



International Family Weekend

17 & 18 August 2013
Stafford County Showground



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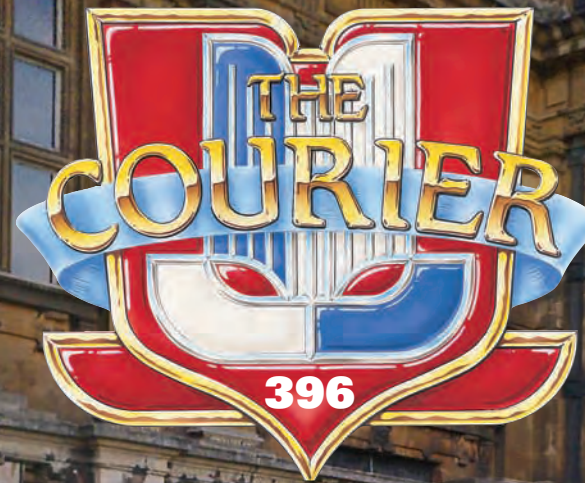


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Triumph Sports Six Club

The Courier 396

JUNE 2013



June 2013



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The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

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NO Document Attachments

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Bernard Robinson

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COUNCIL MEMBERS 2013

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

For a full list of TSSC officials see page 88.

HONORARY MEMBERS

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

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

(AKA WOLLATON HALL)

PIC BY SIMON HOLLAND
TRIUMPH-RECYCLER.COM.

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T.S.S.C. Events Calendar

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

**PLEASE SEND ALL 2013 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk**

NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

May/June 2013

FRI SAT SUN 31/1/2 MAY/JUNE 2013
TSSC NORTHANTS AREA
STANDARD & TRIUMPH RALLY
WICKSTEED PARK NORTHANTS
CONTACT DAVE
d.richardson13@sky.com

June 2013

SUN 9 JUNE 2013
WEST YORKSHIRE DALES RUN
ILKLEY TO KINSLEY PARK
CONTACT VICTOR
07800 551363
www.tssc.org.uk/westyorks

SUN 9 JUNE 2013
TSSC WESSEX AREA CLUB STAND
DORSET JAGUAR ENTHUSIASTS
SHOW LULWORTH CASTLE
CONTACT TREVOR 01425 475376

FRI SAT SUN 21/22/23 JUNE 2013
THE 25TH PEAK RUN
TSSC DERWENT VALLEY
CONTACT KIM & PAUL DALE
01335 345784 COLIN 01773 531580
ROGER 07970 619149

FRI SAT SUN 21/22/23 JUNE 2013
MIDSUMMER MADNESS
CAMPING WEEKEND
BRUCE ARMS WILTSHIRE
CONTACT GUY 01672 514241

FRI SAT SUN 28/29/30 JUNE 2013
TSSC NEWBURY AREA
CAMPING WEEKEND
IN NEW FOREST
CONTACT DAVE OR MARY
01635 868640

FRI SAT SUN 28/29/30 JUNE 2013
TSSC CORNWALL AREA
CAMPING WEEKEND
PENTIRE HAVEN
KILKHAMPTON NR BUDE
CONTACT MIKE 01872 573763

July 2013

FRI SAT SUN 12/13/14 JULY 2013
TSSC MANCHESTER AREA
BARMY BOOT CAMP WEEKEND
CONTACT PIP OR FRANK
01524 791607

SUN 21 JULY 2013

TSSC WESSEX AREA CLUB STAND
POOLE BAY CLASSICS MOTORING
EXTRAVAGANZA - BREAMORE
CONTACT TREVOR 01425 475376

August 2013

SUN 11 AUGUST 2013
TSSC NEWBURY AREA STAND
NEWBURY RACECOURSE
CLASSIC CAR SHOW
CONTACT DAVE OR MARY
01635 868640

SAT SUN 17/18 AUGUST 2013
PLUS CAMPING ON FRI 16
TSSC INTERNATIONAL
FAMILY WEEKEND
STAFFORD COUNTY
SHOWGROUND

September 2013

FRI SAT SUN 6/7/8 SEPTEMBER 2013
TSSC LINCOLNSHIRE CAMPING
WEEKEND
DAMBUSTER ANNIVERSARY THEME
PETWOOD CARAVAN PARK
WOODHALL SPA
CONTACT GARTH 01529 307302

SUN 15 SEPTEMBER 2013
THE 20TH ALL TRIUMPH DAY
DUXFORD IMPERIAL WAR
MUSEUM DUXFORD
CONTACT PETER
01582 750943

CLASSIC CAR SHOWS (CLUB INVITED)

July 2013

FRI SAT SUN 26/27/28 JULY 2013
BOND CAMPING WEEKEND
JOINT TSSC/BOND OWNERS CLUB EVENT
SYCAMORE FARM MACCLESFIELD
CONTACT GUY 01672 514241

Sept 2013

THURS FRI SAT SUN 26/27/28/29/ 2013
BOND OWNERS CLUB STAND
PISTONS & PROPS
SYWELL AERODROME NORTHANTS

**PLEASE SEND ALL 2013 EVENT
INFORMATION TO TRUDI AT CLUB H.Q.
e-mail: trudi@tssc.org.uk**

CoMment

BY JANE ROWLEY
COUNCIL OF MANAGEMENT

Welcome to the June edition of the Courier magazine. I would like

to introduce myself. I am Jane Rowley, I have been an active member of the Club since 1989. I am currently the Area Organiser for the Gloucester Area and have been on the Council of Management since 2007.

During that time there have been many tough decisions to make and I'm sure there are many more to face. Recently there have been a couple of 'jobs' advertised I hope that anybody that has experience in these area's would be able to spare a bit of time, come forward and join us in helping to ensure the Club is ready for the future. For more information on these please contact Vivien Thompson the General Secretary.

The most important thing I find about the Club, is the cars, everybody gets something different out of them, whether it's taking them to bits, fixing them, upgrading them, concours or just talking about them. Whilst I appreciate all of these things, my buzz is driving them, that's what they were made for, and they are all the better used.

Many of our cars benefit from historic road tax and if you are of a certain age your insurance is palatable, with no restrictions placed on the usage.

There are a whole host of events on all over the place, organised by volunteers, and they are all hoping for good attendance.



Last year whilst attending the International Spitfire Weekend in Holland, it was announced that it was the last year it would be run, attendance was down, the organisers tired, so no more. I felt guilty that despite really enjoying the weekend in 2003 it had taken nine years for me to re-visit. Fortunately there has been a re-think and it is now back on, so we won't be waiting nine years before we go again.

Be quick whilst the sun is out, grab that picnic, sun cream, car keys and...

*Do More with
Your Triumph!*



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

AGM Council of Management Awards 2013

Congratulations to the Following Members and Area, who the Council decided to present a Special Award to in recognition of their outstanding achievements for the Club in 2012. Awards at the AGM were given to:

TSSC Gloucester Area 'Area of the Year'

Outstanding Contribution



Trevor Collett

Award presented to Trevor By Jane Rowley (CoM) at the South of England Meet 2013

Special Thank You Alan Heaton

Member of Year 2012 Ben Broadbent

The Award will be presented to Ben at The International Family Weekend at Stafford.

TR4/4A Register Expanding

After much consideration our **TR4/4A Register Secretary, Bernard Littlewood** has offered to increase his excellent service to TR owners by including TR5, TR250 and TR6 Models in his Register. Bernard initially thought that as his experience mainly involved his own TR4A that he might not qualify to cover the extra models. I think he has shown that with his 'hands on' laymans approach allied with common sense advice, that members with TR5s 250s (and if we are honest) the largest group, TR6s can only greatly benefit from his offer.

So may I, on your behalf, thank Bernard for so generously offering this wider Service for TRs.

Owners of these later Models can expect coverage in the Courier from **July** onwards.

Bernard would love to hear from any of the above owners with stories or queries you may have. See his register for Contact Details.

Bernard Robinson
Courier Editor

Rimmer Bros New TR6 2013 Catalogue

Our new 210 page TR6 catalogue is now available. Fully updated after lots of careful research and extremely detailed work, it covers the full TR6 production run and also includes a North America section. We believe it to be the definitive TR6 catalogue! Ordering parts has never been easier!

Our fast and efficient Worldwide mail order service means you can receive them quickly as well! Contact Rimmer Bros on + 44 (0)1522 568000 e-mailsales@rimmerbros.co.uk or www.rimmerbros.co.uk Please see our advert on page 39 in this issue!



www.tssc.org.uk



www.tssc.org.uk



**THE
TRIUMPH
SPORTS SIX
CLUB**

www.tssc.org.uk

HQ OPENING TIMES

JUNE - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show

TSSC International Family Weekend

Stafford Showground, Sat/Sun Aug 17/18 2013

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

1ST JUNE 2013

*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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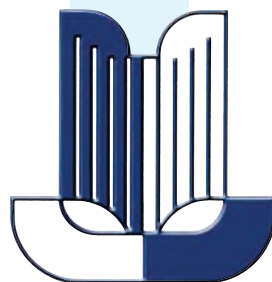
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- Discounted premiums for TSSC members
- Agreed value cover for your pride and joy
- Classic car cover for drivers from 17 upwards (Peter James)
- Support from the Club Office
- All three brokers offer a full range of high quality insurance policies, including multi-vehicle.

Welcome to NEW MEMBERS

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



THE
TRIUMPH
SPORTS SIX
CLUB

Ruth Phipps	Aberdeen
Luke Bolt	Berks
Will Flack	Berks
Doug Brown	Berks
Roger Lee	Cambs
Richard Watkins	Cambs
Susan & Christopher Barnes	Cambs
Peter Read	Cambs
David Hunt	Cambs
Eric Vickers	Cheshire
David Woollam	Cheshire
Michael Skelton	Cleveland
Timoth Gill	Cornwall
Rachel Morris	Devon
David Bicker	Dorset
Adam Smith	Durham
Clive Sharp	Essex
Jean-Marc Bazzoni	Essex
Steven Savill	Essex
Peter Walker	Essex
Michael Blanchard	Glos
Mark Foreman	Glos
James Bunch	Hants
Alan Boulton	Hants
Matthew Dragon-Macleod	Hants
David Moore	Hants
Lindsay Hort	Herts
Howard & Margaret Richards	Isle of Man
Richard Horton	Lancs
Andrew Briggs	Lancs
Christopher Barton	Lincs
Martin Ross	London

Jonathan Bott	London
Gregory Clarke	Northants
Alistair Campbell	Northern Ireland
Christel & David Edwards	Northern Ireland
Mathew Hughes	Powys
David Snell	Shrops
Alistair Preston	Somerset
Michael Rodd	Somerset
Richard Eaton	South Yorks
Andy Campbell	South Yorks
Emma Withers	Suffolk
Andrew Foster	Surrey
Gary McCarthy	Surrey
Vin Poonwassie	Surrey
Robert Burr	East Sussex
Roy Cooper	West Sussex
Adrian Jessup	West Sussex
Ben Allmendinger	East Yorks
Patrick McShee	West Yorks
Adrian Berry	West Yorks
Ashley Leak	West Yorks
Graham Cox	West Yorks
Ralph Whitaker	West Yorks
Chris Rowland	Wilts
Barry Adams	Wilts
Colin Treby	Wilts
Stephane Collin	France

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



WEEKEND £20.00 PER PERSON (INCLUDES SAT EVENING ENTERTAINMENT)

OR 1 DAY TICKET (TILL 7PM) £10.00 PP PRE BOOKED.

SATURDAY TICKET UPGRADE AVAILABLE TO INCLUDE SAT EVENING ENTERTAINMENT ENTRY - EXTRA £5.00

UNDER 16's FREE!! GATE PRICES £25 PP W/END OR £12 PP 1 DAY

DATE **Membership No**/.....

Number of Tickets required Weekend 1 Day

Saturday Eve Ticket Upgrade?

NAME (MR. MRS. MISS. MS.)

ADDRESS _____

POST CODE _____ **Daytime Tel No** _____

E-Mail

I wish to be part of the Triumph 2000 or Bond Equipe Display ☐ Delete Applicable

I wish to be in the All Triumph Display (Saturday only - first 100 Cars to apply) ☐

[illegible]

EXPIRY DATE /..../..../..../

VALID FROM/...../...../...../

SVN NO. ____/____/____/ (Last 3 digits above Signature)

NAME ON CREDIT CARD

Payment by Cash **or Cheque** **Total £**

Please Make Cheques payable to TSSC Ltd and Return Form to:

**Triumph Sports Six Club, Sunderland Court,
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OR BOOK ONLINE AT **www.tssc.org.uk**

SPITFIRE MkIV/1500 Register



e-mail.

ford.derek@sky.com

Derek Ford



Top End Tuning

This months musings come from **Tony** from Coalville in Leicester, offering his advice on top end tuning. Thanks for that Tony.

bought, the following: 2 K&N air filters (pancakes) and the rear part of a Triumph Tune twin GT exhaust system in stainless steel. Rebuilt both HS4 carbs - had them line drilled and reamed to take new butterfly bushes and spindles-soldered solid overrun valves on butterfly, trimmed and polished, wax stat jets

discarded for new plain jets (0.09) fitted new needles (AAQ), new damper springs, yellow.

Added K&N super stacks to air filters. Bought new inlet manifold with stainless heater tube.

Cylinder head: fitted larger exhaust valves (1.3) Reseated and

The car itself



Dear Derek

I have been a member of the TSSC since 2007 and I am an avid reader of the Courier, absorbing as much 'Herald' based information as possible, but up until now have had nothing of any great importance to add to the pages. I have a 1979 spitfire 1500 and would like to add information on 'top end tuning' for our readers.

Car already had on it, as

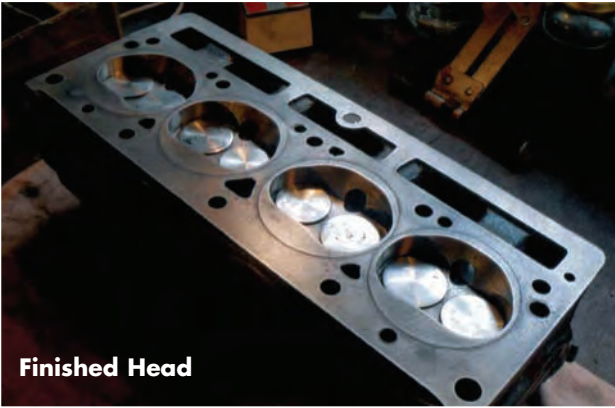


Air filters through to head

then opened out both inlet and exhaust ports, rough areas



Finished Ports



Finished Head



General view of engine bay (note air receiver in front of oversized radiator, that also has a lower air scoop)

machined through and polished, new bronze valve guides fitted for exhaust valves. Super stacks, carbs, inlet manifold, polished through to match head ports. All rockers narrowed and lightened, top oil feed fitted, replaced cast iron

exhaust manifold with full flow stainless steel manifold to complete stainless steel system.

Finally, carb jet setting are 12 flats open from carb bridge (2 turns) then back off by 2 1/2 flats up (at this setting, colour tune gave best ignition colour). Re set ignition at 12 degrees BTDC. This has resulted in a very free breathing engine giving readings of CO 0.63% VOL and HC 168ppm vol. Engine idles beautifully at 750rpm and has excellent throttle response.

She is a long way from being perfect but I am working on her. Best wishes to all, hope this is of some use to other Spitfire geeks".

Tony.

To finish off this month here are the answers to last months Triumph Crossword Brain Teaser.

Across

2. Eight
5. Courier
7. Garage
9. Vitesse
10. Bootrack
12. Pub
14. Wiring
15. Morris Garages
19. Michelotti
20. Cable
21. Radial

Down

1. Misfire
3. Haynes
4. Gudgeon
6. Overdrive
8. Stromberg
10. Bomb
11. Classifieds
13. High tension
16. Gasket
17. Six
18. Wipers

I hope you all enjoyed teasing the little grey cells between fettling the car!

Derek

CONCOURS



Tel. 07827 891471

e-mail. tonys@slsdesignconsultants.com

**Tony Simpson
and Steve Taylor**

Concours 2013

The International Family Weekend is looming ever larger and entries for this years event are now invited. We could always do with some additional judges, so if you're interested in getting experience, please get in touch at the contact details above and we can pair you up with a more experienced judge. You'll find the experience extremely rewarding we're sure.

The Rules and Booking form for the Concours will appear here once more, they are also available on the International Event web site.

www.tssc-international.co.uk

If you have any queries please do drop me an e-mail or give me a call.

