their Balloon Festival. This was a joint Worcester / Gloucester effort and it all turned out rather well. The day before the event they announced that the balloons were cancelled due to the weather conditions but that the festival was still going ahead with kite flying demos, live music, the usual food, drink and craft stalls and the classic cars. The marquee was set up Saturday morning and in total we had 7 cars brave the weather, which in actual fact had turned, with the sun shining for most of the day. We had a steady supply of interested people visit the stand reminiscing of when they or a family member owned a Herald / Vitesse / Stag and the days out they had enjoyed. We saw Graham and Shirley, who live locally, and brought along their lovely Wedgewood Blue Herald that they've had for 25 years. The usual story there as well, Graham bought it with 9 months tax and MOT and thought he'd get rid of it when they ran out (hopefully he's renewed both by now)! The day finished with a fantastic firework display and best of all, it was all free. The festival did run into Sunday as well, but as the balloons had been cancelled it did fizzle out very quickly. By mid-day we were all packed up and on our way home but with the Saturday booked for next year.

The other big joint event that was held in May was Andy's surprise party, now obviously you must never reveal a lady's age but as he is no lady I can tell you that a 5 and a 0 were involved. Our thanks go to Jean and James who let us use their house for the party and we managed to sneak it in before the weather broke. It was a truly glorious day and one that won't be forgotten for some time - if only for the amount of photos on various Facebook pages.

We had two Prescott events in May, the Cotswold Open Classic and the Triumph Day. Both events were attended and both were fabulous, if a little cold! The format is similar for both, you book in, pay your fee and you can take your car up the hill. As they are not timed events you don't need any special licences or helmets, you just gently glide away from the start line and sedately pass the finishing line a couple of minutes later. Mmmm I think a few people missed that bit of the briefing, especially the TVR driver who was unfortunate enough to hit the barrier at semi circle. Thankfully everyone was OK, tho' I think Jane now wants danger money if I send her to go and collect the

camera card.

Just a small note, we are currently homeless as the pub we were using is now shut on a Monday. This means that like a nomadic tribe we are on our travels looking for a suitable venue. We are still meeting on the first Monday of each month but please contact me to find out where if you are coming along for the first time! I will sign off now but as a small hint, just have a squint at the Gloucester news to see what I've forgotten!

Cheers

Vicky

Diary

**2nd July - Worcester meet - The Fir Tree
Dunhampstead, Droitwich, WR9 7JX**

7th July - Hanbury Country Show

15th July - Shelsley Walsh Breakfast Club

**20th July - Camping weekend (being held in
Derbyshire), contact Vicky for details**

SOUTH YORKS

Tel. 01302 820119

www.southyorkshiresstc.yolasite.com

Not having visited Runswick Bay over the weekend of the 18/20th May it, is not possible for me to give graphic details of the weekend's proceedings and hope that other areas that did attend will produce something of interest to the Courier readers.

However Alice and I plus Dave and Sheila did make our way to Sherburn in Elmet flying club on the 27th of May for their Veteran & Vintage day. We had only been on the site for about 20mins when we walked into other members from our area namely George and his lovely wife who were enjoying the entertainment. The classic car display totalled in the region of 100 cars of a very mixed variety from model T Fords to quite modern TVRs. But with beautiful blue sky's the day was captured in full with the flying displays given by Tiger Moth's Stunt aircraft and several Russian aircraft with names I cannot possibly pronounce. The flying club organise this type of event several times a year and I would recommend any one who is interested in both cars and aircraft to give this try.

We have several good venues to look forward to this month these being **Locke Park (Barnsley)** organised by the YTCC in conjunction with the Friends of Locke Park on the **10th**. This is followed by one of our local and favourite places **Brodsworth Hall**, which is run by the National Trust, a stately home that has gone unchanged since the mid 1800s. And last but not least **Brocklesby Hall** in Lincolnshire this being a new venue to the members so another surprise to us all.

Next month's meetings are listed below - so until next time

Tuesday 3rd July

Tuesday 24th July

Regards

lan

NOTE to ALL:

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

**20TH - 22ND
JULY 2012**

THE WORLD'S BIGGEST CLASSIC MOTOR RACING FESTIVAL

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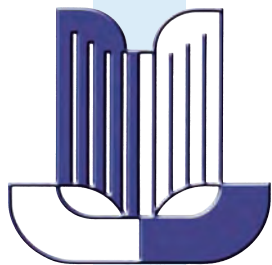
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The Daily Telegraph





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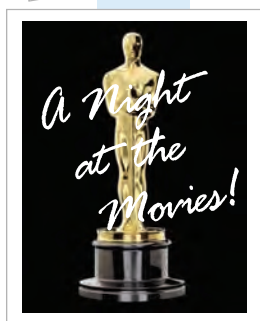
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50th



Anniversary



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Do more with
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Jubilee Park Woodhall Spa

31 August - 2 September

About The Event

The Lincolnshire Area of the Triumph Sports Six Club would like to invite you to our annual camping weekend taking place during the first weekend in September at Jubilee Park, Woodhall Spa, Lincolnshire.

This will be our fourth event held at Jubilee Park, and the site has recently been upgraded. On site there are showers and toilets, a cafe and an outdoor swimming pool. For anyone that does not like to camp in a tent/caravan - there are numerous B&Bs, Hotels and Log Cabins within a few minutes walk of our camping area - please get in touch for more information.

Within a short walking distance from the campsite, Woodhall Spa is a popular inland tourist resort and has a wealth of local attractions nearby. A good range of shops, pubs and restaurants is available. The site is close to the Petwood Hotel (with Dambuster connections including a prototype bouncing bomb in the car park) and the famous Kinema in the Woods. It really is a great place for a weekend break!



Itinerary

Friday 31st August

Arrival and set-up from Friday afternoon
Informal get together Friday night

Saturday 1st September

Triumph convoy through the Lincolnshire countryside
BBQ (We provide a big gas BBQ, you bring your own food)
Evening Entertainment

Sunday 2nd September

Peoples Choice Concours
Prize-giving for Phil's Fiendish Quiz
Raffle for prizes 'you never knew you wanted'
Short run to a local pub for a Farewell Lunch

More Information

Area Organisers

Garth Jupp 01529 307302
Simon Oliver 07841 450715

TSSC Lincolnshire Area www.lincstssc.co.uk

Jubilee Park www.jubileeparkwoodhallspa.co.uk

Woodhall Spa www.woodhallspa.org

Costs

Camping is priced at £12 per caravan/tent per night.

Electric hook-ups are provided free of charge on a first come, first served basis.

There is no charge for joining us for our convoy run on the Saturday.

Join us for the whole weekend or just the convoy!

Manchester Area's Holiday Weekend

14th - 16th September 2012



Book your holiday away with the Manchester Area at our weekend retreat with our very own Yellow Coats. Join us at the "Manclins Holiday Camp" for fun, games and fabulous runs in the countryside.

Venue:

Elm Cottage Touring Park, Chester Lane, Winsford
CW7 2QJ

Name: _____

Address: _____

Postcode: _____

Phone No: _____

Email: _____

Car Make: _____

Model: _____

Registration Number: _____

TSSC Membership Number: _____

Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

For more details:

Contact Pip & Frank on 01524 791607, email
pip1272frank@homecall.co.uk, or consult the
 Manchester Area website at
[Http://www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)



Item	Rate	Please Tick
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to Manclins Event. Electric Hook Ups are limited, and will be provided on a first come- first served basis. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	£30.00	
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	
Run Only (No Camping)	£10.00	
Total		

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinholme, Nr Lancaster. LA2 9DQ



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



Booking Form

Tel Enquiries to: 07976 163006 – Nigel 07843 435190 – Chris 07971 017012 – Claire

E-mail: mileoftriumphs@hotmail.co.uk **Web:** www.mileoftriumphs.co.uk

Please send booking forms to: Claire Hill, 32 Holly Hill Road, Selston, Notts, NG16 6EF

£50.00 deposit required on booking – balance to be paid by 1st July 2012. Cheques payable to “TSSC – MOT event”.

Name: _____

Address: _____

Postcode: _____

Tel: _____

E-mail: _____

**Exciting New Venue –
Haven Wild Duck Holiday Park,
Belton, Great Yarmouth
NR31 9NE**

**More caravans available
All stays are for 3 Nights
– Fri, Sat & Sun
21st-23rd September 2012**

Accommodation:			
Superior 2 bed (sleeps 6)	£135.00	Number:	Total: £
Superior 3 bed (sleeps 8)	£145.00	Number:	Total: £
Deluxe 2 bed (sleeps 6)	£155.00	Number:	Total: £
Deluxe 3 bed (sleeps 8)	£165.00	Number:	Total: £
CAMPING	£25 per unit (Fri-Mon)	Number:	Total: £
Entrance:			
Adults - Weekend	£5 per person	Number:	Total: £
Adults - Day rate	£3 per person	Number:	Total: £
Under 16's	FREE	Number:	
Please make cheques payable to “TSSC – MOT event” Total Payable: £			

Herts & Beds Area
Present the 19th



THE
TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH DAY *at* **DUXFORD**

SUNDAY October 7th 2012

£13.00 per person

Gates open 10 am

IWM Duxford discounted admission

£12.00 per person + £1.00

for Herts & Beds Lucky Number Draw

Normally £17.00 per person

IWM Full Car (More than 3 Adults) £34.45

Then please Add £1.00 Per Person

for Herts & Beds Lucky Number Draw

FREE TRADERS PITCHES

Under 16's go Free

Discount entry kiosks Close at 2pm.

Museum Closes 6pm.



Location - Jct10. M11

Sat Navs use **CB22 4QR**

Sorry, No Dogs, Fires, BBQ's - CAA Airfield Regulations

Traders must Pre Book Space

Any Enquiries 01582 750943

To qualify for discounted admission, arrive before 2pm and be in your classic,

Or present this advert or your valid car club membership card.

Camping Now Available at Apple Acre Park Fowlmere www.appleacrepark.co.uk

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