Last year's turn out in the Concours can only be described as a fantastic effort with over 70 entrants which I understand was a club record – well done to all those who took the time to polish and fettle your pride and joy. The spread of entries ranged from newcomers who had never entered a concours before to the serious contenders some of whom I have personally competed against in the past. Quite a few of the less experienced entrants spoke to me last year and said how useful they found my article giving tips on concours preparation was so I am repeating the article again this year. As I said earlier last year's concours was extremely well attended and in many cases the competition in terms of score marks was very close in quite a few of the classes with only a few points separating the awards positions.

So come on you guys (and gals) have a quick read through my tips article and see where you can pick up a few easy points and put yourself into the trophy winning places.

You will all hopefully remember the Car of Show from 2012 being the beautiful White Mk 3 Spitfire of **Chris Tickner**, well Chris has taken the time to put a few words together to give an insight into how the top concours awards can be achieved on a budget.

Over to you Chris.

It could be you this year!



If you are one of the people that think concours is an elitist sport and only the big expensive cars or the cars from an open cheque book restoration win all the prizes, then please think again, my Spitfire is living proof that a car restored by its owner at home can win the top prize, and I am not a qualified mechanic just an enthusiastic amateur.

I certainly could not afford to pay for a profes-



Car of Show 2012 - Chris Tickner

sional restoration and did all the work myself; even the paint was applied by me in my own garage. I did the work over a number of years to help spread the cost and not put too much strain on the family budget. I even moved house part way through the restoration and still managed to find all the parts!

I always drive my Spitfire up to Stafford from the south coast as this is all part of the fun of the weekend. Most years we always seem to

get some rain on the journey, this does mean I need to do a bit more cleaning when I get there, but this is all part of the challenge.

It would be nice to see more people have a go at entering the concours as last year some classes had very few entries. *So if I can do it why not give it a go, you too could end up winning a prize as well!*

Chris Tickner

White Spitfire MK3 - Car of Show 2012

Concours Tips

Cleanliness!

There are three words which I believe best describe what Concours is all about - *cleanliness, cleanliness and cleanliness!* So having said that how do you best go about cleaning your car to put before a judge and have it scrutinised in minor detail. Cleaning/ detailing cars properly is not a quick or easy task, however the more you clean your car the easier the task becomes. Most people prefer to

take their car out onto the open road and drive them rather than spend time polishing, however if you intend to enter your pride and joy into this year's Stafford concours (*go on give it a go you might enjoy it*) there are a few tips I could share with you that may make the task a little easier.

Firstly time at the show is limited so do what you can beforehand. Spending a little time in the evenings after work cleaning the parts of your car which are not likely to get spoiled if

it rains when you travel to the show, things such as the interior (don't forget under the seats - easy points to score), boot (including the spare wheel) and the tricky hard to clean areas under the bonnet. If you have rusty tools in the boot give them a quick going over with a wire brush and coat of satin black spray paint, easy points to win but also easy points to lose if you don't.

When cleaning the paintwork give it a good wash first to remove as much grit and grime as you can. Remember any loose grit on the surface will scratch the paint when you polish and you will then have your very own skating rink etched into the surface of your pride and joy. When doing the paintwork don't just polish the easy bits in full view, remember the judge **WILL** get on the floor and look underneath so make sure the sills are nice and clean, also check behind the bumpers and squeeze the polishing cloth into those hard to reach places which make all the difference to the overall appearance. Take the opportunity to touch up any minor stone chips but don't get carried away putting loads of paint on, use a fine brush and small dabs of paint. Another area were people tend to lose easy points are the wheels. Most people tend to have nice wheels on their cars but how many take the trouble to clean the backs, Judges will almost certainly notice this and dock you valuable points. Also on the subject of wheels make sure the tyres are clean and sidewalls dressed accordingly. I use tyre foam applied by sponge which cleans and leaves a semi sheen whereas silicone spray will leave a shiny false look.

Over the years I have tried different products for various applications and one tip that I can pass on is that tyre foam can be used on a multitude of rubber and vinyl surfaces. Just put a

little on a piece of cloth and wipe over. It will clean and leave a nice semi sheen on vinyl hoods, dashboards, interior trim, window rubbers, black body mouldings etc etc. Some of the best and cheapest tyre foam I used came from Wilko's at 99p a can.

I personally believe that the appearance of the under bonnet area can add much to the overall appeal of a car and hence this is an area that needs more attention. As I said earlier try if possible to do this at home before the show. Given that quite a few of our Triumph's have forward opening bonnets unfortunately we have the suspension as well as the engine on show. I must agree that when opening the bonnet and looking at an oily greasy engine and suspension the job of cleaning it up can be daunting. What I tend to do is not think about the whole task but tackle small areas at a time trying to get the best finish I can in that small area. Lots of small areas will lead to a pristine engine bay eventually **AND MORE POINTS FROM THE JUDGES.**

Assuming that you now have your car cleaned, polished and detailed it is now time to present the car to the judge in the best way possible. Make sure your wheels are in the straight ahead position, empty your boot and put your tools and spare wheel on display at the rear of your car in a neat and tidy manner. Now's the time to dig out the owner's manual and any original paperwork you may have with the car, again all easy points to secure. Use any last minute time up to the judges arrival to fettle your car - remember that whilst it's been sat in the hall scores of people have been milling around having a look and you will almost certainly have fingerprints on the paintwork and glass. When the judge arrives be on hand to answer any questions he may have and to open the bonnet and doors for him. **DON'T** ask have I won or how many points did I score. Usually the judge will say nothing and will give nothing away during his appraisal.

Unfortunately you now have to wait.

Now sit back and enjoy the rest of the show until the awards presentation. You just never know, you may have a piece of silverware to take home and that's something else for your good lady to polish!!

Remember at the end of the show you will have a clean and nicely detailed car to take home and everyone feels better driving a clean car. See you at the show.

Hopefully the above should give you all a few hints & tips on being successful in the TSSC International Concours, so get your booking forms off today, **remember entry is Free!**

Let's hope we have another excellent show, and we'll look forward to seeing you there.

INTERNATIONAL CONCOURS ENTRY FORM 2013

ABOUT YOU

Name

Address

County

Postcode

Country

Telephone No

e-mail

YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
(Cruised & Used
entrants only)

Advance Entries by
post or email by
14th August 2013 to:

Mr Tony Simpson
Paddock View
116 Nottingham Road
Codnor
Ripley
Derbyshire DE5 9RL
Tel: 07827 891471

CONCOURS CATEGORIES

You can enter **ONLY ONE** appropriate class
Please circle this clearly

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**



THE
TRIUMPH
SPORTS SIX
CLUB

Photocopies of this form are
acceptable

e-mail: tonys@slsdesignconsultants.com

TSSC INTERNATIONAL CONCOURS RULES 2013

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 2012 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 introduced last year for Cars that have been restored to show condition.

Car of Show:

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



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GT6 Mk I - II - III Register



www.tssc.org.uk/gt6
e-mail. gt6@tssc.org.uk



Andy Wood

Ian's MkIII Restoration

Now before **Ian Gordon's** story of his GT6, I would just like to thank both **Robert Ballago** and **David Hudson** on their emails about Dehumidifiers, both knowledgeable guys suggesting not to get the compressor type. So now I know what to go for. Ian has sent me his story about his rebuild of his GT6. I've heard of a Nut and bolt restoration but this is on another level. Thanks Ian.....

the floor with just old rusty wheels and suspension; also the front outriggers had been cut off as well. When I asked where the rest of the car was, I was shown to the other side of the garage it was a large three bay building, and there on the floor was a completely bare block, the pistons, crankshaft, sump, cylinder head, carb's were in an old sideboard.

We then went to a shed at the bottom of the garden where the bonnet, tailgate and doors, which were also stripped, and very damp as well. When I asked

The Finished Car



where everything else was, the guy said it was all there and around here somewhere and he would round everything up if I bought it. At this point we had a cup of tea, and I set to looking at everything in more detail. At this point I noticed, from the front of the chassis it was cleaned and

"I bought GTJ102K in October 2004 it was a failed EBay sale. So I rang the seller and arranged a viewing as it was only about an hour's drive from home. The seller said it was stripped and ready to start work on. When I arrived at the sellers house/garage, the body tub was standing on two big wooden "A" frames completely stripped of everything apart from rust and paint. The chassis stood on

painted but only to the point where the outriggers had been cut off, the remaining three quarters of chassis was untouched. Also the front was fitted with polybushed suspension, Spax Shock absorbers and new steering rack, odd I thought as everything else was untouched at this point.

Then I went on to have a good look at the tub, first impressions not too bad, oh

how wrong I was! Anyhow the conversation turned to money, and a price of £600 was agreed, also in the price was a pair of full floors, and a pair of inner, outer sill panels, so the deal was sealed with another cup of tea. I agreed to return a few days later with transport to collect said car parts. The seller promised the car was complete and would round everything up for my return collection. A couple of weeks later everything was back in my garage. I then spent the next few weeks assessing what I had and what was needed panel wise to start the restoration. It was agreed with my employers that I could restore the car at my place of work, but this didn't start until January 2005. Once at work the tub was

door shuts to keep everything stable and square. The first job I tackled was the floor pans both sides needing replacing, and were full size as I said before, they came with the car in the price. I decided to do



New Floor & Inner sill

I Tackled this first!



rebolted back onto the chassis, also I welded some reinforcing across both

one side at a time again to limit movement. I had one side out and back in again within a Saturday morning not a bad job to do! A few days later I repeated the other side again this was straight forward enough.

My next task was to re-skin both doors then I would have a good base for future door / sill gaps. I stripped out all glass and fittings, then cut off door skins, a couple of small repairs were needed to the door bottoms, then I had them shot blasted, followed by etch priming and painting the shells before re-skinning, do all you can to combat the rust bug. Also when the car is finished every-

thing will be waxoiled. When buying panels I decided I would, if available always buy Heritage panels, hopefully they would fit better. How wrong was I? Having skinned the doors, next on the list was the sill's inner - outer - intermediate and closing panels. First side tackled was the near side or left hand. Inner sill cut out and new one welded in the intermediate, and then outer sill. I should mention at this point, I cut off the lower rear wings to access the sills properly.

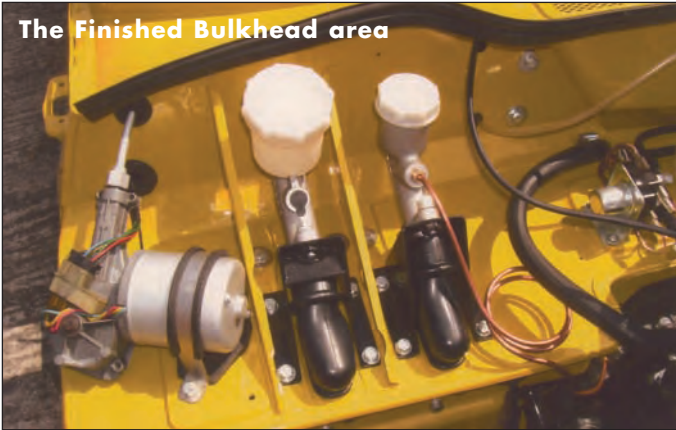
Rot Cut away



Replacing Drivers side bulkhead top



The Finished Bulkhead area



Right onto the off side or right hand sill, inner cut out, new one welded in no problem, next intermediate or strengthening plate. Then the outer sill was offered up, remembering the doors were already fitted to line things up. When closing the door it was found to be further out than the sill line.

I should also mention that I refitted door locks, strikers and door rubbers so everything would be as it will be when it was finished.

Anyway back to the sill problem, after trying the obvious of adjusting the door

on the hinges, no luck, at least not enough. So head scratching time. I decided to cut off the rear wing completely I was going to change them anyway. OK rear wing off, new one dry fitted, closed the door, and it protruded past the bottom corner of wing and sill. So I cut a one eighth slot in the bottom of the door, front to back. Two pieces of wood and clamps closed the gap up, tack welded, tried back on car everything was a good fit, door bottom welded up,

problem over. So now we have both new floors welded in and both sills welded on, so what next. Well the next task was the driver's side bulkhead, behind the clutch and brake pedals

As you can see it was very rotten and had been patched up before, problem was that this panel wasn't at the time available new. Luckily I found a donor Spitfire being scrapped, locally to

me, so armed with a disc cutter and sharp cold chisel and hammer, it was removed taken home raw edges removed, I also had to reshape it around



Body tub complete with Sealer & Primer

the transmission tunnel, the GT6 is bigger

than Spitfire, that done it was shot blasted and spot welded into GTJ. At this stage I also changed the panel underneath the clutch and the brake master cylinder.

So the body tub is returning to its original strength and structure.

I also fitted a new boot floor, rear panel, and a pair of outer rear wheel arches, this done I cleaned up the inner panel behind the rear wings, with a wire wheel in an electric drill, then etched primed the whole area as well as the insides of both rear wings, **NOT THE EDGES TO BE WELDED THOUGH**. After this I brushed yellow paint over all the above areas. Rear wings then welded on.

That is pretty much the welding done on the said tub, all open seams were now given several coats of etch primer, left to dry over a few days then sealed with seam sealer.

The bonnet was given the once over with new lower wing sections and inner - outer wheel arches, before welding any panels in I had the main bonnet section bead blasted, it was a bit rusty on the inside of the power bulge. This done I welded the wing bottoms onto the bonnet, and **DRY** fitted the wheel arches.

It was at this point I wondered how to paint inside of the bonnet properly. You struggle to get a paint gun in and around wheel arches and backs of headlight panels. So I decided to leave out the wheel arches and tubular bracketry. Then the few welded edges were masked off in preparation for painting. The body tub was also prepped for paint along with doors and tailgate. Everything then primed with six coats then flatted back ready for colour, the underside of the tub was given two coats of stone chip.

This cured, everything was sprayed in Mimosa Yellow, two coats first, flatted back the two more finishing coats all looking very good at this stage. Going back to the bonnet again because the wheel arches and bonnet hinge tubing were removed it made it so much easier to

spray the inside. So now all I had to do was refit the wheel arches and tubing and spot weld the arches back to the wings around the arches, this done it was just a quick local spray job around the welds job done. So with the tub and panels painted the chassis was stripped of remaining rusty items, this was shot blasted, hot zinc sprayed and finally sprayed Mimosa Yellow.



This all done I brought the chassis back home to my garage placed it on four padded axle stands don't want to scratch the new paintwork now, ready for refitting. The diff was stripped and rebuilt cleaned painted refitted to chassis drive shafts stripped shot blasted sprayed black, rebuilt with new rotoflex couplings and UJ's, then reunited with diff / chassis new rear spring fitted.

It was at this time I decided to change the rear shock mountings to the bracket of the chassis system, before the rear shocks were fitted to brackets on the inner rear arches, which had been removed during the tub restoration."

Ian Continues his restoration in Next Months Issue

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B post mounting bracket 703625/6	£16.00
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Herald 1200/13.60 rear centre valance	£77.50
Rear quarter valances Herald 948/Vitesse	£35.50
Rear quarter valances Herald 1200/13/60	£38.00
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Herald/Vitesse Body Mounting Kit	£32.50
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Boot hinges	£43.50 pair
Door to glass outer weather strip	£7.00
Hoods vinyl inc zip out window	£160.00
Accelerator pedal bracket 147655	£12.50
Set of 8 front suspension bushes 119451	£10.50 set
Front suspension shim 122022	£1.75
Caliper repair kit inc pistons type 12	£23.00
Caliper repair kit inc pistons type 14	£28.50
Caliper repair kit inc pistons type 16P/16PB	£28.50
Recon exchange caliper type 12	£46.00
Recon exchange caliper type 14	£41.00
Recon exchange caliper type 16P/PB	£56.00
Brake pads type 12	£12.50 set
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Brake pads type 16P/16PB	£10.50 set
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TR7

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Doors FHC WKC5286/7	£350.00
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Petrol tank	£187.00
Petrol tank sender TKC3408	£27.50
Rear lamp assembly R/H TKC232	£95.00
Recon TR7 (exchange) distributor	£95.00
TR7 distributor cap	£7.50
HT lead set (early) GHT 167	£12.00
Gearbox 4 speed (exchange)	£285.00
Recon steering rack (exchange)	£45.00
Front strut assembly recon (exchange)	£67.50
Front lower ball joint GSJ154	£11.50
Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£37.50
Lower steering shaft TKC1088	£36.00
Track rod ends GSJ185	£16.00 pair
Steering wheel (early) RKC509	£15.00
Brake pads GBP233	£9.50 set
Brake discs TKC780	£17.00 each
TR7 brake master cylinder recon (exchange)	£85.00
Brake servo recon (exchange)	£85.00
Upated brake master cyl/servo assy (exchange)	£205.00
Brake pressure valve TKC 3667	£49.50
Recon exchange brake caliper	£46.00
Brake shoes 4 speed GSP794 OE Unipart	£17.50 set
Brake shoes 5 speed GBS813	£18.50 set
Wheel cylinders 4-5 speed	£15.00
4 speed differential TKC2619 (exchange)	£250.00
Jackshaft 215207	£165.00
Recon starter motor (exchange)	£77.50
Service exchange oil pump 215573	£27.00
Fan idler pulley bearing	£9.50
Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£44.50
Recon steering rack (exchange)	£140.00
Steering column shaft 151032	£80.00
Track rod end GSJ157	£13.50
Gearbox (exchange)/Reconditioned	£295.00
Recon exchange J Type overdrive	£320.00
Rear shock absorbers	£20.00
Rear sub frame mounting 150382	£22.50
Rear wheel bearing kit	£19.50
Service exchange drive shaft 311914	£140.00
Recon rear hub assy (exchange)	£99.50
Recon Brake Calipers (exchange)	£56.00
Caliper seal kit inc pistons	£28.50
Set brake pads	£13.50 set
Recon brake master-cylinder (exchange)	£110.00
Recon Servo (exchange)	£148.00
Rear wheel cylinder GWC1211	£15.50
Service exchange oil pump 215573	£27.00
Viscous fan coupling TKC101	£75.00
Seatbelts non-sensor	£100.00

TR6

Front L/H flitch panel 907097/576477	£120.00
Late type rear centre bumper O.E.	£140.00
Rear quarter bumper O.E.	£80.00
Seat belts with sensor wire type	£95.00 pair
Prop shafts recon (exchange)	£85.00
Recon exchange water pump GWP201	£29.50
Recon steering rack (exchange)	£57.50
Front trunnion 142377/8	£28.00
Top ball joint GSJ131	£10.00
New Brake servo (exchange)	£115.00
Brake disc 209327	£18.50
Recon (exchange) caliper type 16P/16PB	£56.00
Brake pads early/late type	£10.50
Hand Brake cable end fork	£3.00
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Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
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Diff mounting lower 134236	£2.50
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Rear wing front repair panel.....	£21.50
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Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£87.50
Boot floor.....	£130.00
Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreen aperture drip channels.....	£12.00 pair
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Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£150.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£87.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
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Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
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Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
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Recon w/wiper motor (exchange).....	£45.00
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Gearbox tunnel retaining plate 608383.....	£1.80
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Inertia seat belts less sensor OE.....	£70.00 pair
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Inertia seat belts sensor type.....	£70.00 pair

GT6

Bonnet assembly Mk II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£1,050.00
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Front wings Mk I 907154/5.....	£95.00
R/H front overrider Mk I 710717.....	£42.50
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Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£58.00
Recon Steering Rack (exchange).....	£45.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£32.50
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rototex GBS750.....	£17.00
Brake shoe non rototex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£195.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
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Drive It Day Area Roundup **A Triumph For Devon**

Over 100 Triumphs take part! - By Sue & John Franklin

Drive it Day 2013 saw a total of **109 Triumphs**, Two Standards and a handful of other classics meet at the Big Sheep near Bideford in North Devon.

Last year's figure was 70 and the previous year 43.

In our wildest dreams we never really thought we would make the target figure of 100 Triumphs in one place in Devon for Drive it Day.

Perhaps the combination of Free Entry to the Big Sheep, and the attraction of the micro brewery had something to do with it, but the cars kept rolling in.

There were cars from Somerset, Dorset, Cornwall, Wales and even Kent. Furthest travelled was Andrew Poynter, Editor of the TR

S.W. Triumph Classic Car Day
Sunday 21st April 2013



Drivers magazine, but several cars did over 100 miles to be with us.

Other Clubs were generous in their support, the Stag Owners in particular from all counties in the far South West with 33 cars out of the total, TR Register, TR Drivers Club, 2000 Register and of course huge support from TSSC areas, with



Area Showtime



at least 13 cars from Somerset. There were a



number of non aligned drivers whom we hope we have encouraged to join us.

There were a few worried faces when the Police van turned up – but they were only doing a Safety Awareness Day for the



Even a Renown



Salvadori Special



public and probably enjoying themselves at the same time.

We think it was probably the biggest gathering of Triumphs in the South West for a long time, what do we do next year?

Sue & John Franklin
Devon Area AOs



Lone Coupé

Furthest Travelled



**Photos by Dan Chudleigh,
John Franklin and Darren Groves**

West Midlands - Drive it Day

By Roger Haywood, AO West Mids

In previous years the West Midlands Area normally join in with functions organised by other areas or organisations, this year however we decided to organise our own, and what a great success it was!

With Birmingham being the centre of our area when we organise a function or decide to travel as a group to a function we usually meet

at a McDonald's Restaurant. This enables us to have a coffee and breakfast whilst waiting to everyone to assemble, a large car park and a postcode for satnavs.

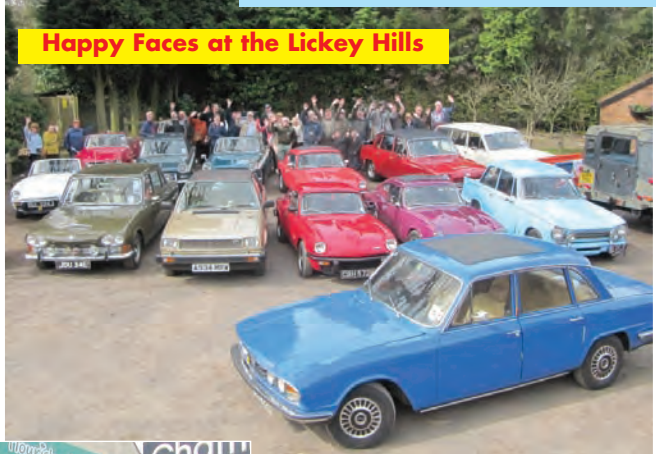
Our Drive it Day started off in Bristol Street, Birmingham on the A.38, and after 15 cars and crews had met at the local McDonald's we set off along the main highway, south out of the City, passing the now defunct Longbridge

works the home of Rover, British Leyland, Austin, Morris, now being developed into a massive commercial development.

Our first stop was at one of the Midlands popular beauty spots, the Lickey Hills. The staff at the Lickey Hills Visitors Centre had cordoned off part of the car park for our cars, which gave us the chance to take some memorable photographs.

After a brief stop it was off again, south, through Catshill and Bromsgrove, in Worcest-

Happy Faces at the Lickey Hills



Anyone for Fish and Chips?



The final stage was through winding Country roads, small villages and fields filled with crops or animals to eventually assemble at another Midland beauty spot the Clent Hills. From there in convoy it was only a short distance along the A.456 to our final destination, Chamberlains Fish and Chip Restaurant at the junction of the Wolverhampton Road and the Hagley Road for lunch.

Chamberlains staff made us all very welcome and everyone enjoyed their great food, bringing to an end a fantastic day.

Thanks everyone who took part, the happy cheerful way you took joined in made the event a success. Lets do it again soon.

ershire to arrive for coffee and more photographs at Webbs of Wychbold one of the Midlands biggest garden centres, once again made welcome by their staff.

What a Great Line up at Webbs!



Drive it Day - Stafford & Cheshire

By Henry Jones - AO Cheshire

Staffordshire (Stagfordshire) and Cheshire Areas got together for Drive it Day 2013. Dave Woodward, the Staffs Organiser, prepared the route and indicated we were to gather at Sainsbury's in Leek for 10:15. A small contingent of Macclesfield Triumphs gathered at Henry's house and set off just after 9:30 (without Leo



the cat) for Leek, where we arrived at Sainsbury's shiny new car park and parked next to Mike's MGRV8 (it's really a TR5) and Phil and Alison's Stag.

Several more cars arrived – Richard and Jane in their Spitfire. Dave in his Jaguar (the



Vitesse is still in bits in the garage), Peter and Jean in their Stag and waited for the later arrivals. Along came a rather nice A35



Area Showtime



who was just doing the Sunday morning shopping, followed by Derek and daughter in



Duppy and Chris and his girlfriend in 'Victor' the black Vitesse.

We all set off after the last Staffs Stag arrived at the allotted time of 10:30, and stopped very briefly at the Mermaid ex-pub to ensure we had not lost tail end Charlie.

The owner of the ex-pub soon appeared and was not amused by ten cars bowling into his drive, (he should consider removing the large pub sign on the front of the

property) then continued through Warslow and



Hartington. We were primed to look out for the church in Stanton in Peak but the only church shot is from Youlgreave. Eventually we got to Rowsley and located the signs to Peak Rail,



which was down a very long and bumpy track. We parked up in a nice long line and were joined by Mark and Annie's Stag. There we got on the steam/diesel train which was headed by





a nice little steam engine and pushed along by a big boring diesel engine. We travelled at a gentle pace to Matlock on the 12:30 train and spent a relaxing afternoon in Matlock examining the river, antique shops, and drinking coffee.

Some had gone home by this point, but those remaining caught the 15:54 diesel/steam train back to Rowsley, and after some deliberation (are we hungry??) drove the short distance to the Grouse and Claret where twelve of us partook of an excellent dinner.

It only remained to get home from the Grouse and Claret.



All in all a very pleasant day and £50 was raised for Cancer Research.

Many thanks to **Dave Woodward** for organising the route.

Trunnion Oiling - Northern Ireland

By Paul Robinson - AO Northern Ireland

Northern Ireland Area has run an annual trunnion oiling event for many years as a way of encouraging members to wake their cars up from their winter hibernation and get them back on the road.

Although the exact venue for the event has changed over the years the format has remained pretty much the same – the find a location in a very public area where the cars will be seen by as many people as possible and invite members to bring their



Carrickfergus Castle

cars along.

A couple of willing volunteers go around the cars and oil the trunnions (where appropriate).

While the event never attracts very big numbers, usually around a dozen or so cars, it creates lots of good publicity for the Club and its not unusual to get a new member or two out of it.

For the last few years Frank has persuaded Carrickfergus Borough Council to allow us to use a paved area beside Carrickfergus Castle.

Built by the Norman Knight, John De Courcy, in 1177 the castle is a famous local landmark and a very popular tourist attraction.

Like many events, the success can depend on the weather. Thankfully we got a bright and sunny day although it was cold for the most part. Members came from far and wide including two from Dungannon, Philip and Edgar. Normally they are joined by Eric and together they are known as 'the three amigos'. However amigo number three, Eric, was working that day so we had to make do with two!

We were also joined by Alan Forsythe, who owns a beautiful 1957 TR3 which he restored, as he puts it, from nothing. Although not a club member he had found out about some of our events and contacted me to see

Alan French at Work



providing a free classic car show for the public and the cars were constantly surrounded by admirers, many of whom were tourists, wanting a good look, to have their photo taken beside or in the cars and or to speak to the owners. I spoke to many of them including one



Alan Forsythes TR3



The cars attract the Ladies!

young American lady and her boyfriend/partner who was asked a multitude of questions before concluding they just had to get a Spitfire.

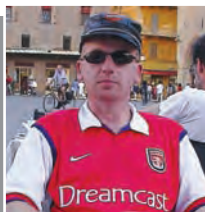
She was particularly impressed when she learned the car design was by an Italian!

As has now become the custom, once the trunnions were oiled, old friendships renewed and many a yarn told,

if he could come along. His car attracted a lot of attention and is a real credit to him.. He left confirming that he had put in an entry form for the Totally Triumph show and having asked for a membership form.

Of course in addition to providing free trunnion oiling for members we were also

we retreated at a local hostelry for a bite to eat. Many thanks to Frank and Barbara for organising the venue and lunch, to Alan French for his help oiling the trunnions (and free advice on mechanical matters generally and to all the local members and friends who came along to show their support.



e-mail.

bernard.littlewood1@ntlworld.com

Bernard Littlewood



Engine Misfire Update

The following is an ongoing report regarding the performance of my TR4A. Anyone who follows this section of the Courier will know of the misfire that I encountered on the Pembrokeshire road run last September (issue 388) and my efforts to resolve it. Although my son Jack's Toledo has borne the brunt of winter runs I have kept the TR on the road through most of the winter but have carried out the following – rebuilding the windscreen frame and front scuttle and taking the car out for short runs to see if my actions have eliminated the misfire. These actions have included purchasing a genuine Lucas ignition coil and mounting it on the N/S inner wing as the original position for the coil is being bolted onto the engine block, which was fine when the car was new and running on 4 star petrol, but now with unleaded and ethanol rich (for the want of the technical term) fuel with the under bonnet temperature a lot higher is now very probably not fine. I also installed a set of Champion spark plugs (I have bought a set of extremely cheap ACU spark plugs at Stoneleigh which I have yet to fit) as I heard a rumour that the **VERY POPULAR** make of spark plugs that

taken it on apart from a very slight hesitancy when pulling away in third or fourth gear after slowing down; so I checked the ignition timing with my timing light which showed it to be a few degrees retarded and then altered it to the factory settings, after which I advanced it a couple of degrees more as the engine sounded "happier" at that setting. A test run revealed that the slight hesitancy had disappeared, but the bad misfire issue that had raised its head on the Pembroke road run had only occurred after 35 miles so I wasn't going to start counting my chickens yet!

I set off with my fellow S. Wales TSSC comrades on the TR's first proper run since the Pembroke road run to the Pageant of Transport Weston – Super – Mare on Easter Sunday 2013 (see last month's Courier



TR at Weston - Super- Mare show. Is that Al Pacino stealing mugs from Paul G's Vitesse?

I had been using were having batches of plugs made in China and that these were of a questionable quality. The car ran extremely well on the short local runs that I had

Area reports for details). The car ran absolutely beautifully, with no sign of a mis-

This plug broke as I removed it, but it had got me home!



fire, I checked the plugs when we arrived at Weston –

Super – Mare and found that the plugs on cylinders 3 & 4 were a bit rich (my fault as I still haven't sorted out the sticking choke on this one carburettor) which was solved with a quick push on the choke linkage (I thought I had

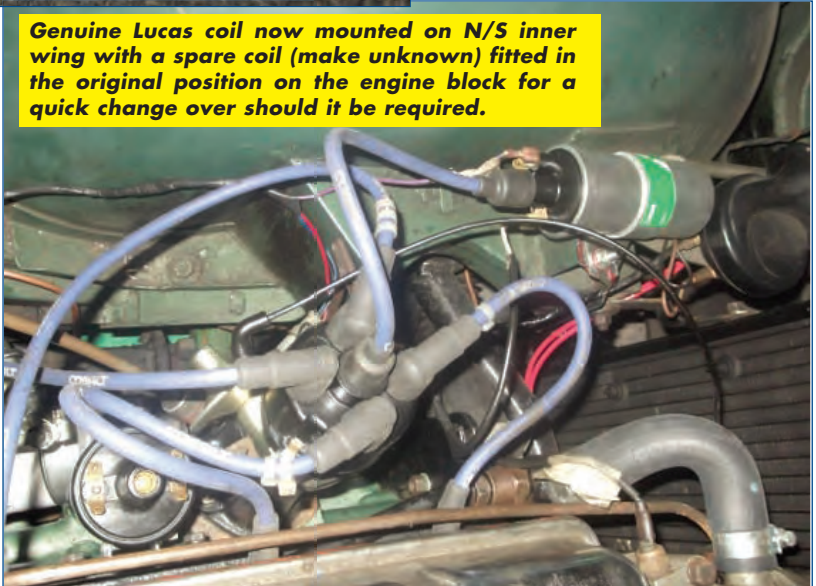
done this after the cold start at home before we set off, but it was an early start with the clocks having gone forward during the night, so I have a slightly feasible if indeed feeble excuse!).

After a very enjoyable day with the great bunch of friendly S. Wales TSSC Area members the TR cruised home again with no sign of a misfire. I thought that I would take a quick look at the spark plugs to ensure that the mixture was looking good; but as I removed the plug from number 4 cylinder it broke in half!!

I removed the other three spark plugs and they were all a nice colour (perhaps a bit weak). Without making any carburettor

adjustments I then installed the ACU plugs and a few days later I took the TR for a 40 mile run to see Darcey and The Curry Monster (they sound like a film title). The car performed perfectly and on my return home I removed the four spark plugs to check the mixture. I was quite surprised to see that the plugs were slightly sooty indicating the car was running rich, I can only assume that the three elec-

Genuine Lucas coil now mounted on N/S inner wing with a spare coil (make unknown) fitted in the original position on the engine block for a quick change over should it be required.



trodes on these spark plugs give such an efficient burn that you are able to weaken the fuel mixture! With the ACU spark plugs re installed I weakened the mixture by half a turn on each carburettor jet and adjusted the tick over. I am taking the TR to the Cardigan Classic Car Show (a round trip of about 300 miles) on May bank holiday, so I will give a further update in the next issue of the Courier (but I am confident that the misfire has been cured, chickens counted and famous last words!!!) I don't know if using a genuine LUCAS coil or moving the coil to a cooler position solved the problem, but I will fit another genuine LUCAS coil in the original position on the engine (so that if there is a

recurrence when this is connected I can quickly just switch coil connections) and let you know the results in the future, after all this may affect other models of our Triumphs.

Following on from my **"TR Reserve Bonnet Pull"** article I received an e mail from one of our TR6 owner members who is currently suffering from a bonnet release mechanism failure. His car has been off the road for nearly a year because of this! He has promised to resolve the issue and write a report about it.

Good luck Robert we look forward to reading all about it!

Keep your liners wet

Bern

Damaged paint on bulkhead

Dear Bernard,

I have quite a list of jobs to start now that the longer (& hopefully warmer) days are just round the corner.



Graeme's lovely TR4a

Since I took possession of the TR4A in November I have been busy fitting out the new garage & getting Parts together (Rimmer Bros must have thought that Easter had come early!). I only wish previous owners had a kept a "Log Book" of any changes, mods or remedial work they carried out.

I keep looking at things thinking "Why did they do that? (e.g. like the Crankcase Breather Valve removal that we have corresponded on recently). Now the "Commission Plate" in the left hand foot well appears to

have disappeared!

Whilst I'm e-mailing you: The under bonnet paintwork around the Brake & Clutch Fluid Reservoirs have "spilled over" at some point when being topped Up. This has left a paint mess around the Reservoirs. Have you any suggestions for removing the damaged paint & carrying out remedial work? See photos attached.

I have no problem with you using my Q's / you're A's so long as they help others.

Regards

Graeme Morgan

Hi Graeme,

To sort out the paint work around the master cylinders, first check that there is no seepage of brake/clutch fluid still occurring, if so I would recommend new master cylinders or better still getting your current ones sleeved with stainless steel, you can of course just change the seals in the master cylinders, but in my experience this is only a temporary fix

as the aluminium bores have probably worn over the years and you will probably have to do the job again as well as deal with the effected paintwork in the not too distant future. If you want to upgrade (some people will disagree that this is an upgrade, it's down to personal choice) your braking system at the same time, you can use a silicone based brake fluid which will not attack your paintwork, you

will have to renew the seals in your callipers and wheel cylinders as they don't react well to having been used with silicone fluid after standard brake fluid (or so I have read). The debated "pros and cons" of the different fluids are:-

1) Silicone brake fluid does not attack your paintwork and is not hygroscopic, so it won't absorb water and will therefore not corrode your callipers, pipes, wheel cylinders etc, however, there is a train of thought that it can allow condensation to collect at the low-

est points of the braking system which will cause corrosion and also effect the efficiency of your brakes as this condensation will form a "pool" of water which will compress under braking.

2) Standard brake fluid will attack your paint if spilt or if there are any leaks, but although it is hygroscopic any water it absorbs causes the brakes to become spongy at the pedal, which will give you an advance warning that it needs changing.

It's down to personal choice, so I would do a bit of research and make the choice that you feel more comfortable with.

I use DOT 4 standard brake fluid in my TR4A and Silicone in my 13/60, I have never had a problem with either (unless I spill it), but I do change it every couple of years.

You will have to establish what kind of paint is on your car, eg; if it is two pack, synthetic or a water based paint, you will not be able to use cellulose paint on it without spraying the area with an isolator as the cellulose paint will react with the old paint around the area and "pickle up". You can test a small patch by the area to be painted with some cellulose thinners to see if there is a reaction. Also as your car is red it has probably faded since it was last painted (or even if it is original) so to get a good match you will have to take the car or a bit of the car (eg; the air vent from the front scuttle) to a motor factor's where they colour match and make up aerosols (unless you have a spray gun and compressor and would therefore buy a litre of colour matched paint). If there is no reaction from the test with cellulose thinners, you can use most paints to spray the area, (the TSSC Club Shop supplies excellent aerosols with a great spray pattern). Also as the area is under the bonnet a slight colour miss match won't matter that much.

Anyway, to sort the paint out, remove the master cylinders and the bracket, clean the area with a water based degreaser, sand the area back to bare metal, give it a few coats of rust stabilizer/converter (I use

TR 4/4A Register

Jenolite), then after masking the area off give it a few coats of etch primer. When that has dried, flat it back with some 360 grade wet or dry, give it a couple of coats of primer then if there are any imperfections use a bit of "stopper" to fill them and give it another coat of primer. When this has dried, flat the primer with 600 grade wet or dry (wet) and then when dry use a tack rag to clean the area and then apply 4 or 5 coats of body coloured paint, if you get any runs, leave the paint to harden then flat the runs out with wet or dry (the grade depends on how bad the run is), finish flattening it with a 1200 grade, then bring a shine up by using T cut or similar.

If you need clarification on any of this information, please do not hesitate to ask.

Thanks for keeping in touch and for contributing to the Courier.

Best regards

Bern



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Colin Lindsay

Hot or What?

Now that the warmer weather has arrived – well, warm and wet anyway – you'll want to make sure your Herald is coping with the hotter air around the engine. Heralds being as basic as can be, which is part of their attraction, most don't have the luxury

problem well in advance of the breakdown stage.

A good temperature gauge will tell you of increasing temperature that can be cured before lasting damage takes place. It's got to be worth considering, but remember they don't call them 'worry gauges' for nothing, so you'll spend what should be an enjoyable trip endlessly studying the slightest fluctuation of the needle.

Should you want to fit one your cheapest and most plentiful option, as well as a close match to the existing dials, is to go for an ex Spitfire Smiths temperature gauge; you can find them for pennies at auctions or shows. (Picture 1)

Connection is quite simple – there are two terminals; one goes to the sensor which is simply a variable resistor, and



Pic 1.

of a temperature gauge. I remember a relative driving a Renault 5 Campus back in the 1980s which only had a warning light in place of a gauge. There are arguments for and against – if your engine is overheating there's a point at which damage will be caused and some warning lights only tell you when this point has been reached ie stop and turn off immediately. If you know your Triumph inside out as many owners do, you'll spot a small rise in temperature that may point to the early stages of a malfunction and so get to the

which allows more or less power through the gauge and so adjusts the reading. Your sensor needs to diagnose hot water – putting it into the lower hose only reads water that has been cooled by



Pic 2.

the radiator; Triumph placed them either in the thermostat housing or else in the water pump housing. Early Heralds don't have a drilled housing, so you may need to find a later version or use the original setup if you can find a suitable cap (Pic 2).

The easiest way to get power – and reliable power – is to splice into the green wire that powers the fuel gauge. I say

Pic 3.

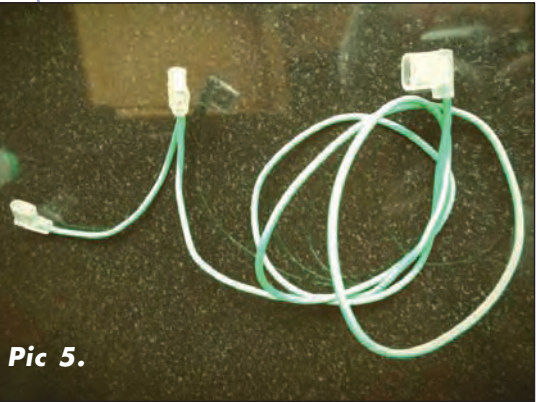


'reliable' because this comes from the voltage stabilizer on the rear of the speedometer (Pic 3) and so is a constant supply, meaning your gauges won't fluctuate as you drive along. I hate scotchlocks, they just strike me as amateurish and damaging, so I'd rather go for a more professional look.

Either cut a small notch into the existing cable, push your new one through, and



solder together (Pic 4), or else make up a new cable with spare terminals – I'd prefer



Pic 5.

this method myself; just make sure you leave enough on the added piece to reach your preferred mounting point (Pic 5).

I had intended to use a combined radio and gauge housing screwed under the dash (Pic 6),

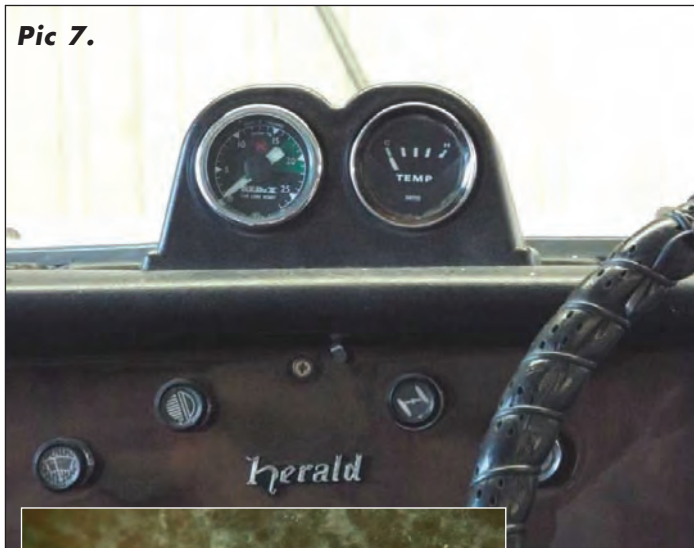


but this one has rather sharp edges which tend to hurt my delicate kneecaps – it won't have that effect on shorter people... my driving position can be somewhat...awkward....

Another option is the top of the dashboard, is there provision for mounting a gauge pod here with the cabling coming up from underneath? (Pic 7 overpage) No serious drilling or cutting required. Yet I still hate to cut or drill my dashtop. A later surround with the ashtray aperture could easily be substituted. One to be explored, I think.

Power for the gauge illumination can come

Pic 7.



from either additional wiring attached to the dash illumination terminal of the master light switch, or else from a splice into the red and white speedometer illumination cable; you can also use 'piggyback' terminals which simply require swapping the existing spade terminal with one that has a spur for a second connector.

These plus the right-angled ¼ inch terminals I used for my cables are readily available from accessories shops (Pic 8).

Thanks to **Mike Baker** for sending me a photo of his daughter's Coupé on Drive It Day; I was able to assist in finding a small part to get it on the road, which is more than my Triumph did... for want of a different small part... a beautiful Coupe (Am I right that it's a 948?) in a lovely setting... that tells me Summer is coming!

Hope you all have a good one!

Colin



Pic 8.



Mike Baker's, daughter's Coupé on Drive it Day



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Phil Willson



Gearbox Re-furb

As reported last month, one of my present jobs is the refurbishment of a 4-synchro gearbox as used in the **Mk IV Spitfire**. This box was in use on my Herald right up until I took it off the road in 1997 or thereabouts. The main thing it was suffering from was a bit of crunching on the lower gears, which was down to worn synchro rings. I will cover this aspect in a later article when I also hope to explain (to anyone who would like to know) just how our gearboxes work.

However, on checking the operation of the various sub-assemblies, I found that the

reverse gear selector was stuck solid, possibly caused by less than ideal storage conditions. This was something that I had never had trouble with previously on any gearbox so it was time to find out how this device works. I will describe the 3-rail selector as used on all Heralds as well as what was wrong and how it was fixed.

The so-called three 'rails' are rods about 150mm (6") long and about 13mm (0.5") in diameter, lying parallel with the line of the car about 6mm (0.25") apart. One carries the selector for 1st and 2nd gear, another is for 3rd and 4th and the final one is for reverse. To set the exact gear selection positions, each rod has a series of grooves and a spring-loaded plunger that locates in a groove. The one for reverse is a flat-bottomed groove and a corresponding flat-ended plunger. The ones for the other two rods are more pointed. (See Photo 1)

The other essential function is the interlock mechanism. This prevents more than one gear being selected at any time. Without this it would be in theory be possible to select **1 or 2 AND 3 or 4 AND reverse** all at the same time. In reality, given the way that the selectors are arranged, it would more likely be **Reverse AND 1 or 1 AND 3 or 2 AND 4** i.e. those that are adjacent pairs. If the engine was running, any combination would be disastrous and I would fully expect the box to



Photo 1: Reverse selector rod and plunger (left and upper) and 1st/2nd rod and plunger



Photo 2: The selector ball on the gear lever unit

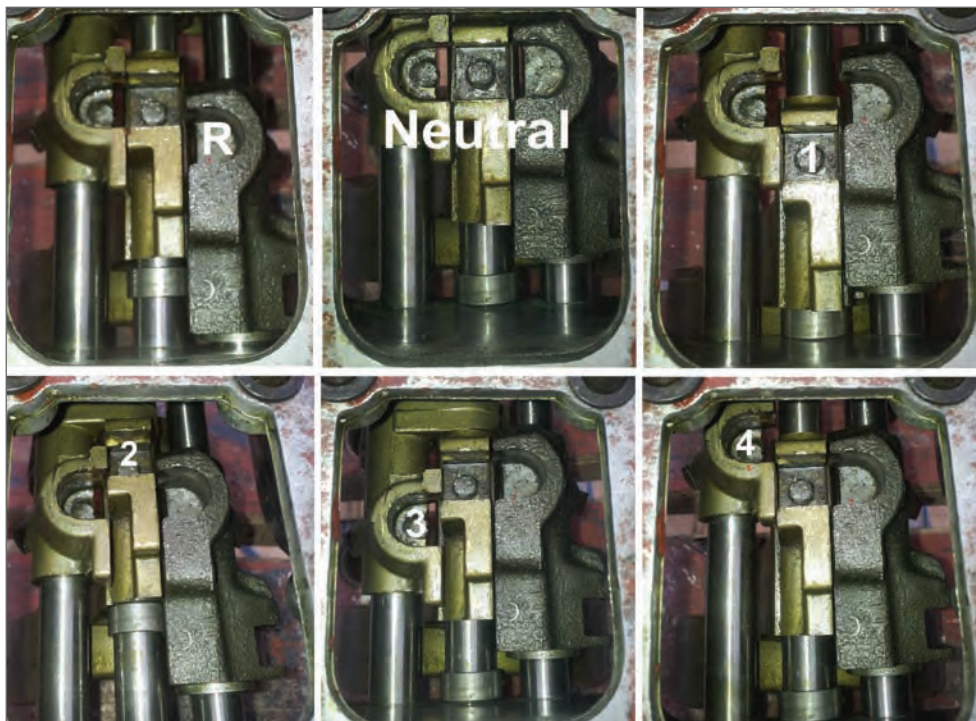
gear lever is a remote control rod (in two halves) that then connects to a ball-ended selector arm that sits in the top of the gear selectors. As you operate the gear lever, this ball moves left or right to find the correct selector rod, back and forth to select the required gear.

(Photo 2)

Photo 3 shows the selector tops and their respective gear positions. As you go to select a gear, the plunger is forced up against its spring and the selector rod moves until the plunger finds the next groove and drops in. This position coincides with the engagement of the actual gear in the box.

explode under the stresses that would be set up, especially at high revs. It will look a lot worse

and drops in. This position coincides with the engagement of the actual gear in the box.



than the exploded diagrams in the manuals!
Running horizontally from the bottom of the

Photo 3: Top row, l to r, Reverse, Neutral and 1; bottom row 2, 3 and 4

The problem I had was that the reverse selector rod would not move. At this point I could not be sure whether it was the plunger or the interlock which had jammed or whether the rod itself had seized. The procedure for dismantling this unit is in all the main manuals so I won't repeat it here apart from noting the following:

1. Observe and make a careful note of any spacers that may be on the selector rods and
2. Be ready to catch any internal parts that may fall out such as the interlock parts (a short rod and two ball bearings - see photo 4) or the plungers and springs.



Photo 4: Interlock components

I drifted the 1st/2nd rod out first as I knew that this one moved ok and therefore there would be no issue with the interlock mechanism as far as this rod was concerned. Having done that I was able to retrieve the short interlock plunger that is located within the 1st/2nd rod. I also collected the two ball bearings that sit in passages either side of the hole that the rod came out of. Try not to let these fall on the floor as they are hardened steel and bounce wonderfully. They are excellent at disappearing! At the same time I gently tapped the casting to get the plunger and spring out. All drifting and tapping was done with a rubber mallet. It is not advisable to go at it with a normal hammer as aluminium castings can easily break.

The reverse rod still would not budge so the problem was narrowed down to seized rod or plunger. I sprayed it with WD40 and, after leaving it for a few minutes, carefully drifted the rod out – it was very stiff to start with but did start to move after a small amount of persuasion. It turned out that the problem was actually a combination of the two possibilities.

I think that the problem was caused partly by storage in a slightly damp shed, but that the main culprit is just a lack of lubrication in this

area. Gearboxes do not have a system that pumps oil around and there are no obvious oil ways. Also, reverse gear doesn't get used anything like as much as others.

Lubrication is effected just by the splashing of oil as the gears spin.

Unlike the other one, the reverse plunger didn't just fall out when tapped. However, I observed that there is an access hole above this one that meant a thin nail could be used to push the plunger out. (Photo 5)



Photo 5: Oil and access hole above the reverse plunger

Apart from being very gummed up, all the parts were good and just needed a thorough clean before reassembly – which was done with plenty of oil and it all works smoothly now. And don't forget to put the interlock parts back in before inserting the 1st/2nd selector rod! Test that the selectors move correctly and that you can only move one away from the neutral position at any one time.

I have formulated one piece of advice from this experience: **Every time you take the gearbox tunnel cover off, put a few drops of oil in the small hole over the reverse selector plunger (Photo 5).** I can only assume that the hole is there for just this purpose but I cannot find a mention of it in the manual.

As I write this (mid-April) the weather is improving at last so I hope you are getting out and about with your lovely Triumphs.

Phil

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Trevor Collett

Still Man's Best Friend

As promised last month, this month I bring you a furtherance of the story of a beguiling Burlington Arrow known as Muttley. We left the story at the point the car's guardianship transferred from partners **Paul and Julie** to father and son John and Rory. Here we have **John Cook's** account of life with Muttley:

"One day in late 2004 my son Rory, who was an apprentice aircraft engineer with Air Atlantique at Coventry Airport, came home and said a friend, also working at Atlantique, had a "plans car" built in the early 70s in the style of a 30s roadster, that was looking for a new, sympathetic home. We later met Julie and Paul, the owners at the time, to view the car, and decided it looked so much fun that "we just had to have it".

We met the trio again at Coventry Airport on a very chilly Saturday afternoon in early February 2005. Rory had claimed "finder's rights" to drive home, and frankly, in view of the sub zero temperature and Muttley's complete lack of any weather protection, I didn't argue for long.

After a little "fettling" with the electrical system Muttley fired up and we set off on the 65 mile drive back to mid Bedfordshire, Muttley in the lead with Ma and Pa in pursuit, in case of mishap. Some hour and a half later, with only one minor incident,

caused by a mismatch between Rory's rather wide right foot and an extremely small space between the throttle and brake pedal, resulting in attractively glowing, smelling and smoking front discs, we eventually arrived at Muttley's new home.

After prising Rory's frozen fingers from the wheel and wiping the frozen grin from his face we started to think about how we should add our own bit of individuality to a vehicle, already with a sack full of character, that was now part of our lives.

In the interest of reliability we decided to take the Mk2 Triumph 2000 engine to bits. We found it to be very sound at the bottom end but felt it could perhaps benefit from a onceover to



New home with John & Rory.

the top end. I delivered it to a local Shefford based "head" man and left him to do his thing. Meanwhile we decided to let **Andrew Turner**, a Stromberg specialist up near

Grantham, refurbish the carbs, and he did such a fine job on the twins that we finished, in effect, with a brand new fuel delivery system.



The head came back after a slight skim, some port work, new valve springs and a reseal, and we were ready to go. After a few weeks of fun, on checking the oil, we found a little fuel in the sump; now even with my limited knowledge, I knew this wasn't right and after replacing a "melted" fuel pump diaphragm, twice, we replaced the complete pump and have not had a problem since. The only other problem we've had with the power unit - a rusted blanking plug in the back of the block that sprung a leak and needed replacement. Quite straightforward if the block was out but needing a double jointed acrobat with a universally jointed screwdriver to remove, and flexible hammer to refit. Ah, the joys of working on a vehicle never designed with servicing in mind.

Next thing to look at was the aesthetic side of things. The panel behind the seats, in effect the boot lid, was delaminating and had two pieces of what were once part of an elephantine roll cage or upper superstructure frame, sticking through - not a good look. Ninety percent of the body panels are made from aluminium-faced plywood; it was a relatively easy task to fabricate a new panel, cut back the intrusive ironwork and refit the panel. We sprayed all the panels Brooklands Green with

aerosol cans supplied by the TSSC shop.

While we had the bodywork in pieces we cleaned and relined the fuel tank as there were definite signs of deterioration in its bowels, slowly depositing its interior in the filters. The running gear, wheels and mudguards were finished in gloss black and we replaced the aluminium "D" trim round the cockpit area. So, while not exactly, err, concours, we did have a car that looked good, but hadn't lost that all important character that we really worked hard to retain.

Steering and brakes were next to receive our attention. Although not expecting to achieve Volvo levels of "health and safety" we felt, for the good of our fellow road users, we should at least make an effort. To this end we fitted new bushes throughout the steering mechanism and went through the brakes, renewing pads, shoes, bushes and seals, and finally shock absorbers. The result of all this is that the car now goes round corners and stops as we command, rather than if and when Muttley decided to cooperate. I have to admit, a very pleasing outcome.

One interesting aspect of the brake system has become apparent in that, if the handbrake is adjusted to work properly with the requisite number of notches applied at the lever, the brakes apply without assistance as the car is driven over humps or uneven roads, resulting in glowing drums. This was due to the somewhat unorthodox, or you could even say haphazard, handbrake cable runs. The result is that to apply the brake when parked the lever has to travel through about 90 degrees to apply. Ah, the joy of working on a vehicle never designed with, well, parking in mind.

The driveline had been a little suspect since Muttley moved in with us, with non existent overdrive, noisy gears and signs of an elderly

clutch. Our search for a GT6 / Vitesse three-rail box with J-type overdrive culminated in an eBay purchase, which we then sent to spend the winter with Peter Cranwell, a very experienced Triumph specialist and long term friend. Pete rebuilt the gearbox and, in due course, exchanged it with the tired unit, of course replacing worn clutch parts as required. This was a task that tested Peter's patience to the limit as, due to the "unconventional" construction of the car, the gearbox

right. That done, the finished article was indistinguishable from an Aston DB9... probably.

Summertime motoring was always a matter of hope over reality, as the cooling system consisted of a tiny airscrew fan that I think came from a Tonka Toy, squeezed in the only available space behind the radiator. The effect of this was to suck the hot air from the radiator and to blow it onto the ever hotter engine, heating the radiator more and... well you get the picture. Kenlow came to our assistance, as



Muttley with Sopwith Camel at the Shuttleworth Collection

exchange involved removal of all front body panels, radiator and the engine and gearbox complete, before the units could be separated and the engine united with the new gearbox.

Then, of course, a reverse procedure to get everything back into the car. This, along with the removal of a good deal of knuckle skin, promoted Peter to the status of Saint Peter, in my mind at least. The final thing to complete the rebirth was to renew bushes and spacers etc. in the gear change linkage, which, needless to say, is a "piece of work" in its own 46

there was just enough room in front of the rad to fit one of their very efficient electric units, and voila! We now had a car that could sit in a traffic jam without emitting steam and we could enjoy a sunny drive almost without fear.

Everything else has been done by way of running repairs. Things like the starter motor, alternator and various lights have been dealt with as problems have arisen, and the overall result is a reliable car that looks great, if you've acquired the taste. We are constantly approached in car parks, petrol stations and in

the high street with questions like, "Did it cost a lot?" Err no. "Is it a Morgan?" Err no. "Is it fun?" **YES!** It's the most fun you can have with your clothes on.

One of the best encounters I had was when a

and booted, with Muttley bedecked in ribbons, sat at the side of the road, Muttley with a misbehaving, and unfortunately irreparable, distributor and me with growing panic and



really immaculate custom car pulled up next to me at a petrol station. This car had a paint job worth at least twice what Muttley cost; it was a serious piece of kit. The driver came over and said, "Wow! That's brilliant, what is it, it looks

increasing blood pressure. We didn't talk to him for a week or two, but he won us round eventually, like a wayward son, you've just got to love him. Everyone that's had a ride or drive of Muttley gets out with a big smile and I hope we'll be having fun together for many years to come. After all there's only one **Muttley.**"



great." After thanking him and giving a brief run down of what was what, I said, "Your car looks fantastic as well." "Oh yeah, yeah it's nice" he said with a dismissive wave of his hand, "But this is **BRILLIANT!**" Now, while I'm not sure brilliant is the correct word, Muttley does have a kind of irresistible charm.

Muttley has let us down a couple of times; once on the way to take our daughter to the church for her wedding. There we were suited

Thanks John; sounds like life with your individual Burlington Arrow, and all cars like the Arrow are very much "individuals", is hugely satisfying, with challenges being set, and ultimately overcome.

You illustrate well a principle I experience in my own Triumph car driving – the win win of getting enjoyment yourself and giving enjoyment to those around you.

I consider driving our cars is an important community service.

Another thing I know about kit cars and specials – they're never finished. I'm sure Muttley will see even more evolution in the hands of John and Rory Cook, and I hope that they will take the trouble to tell us all about it.



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Dave Rumens

Life with a Vitesse

Hello everybody, it's always good to hear about club member's experiences with their Vitesse. So I was glad to receive the following story from **Will Miller**. Over to you Will.

Thanks Dave. I'd better start from the beginning. Having had two Austin 7's (1932 & 1935) as a student at Durham University, a concours MG Magnette ZB in my 20s, and two MGB's in middle life, the obvious retirement project was a car, but what car? I decided that it had to be something with the Triumph straight six, 2 litre engine which I had fallen in love with since my Dad had three 2000 estates between the 1960s and the 1990s (ONK160D, OAR437H & OAR615L). I wonder if any of those has survived.

My garage is too small for a big saloon, and I always liked the sloped headlights of the Vitesse and a quick scan of computer ads in February 2012 told me that there were about six for sale around the country. The one I liked most was a green Mk II convertible, restored a few years ago, and driveable (in theory!) since not concours. The bad news was that it was in Scarborough, a long way from my home in Northampton, and someone was coming from Holland to see it in two days time. So on the train I went without delay.

Viewing the car was interesting as it hadn't been driven for six months and couldn't be test driven as it wasn't insured. So, with the Dutch purchaser breathing down my neck psychologically, I fell back on my experience which told me that mechanics can be fixed,

but a rotten floor and chassis probably cannot economically. On the strength of good bodywork, and an MOT dated August 2011 I risked the purchase of VCV100H and, to the horror of the vendor (who had assumed that I would return later in the week with a trailer!) set off driving the car back to Northampton at dusk.

The drive home was interesting to say the least, and took me more than six hours. The film of rust on the discs ensured that there was almost zero braking performance. No electricity appeared to be coming either from the battery or generator so the headlights made almost no impression in the dark. The heater didn't work, but astonishingly the windscreen wipers did partially cope with the continuous driving rain. However, to cut a long story short, all these issues proved to be trivial and were easily sorted early in the year and the car has proved a good runner and well worth the money (TSSC valuation well in excess of purchase price!).

Wanting to have an overdrive fitted and have various small mechanical issues fixed quickly so that I could use the car with minimum delay, and since all my engineering experience was with Austin 7's many years ago, I took the car to Jigsaw who did a great job and were very pleasant and professional to deal with. By mid April I was on the road and attended my first meet at Gaydon Motor Museum on Drive-it-Day which was huge fun.

My next outing was the South of England meet in Leatherhead on the way to which I broke down (on the North circular road on the way to my brother's house). I managed to trace the



Photo 1.

old transport, but mainly because the wet weather led so many engines, and their low loaders, to become stuck that the classic military recovery vehicles and tractors that pulled them out made ruts a foot deep.

I only managed to survive and navigate around the field after I bought a bale of old grain sacks which I used to make clean passages over the worst.

fault to the condenser and changed it and was on my way in fifteen minutes. Lining up in the lovely green event field with a host of other Vitesse was a joy as was having my "onions troiled" (OK, I will use CV Lith-Moly grease next time!) and my engine tuned.

I soon joined the Northampton TSSC group, which has been very welcoming, and I have made one very good friend and several acquaintances so far. Thanks must go to John Fairey for organising a great drive from Wickstead Park to Castle Ashby House and laying on such good sunny weather. It was a great way to meet local club members and enjoy their cars.

A private trip to see friends in Derbyshire was rewarding as I put into the National Tram Museum in Crich and got in free in return for agreeing to become an exhibit outside the transplanted pub in the museum village for three hours. Being trusted with the key to the level crossing gate and driving down the cobbled street along the tram lines whilst avoiding working trams was a delicious and anachronistic experience (especially seeing moving trams in the rear view mirror!). We were much photographed, **Photo 1**, by Japanese tourists, and the museum is fascinating with really old horse-drawn trams on static display as well as the working ones.

Hollowell traction engine rally was really interesting not only for the superb range of

I was approached at Hollowell by a member of the public who asked if anyone from the Triumph club would be interested in restoring an old Vitesse that he had at home near Bedford. I offered to go and see it. When we had to cut our way through mature undergrowth in a copse some way from his



Photo 2.

home I wondered what we would see. **Photo 2** tells all! (It still has the original Goodyear G800 tyres fitted – Dave) All that was visible through the vegetation was part of a very rusty chassis, and bits of engine and wheels partly covered by a huge pile of tyres. He also had



an overgrown 2000 saloon, **Photo 3**, and a variety of other historic vehicle some of which might have been salvageable about twenty years ago.

Mid-July saw me taking my 90-year-old mother to Haverhill Historic Transport Road Run in Suffolk which was very enjoyable except that



we were marshalled to follow an ancient recovery vehicle with a very sooty exhaust that seemed to turn about 90% of the air in front of us to petrol vapour, oxides of sulphur and nitrogen and PM10's, so that at the end we all felt semi-conscious.

After a charming little meet at Ravensthorpe 50

village in August I attended (with my TSSC Northampton friend Francis), **Photo 4**, the amazing 50th anniversary event in Stafford and lined up proudly in Bingley Hall, together with the flower of the remaining roadworthy members of our esteemed marque. The year was rounded off delightfully by a road run through Woburn Abbey Park and a



breakfast butty arranged by Dave Richardson, **Photo 5**, the TSSC Northampton local organiser. Thanks Dave – great day!

During the year it became clear that I had a dodgy clutch release bearing, and being a scientist, I studied its performance, or lack of, over a period of weeks and wrote a report about it as carefully as possible. I then asked

Jigsaw to try to investigate and remedy the issue, which they did superbly by replacing mine with one from a reliable source.

We should also be very grateful to Peter Lewis who worked with Mark Field of Jigsaw on the problem and did a great deal of technical research, and I am delighted to hear that Garth and the brilliant TSSC shop will soon be stocking Borg & Beck clutch parts.

The TSSC is a great club and I am currently getting ready for the New Forest Run in April. Finally, I would dearly love to know if any of my Dad's 2000 estates has survived.

Can anyone help?

Thanks Will, I enjoyed hearing of the fun you have had with your Vitesse.

That's it for this month, so safe driving and **Keep them running on all six.**

See you all next month.

Dave



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by Garth Jupp

GT6 Drop Glass - Final



Other than those sets that are going to be picked up from HQ, all the glass ordered should now have been delivered. We have the following sets of glass left, so if you are still making up your mind this is your last chance to buy it as we won't be getting any more made.

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Mark Blease

Positive Thinking

I have been busy! Last month I introduced our new acquisition, a 1966 MK1 2000 saloon. Since then, hardly a day seems to have gone by without another delivery of shiny new parts. All my initial efforts have been geared towards getting our new saloon (which despite our best endeavours still doesn't have a name) ready for towing our caravan to TSSC events during the coming show season.

First on my "to do list" was preparing the electrical system for towing our home-from-home behind us - the thoughts of arriving on site with warm beer in the fridge had been haunting me for weeks. The existing positive-earth dynamo system was hardly going to cope with the demands of a caravan, so I decided to tackle this as a two-stage process.

First was the conversion to negative earth. This is actually quite a simple step-by-step process:

1. Disconnect the battery and turn it round, but don't reconnect it yet.

2. Disconnect the wires from both terminals on the dynamo.

3. Reverse the connectors on the rear of the ammeter.

4. Connect a jump lead from the negative terminal on the battery to the body of the dynamo.

5. Using a thick gauge wire connected to the positive battery terminal, touch the large terminal on the dynamo for just a second or two, then off again, and repeat around six

times. This will re-polarise the dynamo.

6. Reconnect the dynamo using the original connectors.

7. Reconnect the battery, the negative terminal now going to the car bodywork.

You should now have a negative-earth car! Despite logic telling me that the starter motor would now spin the engine backwards, and the heater fan would now suck instead of blow, everything worked, and the ammeter showed that the battery was being charged. The next stage will be conversion from dynamo to alternator charging - the conversion kit is on order.....

I mentioned last month the lack of a transmission cooler on the 2-litre capacity cars, a real problem since the Borg Warner 35 gearbox was not likely to take kindly to towing without one. Rather than install used equipment salvaged from a 2500, I decided to fit a universal BW35 kit from Mocal. The transmission itself is provided with the take-off and return ports for a cooler, which on the smaller-engined cars are simply linked by a short bypass pipe, so the first job was to remove



that. Sounds easy, but access is extremely limited, and great care must be taken to prevent dirt getting into the gearbox. The bypass pipe (Photo 1) eventually relinquished its position on the gearbox, and the adaptors provided with the Mocal kit were fitted in its

time to start up and check for leaks, topping up the gearbox to compensate for the additional capacity of the cooling system.

Whilst still tinkering with the transmission, I had noticed that upshifts seem to occur very early, and the gearbox was reluctant to change down, so decided to have a look at the adjustment of the kickdown cable. Despite its name, it does have more than one job - long before the days of electronics and computers, the kickdown cable "reports" throttle position to the gearbox, so poor adjustment often results in poor shifting performance.

What I found was a cable

2.



place. From these, flexible tubes run to the cooler at the front of the car, and I mounted the 10-row oil cooler within the nose cone of the car (Photo 2). I managed to position the cooler so that there was space between it and the radiator for an electric cooling fan, the advantage of which would be that in slow moving traffic, when the electric fan cuts in, it will also draw air through the transmission cooler. With the flexible pipes neatly routed and clipped into place, it was



3.

hanging on to dear life by a single strand (Photo 3). Enquiries were made with various

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suppliers, and although remanufactured cables are available, Mick Dolphin came up trumps with an original "new old stock" cable which arrived a couple of days later. The gearbox end of the outer cable screws directly into the transmission casing, but the inner cable hooks into a cam within the transmission, so the sump of the BW35 must be dropped to gain access. Aside from taking extreme care not to introduce any dirt into the gearbox, this presented me with another headache - the drain plug was stuck fast. It resisted all reasonable efforts to remove it, so in the end I drilled into the centre of the plug, taking care not to go right through, and used a stud



extractor to remove it (Photo 4).

Fitting the new cable was NOT easy! The metal fitting on the gearbox end is captive on the outer cable, so as it turns, the whole outer cable has to turn. Although initially I had

routed the cable into the engine bay and across to the throttle linkage, there was no way I could get the other end to screw into the gearbox, as every time I tried to turn it, the cable simply sprung back. I decided to abandon this and instead routed the cable as straight and vertical as possible, and my wife Tracy gently turned the cable from above the engine bay while I guided it from below to get it started into the threads on the gearbox casing. This method worked and once started into the thread I was able to use a cut-down spanner to fully tighten it, then routed the cable through the engine bay from above, ensuring as smooth as possible a route. The exact method for adjusting the cable involves a pressure gauge and other equipment I don't have access to, so I used the basic adjustment method detailed in the Repair Operation Manual, and intend to "fine tune" by road testing to give satisfactory changes.

Will the car be ready to tow the caravan to the Tatton Park "Classic & Performance Car Spectacular" on the 1st June? Mmm, I'm not so sure.....where did we put our tent?

Until next month!

Mark



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Ben Broadbent



Brake Binding Trouble

Rubber Brake Hose Replacement

Hello, June already and the season is well underway. This month **Bill Philpott** from the Manchester area has provided the article concerning brake hoses that degenerate over time. Bill has vast experience with Rolls and Bentley's and put that knowledge to dealing with his Stag. So it's over to Bill:

I'd been having trouble with my rear brakes binding on my 1976 Stag and found them to be getting rather warm after even a short run. I'd had the drums off and checked the operation of the wheel cylinders and found both sides to be free and in generally good condition. The handbrake linkages were also free with no seized or sticking pivot points and the brake drum adjustment was, if anything, a little on the loose side - so all in all, no 'sticktion'. The shoes were wearing down a fair bit too, which suggested all was not well.

*It was at this point where my Rolls-Royce/Bentley training came in and I decided to take a look at the rear flexible brake hoses - they are a service item to be changed regularly on Rolls/Bentleys and do tend to get overlooked by other marques from the same period. My car still had the original hoses that were fitted in 1976! So, out came the jack & stands and both rear wheels were removed to have a good look. **Pic 1.***

To remove the hose, firstly I used a metal brake pedal pusher and undid the bleed



Pic1 The N/S/R hose

nipple at the cylinder so as the pusher went down, it stayed down. I use this pedal pusher almost every time I do any hydraulic work as once the pedal is depressed, no more



Pic 2 Shows the pedal pusher.

fluid will leak out from the master cylinder reservoir because the piston has blocked the outlet pipe.

*This saves a lot of time later on in the job as the rest of the hydraulic circuit is then unaffected (my trade tip) **Pic 2.***

Then I removed the metal brake pipe from cylinder end of the hose before removing the hose mounting nut & unscrewing the other



end from the union block. Luckily my car has been well maintained underneath and no brake pipe unions were seized.

Pic 3 shows the old brake hose and you can see that even though the hose is being held in an upright position, the fluid isn't running straight out of the bottom end, confirming my suspicions that the hose has degraded internal-

Pic 4 shows the new hose.



ly and won't let the fluid run back and forth freely. It was basically acting like a one way valve, pedal pressure pushed fluid to the brake wheel cylinder and some of that energy was



being held on the cylinder side of the hose causing the brake to bind.

When fitting the hose you must renew the

copper washer that seals it to the union block to ensure a leak free seal. **Pic 5** shows the new hose fitted.

I then took my pedal pusher off and with the help of an assistant I then bled the rear brakes.

The process was repeated for the other side and I replaced the brake shoes as they were almost worn down to the rivets. **Pic 6** Old shoes and **Pic 7** New shoes.



Thank again Bill, that's a very useful article, and an excellent tip about keeping the brake pedal down during the job. I had the same problem on my Spitfire many years ago, and had no idea about the hoses degenerating



internally. New brake hoses certainly make a difference in brake performance. (Disclaimer) Bill's descriptions and tips above are of his experiences and not intended as an official TSSC guide to undertake the replacement of aspects the braking system. Please refer to the Triumph Repair Operation Manual for the method prescribed by Triumph for undertaking such work or consult a Triumph specialist.

Keep those V8's purring! Take care

Ben

SPITFIRE I - II - III Register



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e-mail. spitfires@cadley.org.



Suzie Singleton

Restoration Updates

Thank goodness for TSSC members who like to write about their cars. Things were chugging along merrily last week, though busy as I had a week temping as a secretary then coming home for a few more hours slaving over a hot PC sorting out various ebay sales etc. Then on Thursday morning it all went to pot. I flashed up the 'puter to check on the status of a sale and the PC promptly crashed on me. A flurry of curses and half an hour trying to get it to recover then I had to dash off to work leaving Guy to take it into a place in town for repair.

To a long story short – and without the various exclamations, curses and panic attacks that accompanied the whole saga: – the laptop I was using as a replacement then crashed on Saturday morning – I hadn't done a full backup for some time (having just bought a new larger external drive in order to do just that) – we dashed off to Argos to get a new PC so that I could try to get back online and did manage that but – still having trouble getting all my emails set up!

So, in short – no PC for a couple of days – no email except on my phone – no backups of emails, photos etc for this month's articles – and one Early Spitfire Reg Sec almost in meltdown – while Guy in his usual calm, laid back fashion just said we'd find a way through.

And he was – as always – perfectly correct. My very grateful thanks go to Brian and Mark who both emailed over the last few days with info for this month's article!

To start with **Brian Spurle** from Northern Ireland sent me an update on his Spitfire 4 that I have featured in these pages previously.

"I wasn't expecting to have much of interest to tell anyone for a while yet but, since the weather warmed up a bit and the neighbours asked me to move the chassis away, quite a bit has happened to my Spitfire 8363 FZ in the last few weeks.

As I've previously reported, since removing the body and having stored the chassis next door, I've been concentrating mainly on the bodywork and not freezing to death in my garage! I have managed to complete all structural welding and started painting the body underside and floor internally.



The recent cold weather spell was definitely not conducive to this type of work so little progress has been made until the week before last when I returned to the garage to carry on with the painting etc. I got word that my

neighbour wished to clear the bit of land and plant vegetables where the chassis had been parked so decided to relocate it before any disharmony resulted! My son and I recovered the chassis but had no real idea how we might find the room to keep it and the body in my



garage and still be able to do any work on either. The consensus was that, despite me wanting to keep it intact as long as possible, we should dismantle it and store the components around the garage.

We started by removing propshaft, exhaust and sundry engine components before lifting out the engine and gearbox assembly. On a trolley this major lump was pushed into a



corner for later attention. It became evident then how lightweight the majority of Spitfire components are when we easily tipped the

chassis, still with running gear attached, over on its side. We worked out that with all the wheels and suspension assemblies removed the chassis could be stored on its side in the garage so that was the plan. Disassembly and removal of the rear suspension and final drive was straightforward and left us with a glorified wheelbarrow and a pile of rusty bits! [Guy note: that sounds very familiar!] Stripping and removal of the front suspension allowed us to tuck the bare chassis on its side alongside the bench and still have room to access all we need. It is incredible to me how nicely everything came to pieces despite the age and long abandoned condition of the car. To date the only problem has been one rear radius arm bolt that had corroded

onto the inner steel part of the bush assembly and required the application of heat to make it part company. No problem, new bushes required all round anyway.

Overall the car seems in pretty good mechanical condition and on splitting the engine and gearbox I was amazed how good the clutch cover and springs were. The mileage is 37,000- ish and the plate showed about the right amount of wear but will need replacement

as all the springs are loose and showing odd signs of some 'foreign object' having been around them. I can't see any other obvious damage so a new plate and release bearing look to be the only bits to be replaced here before rebuilding.

So the next stage will be to get the chassis and suspension parts sand-blasted and painted before starting the rebuild, might have to spend some money soon?"

Thanks again, Brian, both for the update and for saving my skin giving me something to publish this month apart from my grumblings about computer technology!

Just as I was thanking my lucky stars – and Brian – I heard from **Mark Kriss** with an update on his Spitfire4 Mk2 which he first

contacted me about in January this year. He had bought the car a few months previously



and was planning to get it back on the road as it had been laid up for 7-8 years. He noticed among the documentation that came with the car that the previous owner had been a member of the TSSC and wondered if I had any more information for him. I was able to tell Mark that although the car was then painted Signal Red it had originally been White with a Matador Red interior.

Mark now tells me that the car is almost complete and ready for its MoT. Unfortunately, already having a TR4 and a motorbike there is a lack of space to keep the Spitfire at

Chez Krisson so Mark is, reluctantly, looking to sell the car on so that it can be used and enjoyed, and to try to recoup some of the costs of bringing it back to life.

In Mark's words:

"This is the story of what happens when a Triumph loving petrol head has an ISA mature, and looking at the projected interest growth over the next couple of years thinks, 'Hmm, I could either leave that with those nasty banker types, or I could take it out and do something with it!'"

That led me to EBC 1C last July, with a number plate worth over a grand, and not too much work needed for the MoT. Apparently. Hmm again.

The transit van full of spares, from Mk2, Mk3, Mk4 and 1500TC Triumphs, along with a fair few Ford bits and bobs, reflected the somewhat jumbled nature of parts of the car. That and the piece of kitchen cupboard cut out that was masquerading as the instrument facia panel.

Thousands of pounds more on parts than I had anticipated later, along with stunning paintwork and help from Dave at TRI Colour in

Felixstowe (07902 869354; top, top man) and great mechanics from his mate Paul, I find myself at the end of a journey in which I've learnt loads.



*The low points were the recon rad arriving damaged, and if we were waiting on t****m on Ebay, [Suzie note, thought I ought to spare someone's blushes – and try to avoid a suit for libel!] the project would still be months away from completion. That and realising that there really are NO dash tops with the foam part underneath around anywhere. [Suzie note: You may remember we had real trouble trying to find one for Sybil and that in the end Guy made one up for her].*

The high points, apart from the finished car

SPIRITFIRE I - II - III Register



looking amazing, were the hub caps with the Triumph globes at the centre for less than £25, and finding Anglian Triumph, who made the whole spare parts finding process much easier.



It IS gorgeous, and as a freshly restored Mk2 with matching hard top (and softie) and wheels, along with a completely new interior, and stacks and stacks of new parts, it is a unique and beautiful car. Added to that some existing quality parts, like the stainless steel exhaust, gas Spax shocks and that fab number plate, it's gonna be hard to sell it.

However, it is up for sale by the end of the month, and if you're interested in one of less than 90 now on the road, with fewer than 5,000 miles since 1997, the same owner from 1987-2012, I'm looking for offers over £10k."

Yes, I know it's a lot of money but I know there's usually someone looking for a good

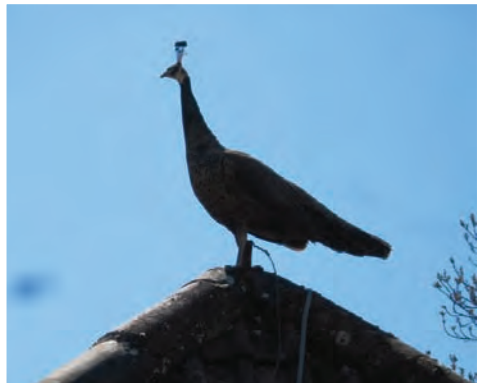
early car so if that might be you, please do contact me and I'll put you in touch with Mark so that you can go to see the car. As you may have worked out, the car is in Suffolk and, from the photos, worth a look.

And finally – and this is probably all you'd have got this month if it wasn't for Brian and Mark – I have something just slightly car



related. I wanted to share a couple of photos with you; the first is of our roughy-toughy Charlie cat - not the smartest – or bravest – of moggies – but even I had to forgive him for making a very rapid retreat across the conservatory roof and back in the bedroom window yesterday when a bird dropped onto the roof next to him, then decamped over to the top of the garage roof (see, I told you there was a slight link with cars – Baby Blue is living in this garage!) when the bird in question was a

peacock (or rather, I believe, a peahen!!!)





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Paul Lewis



Rack Vs Bootbag

This month I will expand on an email sent in by one of our new members **Emrhys Barrell**. Emrhys has recently brought a TR7 V8 that had been converted by S&S preparation some 15 years earlier. The

car itself is unusual in the fact that it is an automatic but more unusual when this is combined with the Rover V8. The auto gearbox is not the standard TR7 type but a GM400. The battery has been placed in the boot and is sporting a rear disc brake conversion.

About a year ago Emrhys purchased a "Boot Bag". The normal bags that you think about when this is mentioned is the type that fits on the luggage rack bolted to your boot.

Luggage racks are not that often found

There are also aftermarket racks that are available for just under the £100 mark

Anyway the boot bag mentioned fits without the requirement for the rack or any drilling in to the boot.

The fitment of the boot bag to Emrhys lovely TR7 V8 is shown in the following pictures.



Luggage Rack Original



on UK cars but for the US market a chrome rack was available, which I think looks great, it's a pity this was not more widely available.



TSSC Boot Bag

The TSSC Club shop is currently offering this highly versatile bag at a very reasonable price with the added benefits of being:

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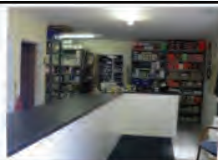
Also the Club Shop offers a weekend bag (shown below) that is ideal for the trips away and includes a water-proof shoe pocket.

I hope that however you chose to transport your luggage it stays dry and of course, safe.

Paul



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Ben Broadbent

Winter Storage Blues?

Blue smoke out of the exhaust, mayonnaise on the oil filler cap (Picture 1), no water in the radiator (Picture 2), and oh hell, the oil level has risen. Oh dear, the head gasket seems to have blown!'. That was my first reaction just last



engine was relatively resistant to any overheating, so get the head off, fit a new gasket, it has to be worth having a go!' So I responded with 'Thanks for the encouragement, I'll have a good think about having a go at the job, as you say it would be a shame

month, as I started my Acclaim for the first time in two month. Well, it did start on the first key turn at least!

My next comment was 'OK, one very sad Triumph Acclaim available for spares or repair of the head gasket. 4 months MOT left, 4 months tax, still starts first time and drives well. Open to offers, recent new electrics, 5 new tyres' (Picture 3, shamed Acclaim hiding behind the bins)

I posted those comments on the Triumph Acclaim Appreciation Group on Facebook and very soon got some very positive encouraging replies. I was told, that 'it was not an expensive repair so hold onto the car and get it fixed'. That cheered me up a bit. The second comment intimated that the 'Acclaim



to get rid of the car.

It actually hasn't overheated as yet. Heater gauge has not gone past half way'.

I was feeling a bit more positive, when I got the following response, 'old engines like the

Acclaim are safe from warping, as they are very solid, so I should get away with a good head skim and grinding of the valve seats, all for under a £100'. This comment was echoed by Acclaim Guru Andy Ellis who suggested 'Head might need a skim, if it has warped slightly from overhear'. Well, I can tell you I was feeling a great deal more positive. So withdraw the comment about 'one very sad Triumph Acclaim available for spares or repair of the head gasket. 4 months MOT left, 4 months tax, still starts first time and drives well. Open to offers, recent new electrics 5 new tyres'. Well, that's unless any one really fancies having a go at the job.

I had actually, been concerned about water loss last year, but it seemed to cure itself and it never overheated. I discussed the problem with our TSSC Acclaim Guru, who suggested it could be the head gasket, as they seem to have a live span of about 30 years, and those 30 years were up! However, as I say it seem to cure itself of the water loss.

The next problem will be to find a head gasket kit, and to be honest the time. My family commitments at present suggest it will not get done for a while, so I'm off the road, this is going to be a long car less summer. Well, that what I thought until, a phone call from a friend...

RETURN OF THE EUNOS....

Yes, you may remember, my Acclaim replaced my Stag and my two MX5's (the Eunos (MK5 Mk1)) and the Mk3. (Picture 4) Well; I'm on the road for the summer in a replacement Eunos.



And as I'm writing this report I've been offered a replacement Acclaim (Picture 5) that will need a MOT and taxing so watch this space.



Meanwhile, the blue smoke has stopped, the radiator is full, the mayonnaise is less, and the oil level is stable, am I thinking, winter storage blues possibly?

This month was supposed to be an article about radiator flushing, well perhaps in the months to come?

That's all for this month, take care and **JUST DRIVE IT**, without any worries, (OK, I can't at the moment).

Ben



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Dan Chudleigh



Go out & Buy one!

This month I'm writing about the Triumph 2000, I'm doing this to encourage everyone to go out and buy one. Whether or not my writing will have this effect I very much doubt.

It is of course the birthday of the 2000 range this year, one that is a very worthy of celebration. The 2000 is a car that still does exactly what it was designed to do as well now as it did when new. It is a big comfortable saloon car, so big in fact it would still put some modern cars in the same class to shame if compared on rear leg room and boot space. Performance wise, well this is down to what you're expecting.

I don't like driving modern cars as they interfere with driving too much.

In my MK2 PI saloon if I put my foot down hard then it goes and if I let off it slows down. This does give you a sense of power and performance that probably is a bit obscured. I'm sure a 2 litre diesel BMW 3 series is quicker faster and everything else, but I will still challenge it at the lights, pull off in second gear (a little bit of slipping the clutch). Anyway less about me and more about the 2000, if you want a good family car or even just a big saloon regardless of having a family, then look at a 2000, so much better than a old Rover any day. I can also recommend them on their towing ability as well, I managed to recover a Volvo 240 estate the other day with my PI, not the best idea but I was passing and it was a friend.

I have recently fallen back in love with my PI,

last summer when I was having a bout of bad luck, two broken wrists and blind in one eye because of the Shingles, I was a little unable to do anything with my PI, it needed welding for its MOT and I just couldn't do it, so she got put on the back of the Range Rover and towed up to the unit and forgotten about. The battery by this time had totally died and I had no chance of starting it. January time I needed to turn it around as it was in the way so set to moving it. I opened the drivers door to see the steering wheel had gone white with mould and the gauges had all fogged up, the front parcel shelf was full of water, she was in hell of a state. I had the February half term coming up so that week I decided to weld the old dear up. I got hold of Andy Harrison (the 2000 breaker that I bought it off), I asked him if he had found me some sills for it yet. He had just by chance picked up a pair of stainless steel over sills. He brought them down and I then set about having the rest of the parts that make up the 2000 sill structure made in Stainless. It all arrived just in time for the half term. (pic 1)

To be totally fair the sills weren't that bad, I have patched up far worse on a 2000. Still if you're going to do a job you may as well do it



Young Members Co-ordinator

right and just once. It took me all week and I was putting in 12 hour days, believe me it was



a nightmare job. Severely burnt my arm from a



stray blob of molten metal that decided to fall down my sleeve, burned my arm everywhere it touched and then set fire to my jacket from the inside. My arm is still scarred up. (pics 2/3/4)

I had gone and set myself a silly deadline. I needed the car to drive up to Stoneleigh for the Triumph Spares Day and had booked an MOT for the Saturday morning before. I only

started doing the work the Saturday before that. As I was working on the car I also found that one of the rear bearings had too much play so had to get Andy to drop one of them around as well.

The work was mounting up and time was running out. (pic 5)

I managed it - got it all welded up and rear hub on and down for the MOT in time. Had no chance to check the car over, so had no idea what else may need doing. On the way to MOT she was only on 5 cylinders. I popped the dizzy cap off to

find all the terminals corroded up, a quick clean re gap of the points and I had all 6 cylinders and just in time to hand the keys over.

It passed with no problem whatsoever. This made me very happy so I took it straight over to the petrol station filled it full of premium unleaded, washed and polished it that



night ready for the 200 odd mile trip up to Stoneleigh the very next day. I would never





6.

recommend taking a car that has been laid up for well over 6 months and then attempting to drive half way up the country with it. I am a sucker for a challenge though. I am happy to report she did it just fine not once skipped a beat or anything. Even the radio came back to life at about Bristol. It was so nice being back behind the wheel of her, driving something with a bit of poke. She even returned 31 mpg all the way there and back and that was with a car full of people. Never had quite that much out of her before other than coming back from Prescott hill climb when we covered the last 100 miles on a recovery lorry as the fuel pump over heated.

I got over 40 mpg on that run.

The lorry driver thought we were taking the mick, when I started it and drove it off the back of the lorry and then off up the road just fine. (pic 6)

So due to my experiences alone I think every Triumph fan should have a 2000 as an every day car. It wouldn't make financial sense and would be just another headache in life but you would enjoy getting in it to go to work and as I do from time to time find the longest possible way home just because you enjoy the drive. It beats a Mondeo or Insignia on fun any day.

Dan



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Guy Singleton

A New 'Endeavour'

W

ell – what a month! You will see from Suzie's article that we have been having some technical dif-

ficulties lately so coming up with something for these pages was made trickier than usual, not having files available on the computer.

However, first on matters Bond – yes we are ready for the first **50th Anniversary** event at SEM – as I write this it is just a few days away. I will be reporting on this next month.

The next events on the horizon are:

21st to 23rd June – Midsummer

Madness, Wiltshire (see the ad later in this issue and contact me for an application form – or give us a call for more info or just to let us know you're coming)

26th to 28th July

Bond Rally, Sycamore Farm, Macclesfield

16th to 18th August

TSSC International, Stafford

26th to 29th September

Pistons & Props, Sywell

Aerodrome, Northampton

As you can see these events are spread around the UK (ok, so around England, anyway) so I hope at least one of these events will be close enough to all Bond owners that you can make one or more of them this year. Let's get those cars out and enjoy them.

Due to the aforementioned problems I couldn't



dip into my (small) cache of Bond snippets for these articles so the photos here are of two of my Bonds at Popham Airfield's Classic car Show on Bank Holiday Monday (and of Molly Dog getting impatient to be on our way!).

Nice to get both cars to the show and some of you may notice that they bracket Andy Belcher's



Bond in disguise (ok, so the Bond is currently off the road so he brought his very nice Vitesse –

but the Bond was there in spirit!) It was pleasing to see that the 2+2 in particular attracted quite a bit of interest. Lots of people took photos of it – and a few were seen to come round the back of the cars to work out what they were!

Now moving a lot off topic you may recall that in my April article I mentioned that the head gasket of my Triumph 2000 Mk1 Estate went while returning from some filming.

Now, some very observant viewers may have spotted the Cherry Red Estate on the final episode of **Endeavour** (the prequel to Morse) shown on ITV on Sunday 5th June. It was interesting watching the programme wondering when our 'TV Star' was going to make an appearance, but a little strange knowing



'whodunnit' right from the start.

The story of this may be of interest. It started with an email one Monday evening in late January from Bob Buckby, the Equipe Secretary for the Bond Owners Club, who had been approached by Andy Lawrence from APL Film Cars who was organising the cars for the series. He needed a car in Oxford (about 50 miles from us) by 8am the following morning. This was during the time there was at least 4" of snow on the ground! Bob being unable to help at that time had given Andy my details. Bob knows me too well, something slightly mad to be done? Ask Guy!

A few minutes later an email arrived from Andy and after a few more notes back and forth it was time to head to bed for a much needed early night.

So, up at 5.30am to empty the car (running out of room in the garages so the Estates have become overflow sheds and contain various car parts and also packing boxes for Suzie's eBay business). Fortunately the car started but the first problem was getting it out of the drive – I had to put a bag of coal in the boot to put more weight on the rear wheels to get enough traction to get out onto the road.

When I got to Oxford I was greeted by Andy with a bacon butty – a great start!

After sitting around for an hour or so chatting to the other classic car owners we went to the set. There the Director took a shine to the 2000 and asked if it could be available on 3 other days for filming, the new plan being to use it for one of the characters, Millicent Coke Norris, (played by Poppy Miller) to drive rather than Andy's Powder Blue Herald 12/50, rather than just a fleeting drive past as background.

This meant that I had 3 other days filming, two in London and the last



day back just outside Oxford. They were all very cold days and consisted of a lot of sitting around waiting for something to happen, but, as on the first day, I was well looked after.

As the programme being filmed was set in 1965 the car was fitted with false number

plates to make it a year younger.

A shame really that her starring role was made incognito!

Suzie came with me on the last day to Oxford with some great old buildings to provide a period feel, and we got to see Millicent murder her husband, Professor Alistair Coke Norris (played by Paul Venables). This was to be a night shoot so we were well fed in the afternoon then it was just a case of waiting again until they were ready for the 2000's big scene. We were surprised by the amazing floodlights making the

where the cameras needed to be.

Throughout the various days of filming Poppy



whole area appear almost as bright as day.

One problem showed up with the



was required to drive the car several times – all kudos to her for coping well with the old gearbox and non-power steering etc. I wonder if she has a classic at home?



Another problem the film crew had to deal with was with continuity. The filming had begun a couple of weeks earlier with heavy snow everywhere but the snow had now melted so they had to use fake snow to get the right effect – although it came out pretty well on screen.

two actors came to rehearse the scene. The original plan was for the Professor to raise the bonnet and look under it – perfectly placed to take a hammer in the noggin from his dearly beloved. As the bonnet was raised for the first time there was much head-scratching at seeing it hinged at the front.

A bit of a re-think was required and they quickly worked out a way to get the shot and

Finally, a brief update on the 2000. I have now obtained a replacement cylinder head which has been fitted. I now have to re-fit all the ancillaries and get the car back on the road where it belongs.

I look forward to seeing many of you at Easton Royal, Macclesfield, Stafford and finally in Northampton.



Paul Richardson©

Sir John Black



I was thumbing through interview transcripts over the bank holiday week end, looking for quotes about Sir John Black, (I wrote a profile on Sir John in a previous issue) prompted by ongoing opinions still floating about that Sir John was tyrannical and abrasive (amongst other demeaning descriptions) - and generally unpopular with staff. This is quite ridiculous, and I've attempted to redress the situation in defence of Sir John in 'The Vintage Triumph' magazine produced by the Vintage Triumph Register Club of America recently.

However, I'm still turning up endless evidence from my interviews that Sir John was much admired. It was common knowledge amongst staff, though, that he would 'explode' if he came across any inefficiency, incompetence or mal practice in the company, but all those engineers and staff I interviewed (and I've interviewed literally dozens) never spoke badly about Sir John - quite the reverse. I think my interview with Bert Brown, who was the longest serving design draughtsman in the company exemplifies Sir John's general character. He said.

"You know, I've read things about Sir John that are nowhere near the truth that Vic's shown me (Bert was a close friend of Chief Stylist Vic Hammond. Paul.) because as I joined the company well before the war, in 1935, I've got a pretty informed opinion about Sir John. I know he could go off like a bomb if he found out about any bad management or slack work, and he was quick tempered in those circumstances as well, but we all knew that's just the way he was. The company was always profitable and well run



Bert Brown.
Bert admired Sir John Black
and provided many examples of
his kindness

with him as our managing director which gave us job security, and new recruits were made to feel welcome and encouraged to become part of the company's success by doing a good job. And I don't remember any year after I joined when our production wasn't breaking records year on year when Sir John was still head of the company. I think that says it all about Sir John's business brain doesn't it, and I don't remember any labour disputes or strikes while Sir John was in charge."

Bert, like many of those I interviewed, always exemplified Sir John's sense of humour- which I interpret as one of their reasons for admiring him, besides his obvious business aptitude - Bert said in another clip.

"Sir John had and attractive personality, I found, because I used to caddy for him on our company's golf days. To be frank I was quite nervous the first time I caddied for him, as you'll appreciate, and that was at the Finham course, I think, when he was playing a match with staff from several of our suppliers. I knew all the rules of golf by then because I played myself and was taught by Arthur Ballard (Chief Body Engineer. Paul) who was a good golfer. Arthur caddied on company golf days as well you see. But to get to my point, Sir John must have noticed that I was a bit nervy and he was most reassuring, and chatted to me quite openly when we were on a tee or walking up to a ball. Anyway after that match whenever he came through to our drawing office he usually walked over to me to ask if I was O.K and enjoying my work, and I was only a junior in the drawing office then."

Bert told me that the reason several staff acted regularly as caddies on company golf days was because they found the extra money useful as well. Bert's wage then was eighteen shillings a week, and the regular caddy fee on golf days was two shillings. Sir John, however, always gave his caddies two shillings and sixpence a round. Bert also made a point of telling me that he found Sir John. *"A very kind man, as well as a very astute business man"* and remembered that Sir John presented him with an extra weeks wages on three occasions for jobs well done. I also have similar accounts from Vic Hammond and others. Reading between the lines of these accounts from staff also prompts the thought that Sir John obviously made himself aware of, and took interest in, staff who were conscientious - and rewarded them personally for good work. Other recipients of such bonuses also included



Photo by kind permission of the Black Family

Sir John Black was admired and respected by all those I interviewed at Standard Triumph - and he was well known for his sense of humour.

Vic Hammond and Arthur Ballard.

Bert also related that Sir John always insisted on things being 'spick and span' in the factories and how he always dressed very smartly and homed in on anything out of order. And a clip when Bert reverted to golf days again, which I still find highly amusing, centred on Sir John's 'exactitude.' After relating that golf caddies always had to be smart and suitably dressed he said with a twinkle in his eye.

"Thinking about those golf matches reminds me that that one day our Harold Horner was caddying for Sir John, who was Captain Black in those days you understand, and I was caddying for a chap called Ervine, of Pressed Steel. Anyway when Sir John drove off the first tee, Harold said typically 'Good shot Sir,' and Arthur

Ballard suddenly noticed that Harold had got one of those triangular Alvis badges in his sports coat lapel. Arthur told him quietly under his breath that he'd better take it off because if Sir John noticed it he'd probably be having to apply for a job at the Alvis next week to go with the badge! So Harold pulled it out of his lapel and put it in his pocket a bit sharpish. Anyway, about a week or two later, Mike Whitfield, who was Sir John's assistant at the time, and he was also a good golfer, came into the drawing office and distributed some new lapel badges to all of us who did caddying. It was a lovely badge with the Standard Motor Company motif on and he told us to make sure we wore them on golf days. Nothing more was said, but we realised that Sir John must have noticed Harold's Alvis badge after all you see, he never missed a trick."

Bert followed on.

"Mike Whitfield always said jokingly that Sir John only owned two pairs of shoes, one for work and one for golf, and both pairs were strictly for business, but Sir John was always polite to caddies. Let's put it this way, he never made us feel subservient, not at all, and if he spotted something he didn't like he'd get someone like Mike Whitfield to have a word with anyone who'd committed any minor indiscretions, either on the golf course or at work, but he was quick witted and had a good sense of fun. I remember in a golf match, when a director friend of Sir John's from Lockheed Brakes was swiping at his ball in a bunker, and before he'd finally wedged it out, he'd taken about four almighty whacks at it. Anyway when this chap addressed his ball again, which was just in the rough about thirty yards up on the side of the fairway, he noticed that the cover on his ball was split, and Sir John said. "No wonder, we weren't sure whether you were playing the ball out of the bunker or trying to kill it!"

From all my interviews, including those with experimental department engineer, Ray Henderson, I've gained the impression that Sir John was indeed a kind man at heart. Ray also made a point of telling me that a member of staff in the engine test section, Bernard Gilbert, was a golfer who also caddied for Sir John in golf matches. Ray informed me that whenever

Sir John made one of his regular visits to the experimental department. *"Sir John never failed to ask Bernard how he and his family were."*

I've no doubt that Sir John must have had some 'heated debates' in the board room, but none of the staff I interviewed ever spoke about any abrasive treatment they'd had from Sir John. It was always quite the reverse. Bert Brown, however, made a point of providing an example of Sir John's complete intolerance of impropriety. Apparently a draughtsman in the drawing office, with an accomplice, colluded to claim responsibility for inventing a much improved gear selector mechanism for the Phase 1 Vanguard. This mechanism was actually invented by design draughtsman 'Tech' Hurst – so named because he was a technical boffin. Eventually Sir John became involved, and after scrutinizing all the evidence, decided that Hurst's claim was bona fide. He then sacked the draughtsman who made the false claim, and his accomplice, on the spot.

Bert also informed me, through personal experience, that Sir John put in place a scheme whereby any employee of the Standard Motor Company who survived service in the armed forces after the war were guaranteed their job back at Standard. Bert, who served at Dunkirk, Burma and the Far East was one.

To quote Sir John himself, he was obviously aware how important it was for management to form a good relationship with the workforce when he said.

"The biggest assets of our company never appear on its balance sheet – the human element. You cannot chart or buy it. Right from the word go, when I first took over in 1929, I put all my energies into driving out what the company had been brought up on from 1903 – the fear of management. We had to work together, and those fellows had got to like and trust me as I had to like and trust them."

The most recent opinion I have of Sir John Black, which I think is an ideal way of concluding this article, was provided by design engineer, Ray Bates, who summed up his opinion of Sir John as *"A most likeable, well respected and charismatic boss."*

THE PEAK RUN

2012 & 2013

by Colin Wright

"I SAW A MOUSE!"



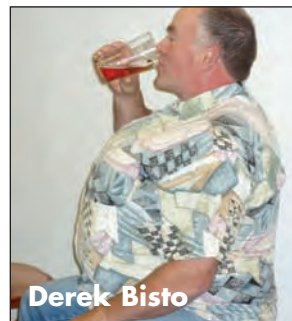
The 2012 Peak Run weekend started a little damp but that really did not prevent us greeting everyone who arrived on the Thursday with a smile. Despite all the rain there were only a couple of areas on the campsite that was a little soggy underfoot so there were no issues with finding suitable pitches for everyone.

In the early hours of Friday the heavy rain was joined by thunder and thoughts of a washed out weekend...but happy folk kept on arriving at the campsite which made getting wet well worthwhile.



Jim Bowen

Bull's-eye (but because we are in Derbyshire it had to be Sheeps-Eye) and 'Family fortunes'



Derek Bisto

We even had our very own Jim Bowen to host the game and a celebrity darts player – yes we managed to get 'Derek Bisto'.



On the Friday night we thought we would try some thing a little different as part of our



Sheepseye Contestants

The Peak Run

During the first round when the questions were asked the contestants could jump-in if you put your light on...in the case of Richard, Adrian and Jonathan I think their lights were well and truly out. The teams battled it out and even faced the prize board with Sheepy's star price.



Winners were Katie and Peter aka Julie and Richard who were presented with Sheeps-Eye tankards and little Woollies. Saturday morning arrived and the cars



were lined up for a short scenic run to Wirksworth, a market town nestled on the edge of the Peak District, which was the

The Ecclesbourne Valley Railway allowed us to



use their station car park which was quickly filled with splendid examples of our favourite classic Triumph cars.

There was the option to ride one of the restored trains for a round trip down to Duffield and back

location for the day's entertainment.

along the single track through some beautiful Derbyshire countryside. Complete with 2 manually operated level crossings for which the train had to stop so that one of the guys could jump out of the train, run down the line and go and open, which for some just made the ride that bit more special.

As well being able to ride the trains Richard Malin had devised a treasure hunt which took



participants on an investigative tour of Wirksworth, including visits to several shops to collect items for bonus points. These items included pickled onions, samples of real ale (which some people drank before claiming the bonus) and even a sticking plaster. This presented much consternation, for some teams, tracking down the sticking plaster as the shop forgot to place the participation sticker in the window, so this led to much ingenuity!!!!

Perhaps the most memorable moment of the day would have to be to the 'big kid' who was seen riding the children's miniature railway running the length of the car park. Apparently, he wanted to take a trip on the train but his wife had told him that she didn't and nor did he...so the response was "well if I can't ride the big one I will go on the little one."

On returning to the campsite Roger put the drivers through their paces and tested their driving skills with the 'Peak Motoring Test' – PMT for short. Angie Richardson, an ex-



driving instructor, was presented with the trophy for the **WORST** results in the test. Yes, it's true, you have believe us, we just could not have made it up. Honest!!!

Also back at the campsite the annual 'Beer Pong' tournament was underway. This event is so popular that a waiting list was drawn up so that everyone could play. First up was a challenge between Colin & Carl vs. Julie & Lisa. A crowd of almost 30 people watched the game which was challenging, tense and very close. Tactics were deployed – It is amazing that even Colin gyrating his hips like Tom Jones made both Julie and Lisa go weak at the knees. (They claim that they were laughing that much that they could not focus on throwing the ping-pong). We know different because the truth of Colin's prowess was to be revealed later that night. Eventually, the men showed their superiority by winning the game.

I have no idea who won the tournament and as I recall everyone was too drunk to care.

As the evening drew near it was time to be entertained in the function room which was adorned with posters and banners produced by Bernard at the TSSC Studio. Thanks Bernard they were brilliant.



The secret theme for this year's party night was the 'Olympics'. This must have been the worst kept secret of the year.

Manchester area were determined not to be the Germans again and arrived dressed from head to toe in Union Jacks.

The room was divided into four teams, each representing a country, to compete for the title of Derwent Valley Olympic Champions.

The teams were Great Britain, Holland, Italy and Australia.

Once everyone was ready the entertainment

raised and national anthems were sang. Tie



The Olympic Greeks...

team were introduced and made their way to the stage wearing Greek Togas. They were Dodgy Dickus, Missus Dickus, Maximus Dickus, Limpus Dickus, Mustafa Dickus, Thickus Dickus and finally Bob.

me kangaroo down sport for Australia, My old man's a dustman for GB, Just one Cornetto for Italy and the most popular by far... A windmill



...and BOB

After the arrival of the Olympic torch, carried by Mustafa Dickus, the games began. These were based on actual Olympic sports but with a Derwent Valley twist. These included Hammer Throw, Sailing, Shot Put, Coxless Pairs, Ice Skating, Boat Race and Breaststroke...

...before you ask, yes, breasts were stroked.

After each game there was a medal ceremony, flags



"I Saw a Mouse"

in old Amsterdam for Holland. This anthem was so popular it was heard at the Silverstone Classic, Lincs camping weekend, Mancs camping weekend and danced to at the Stafford International with folk from Holland.

'I saw a mouse' even had a massive following on Facebook.

Richard Wheeldon and Colin did not know that their togas were a little revealing and some of the ladies were getting slightly hot under the



Olympic Boat Race

collar with the 'Linford Christie' look? This came to light when Pip exclaimed "Colin we have a new name for you, its FIGGY!" as he pranced about on stage.

Olympic Champions - Holland



The overall winners and Olympic Champions were Holland. The evening then drifted to the mid-night hour with a disco and outbursts of **"I saw a mouse..."**.

A few sore heads emerged from tents and caravans early Sunday morning and headed off to Belper, and some much needed breakfast, for the start of the **24th Peak Run**.

Due to the spells of heavy rain the route of the run had to be quickly changed by Keith to avoid the ford at Tissington which was by now too deep to cross and addendum sheets printed off whilst bacon cobs were consumed.

Despite the wet weather conditions more than 71 cars lined up in the Market Place. The Town Major wished us a safe journey and we were off. The route, planned by Gary and Keith, took us along leafy, narrow lanes towards Alton Towers, through Parwich, across the Goyt Valley and 80 miles later arrive in Buxton at the Pavilion Gardens.

At Buxton runners were free to explore and grab a spot of lunch whilst the Peoples Choice votes were totted up and the secret judging by the Peak Run committee took place.

At 3:30pm everyone gathered around the gazebo for the bumper raffle and the silly prizes which included:



Olympic Splash



Mark

- Mark Blease – **Dirtiest wheels**

- Julie Hadfield – *First to breakdown*



- Martyn Jackson – *Furthest travelled (Inverness)*



- Jonathan, James, Ayrton and Seb
Biggest splash



- Des and Jean Jackson – *Spirit of the Run award for attending for 18 years*



- Lisa Hutchinson – *Hot under the collar*

The Peak Run

- Mark 'Dirty Boy' Wright – *The Dirtiest tent*
 - Brian and Pat Harrison
Soaking up the atmosphere

Finally the awards presentations got underway. **The 2012 Peoples Choice winners were:**



**1st place Triumph – TR4
owned by Chris Carter**



**2nd place Triumph – Herald
owned by Paul Dale**



**3rd place Triumph – GT6
owned by Cliff Griffiths**



**Best non-Triumph – Ford Cortina
owned by Mark Forkin**

25th Peak Run 2013

This year is a very special milestone in the history of the Peak Run being the **25th year**.

I am sure **John Eade** when he planned the very 1st Peak Run did not envisage still being actively involved in organising this event 25 years later.

Once again the Peak Run is two events in one. You can either just join us for the **25th Peak Run**

on **Sunday 23rd June** or join us at the Peak Gateway campsite for up to 4 nights which includes entertainment on both the Friday and Saturday evenings.

During the day on **Saturday 22nd June** we have organised a 'scatter rally' which will be based at the Denby Pottery Visitors Centre. Richard Malin and John Eade will be at the visitors centre from 10am to set you off on your quest.

Saturday nights theme is 'Back to School' so be prepared to travel back in time and relive 'the best days of our lives'

The campsite opens at **12 noon on Thursday 20th** and **closes at 12 noon on**

Monday 24th June so why not enjoy a short break in beautiful Derbyshire.

Registration for the 25th Peak Run is from 8:30am in the **Market Place in Belper (DE56 1FZ)** with the Run leaving at 9:30am for a 90 mile drive through the Peak District finishing at the same place as the first Peak Run – Chatsworth House.

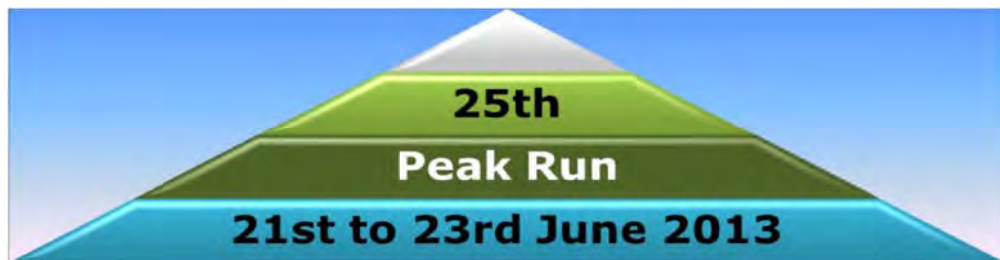
You will find more information on our website **www.derwentvalley-TSSC.org.uk** about this year's event including directions, prices and booking forms.



The Peak Run Committee's 'Car of the Show' was awarded to a Spitfire owned by David and Jan Nichols.

The weekend did not finish there as many of the campers had decided to stay another night and join in the 'leftovers' BBQ. This is where any food and booze leftover from the weekend is cooked and shared in a great feast...and the kids get to wash-up.

The evening concluded with story telling from Stuart Charles, which he never managed to finish as we were laughing so much.



Booking form for the Peak Run 2013 and Peak Run Camping Weekend

- Friday 21st June — a warm welcome at the Peak Gateway campsite.
- Saturday 22nd June we explore Derbyshire by Scatter Rally.
- Saturday night is the usual Party Night at the campsite.
- Sunday 23rd June is the day of the 25th Peak Run — a 80 mile drive through the breath-taking Derbyshire Peak District.
- Camping available from Thursday 20th until Monday 24th June* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name

Address

.....

..... Postcode

Phone Nos.Email

Car Make Model Registration No.

Four packages available—please select the one that suits you :

Package	Rate	Tick Below
The Sunday Peak Run ONLY on Sunday 24th June 2012	£9.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping.	£15.00 per car	<input type="checkbox"/>
The Peak Run Weekend including one night Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to 4 nights Camping *	£37.50 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to

Derwent Valley Area TSSC to:

Peak Run 2013, c/o Kim and Paul Dale, Dairy Cottage, Windmill Lane, Snelston, Ashbourne, Derbyshire. DE6 2GP.

Telephone Enquiries:

For more information visit:

www.derwentvalley-tssc.org.uk

Kim and Paul Dale—01335 345784 or

Roger Buck—07970 619149 or Colin Wright—01773 531580

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MKIII 1969. Red. Overdrive. Two owners - second since 1986. For ongoing work - mostly cosmetic. £1,200. Ambrose (Usk) 01291 672152.



MKIII 1969. Mechanically sound, good reliable rally car, due for respray, new MOT, valued by TSSC panel at £3,800, open to offers. Full description at www.snipe.co.uk/spitfire Andy. (Near Carlisle) 01697 748343.

BLACK 1500 1976. MOT until July, tatty but solid. Alloy wheels good tyres, full stainless exhaust, very good bonnet and seats, roll bar, overdrive. £2,000. Cliff (South West Wales) 01437 563677.



1500 40,000 miles (History). original radio & hood & tonneau cover. K&N filters, brake servo stainless steel exhaust runs well, sounds great and is lovely to drive. No rust, chassis good, garaged. Taxed until June & MOT until August. £2,700. Sam (Lightwater) 07748 458816

1500 1978. 90000 miles. Inca Yellow. With Hardtop and D/D Soft top. 11 months tax and MOT. Stainless Steel Exhaust. Insurance valuation £5000. Ready for

summer. £3,000. Bernard (Leicester) 01530 249684.



MKIV 1971. Tax exempt. Good runner. Little rust. Owned since 1989. MOT till October. Overdrive. Unleaded. Electronic Ignition. Needs TLC. Offers. Mike (Gloucester) 01452 616092.



MKIV 1300, 1974. MOT April 2014, Taxed November, Signal Red, New Hood & Seat Covers, Recon. Gearbox, Carbs and Calipers, Good Condition £3200 ONO. David (Aldershot, Hants) 01252 694530.



1500 1981. Excellent condition. New exhaust and Pirelli tyres. 61,000 miles. Full MOT. Lady owner from 1997. £3,995. E. Ralph. 07879 446131.



MKIV 1971. Very neat Spitty with hard top, garaged. Engine professionally rebuilt less than 500 mile ago, new clutch, with 3:27 diff. MOT to May 2014. £2,950. Rick (Stourbridge) 07748 097309.

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Vitesse



MKII CONVERTIBLE 1971. Heritage Trust Cert. To Concours Standard. New Mohair Hood. Upgraded Elec. New Exhaust, Tyres and Overdrive. Must go. £5,500 Hugh (Wirral) 07770 650370.



MKII CONVERTIBLE 1971 Overdrive. White. Owned 15 years. Now little used. Insurance Value £6,500. Tax Exempt. £5,000 ONO. Main. (Worcester) 01905 381395.



SUMMER PROJECT - 1965 2.0 Convertible, laid up a few years ago while still working. A solid project in need of an overhaul. Offers? See April 2010 Northants calendar for its former glory. Evan (Olney) 0793 9061295.

GT6

GT6 MK1 for restoration / repair. Barn stored since MOT failure, 1968 GT6 Mk1 Valencia blue. Overdrive, wire wheels etc. Must be trailered away. £1,100. John (Swadlincote) 07980 362252.

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Herald



13/60 CONVERTIBLE 1967, Valencia, VGC, Full Respray/Mohair Hood, Always Garaged, Full MOT In same family for over 20 years. £2,500. Murray (Hants) 01794 512199.

STAG

STAG Inca Yellow. Engine 10,000mls, clutch, diff, discs, s/s exhaust, hood, wheels, tyres. g/box mods, sus/springs, body restored, floors, wings, sills, man,o/d. Hardtop lifting frame to ceiling. Much more. £7,750. Colin (Basingstoke, Hants) 01256 353082.

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eMail: parry.andy@btopenworld.com

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SPITFIRE 1500 Unleaded head Bought for £300 3 years ago. Covered less than 10,000 miles. Great condition. £100. ALSO Spitfire 1500 engine. Block and head, running when removed. completely usable. Just bolt on ancillaries and go. £100. Tim (Ashford, Kent) 07773 464798.

NEW old stock GT6 rear offside panel. Undented. Light Surface rust . £180 ONO. J.Honeybun. (Lymington) 01590675701 or jill@atkl.co.uk

SPITFIRE Door drivers side in good condition £50. Lower front valance £10. Boot track needs side straps £25. Windscreen finishers. Paul (Exeter) 01392 439751.

NOS Original GT6 accelerator cable I have acquired a small quantity of NOS Stanpart GT6 MK3 accelerator cables. Available to members at £12.00 each + P&P. Andrew. eMail: brydon38@aol.com

BOX OF COURIER magazines 2007 - 2012 that are free to a good home. Collection

PARTS 4 SALE

from Harrogate, North Yorkshire. Andrew (Harrogate) eMail: andy.parker_74@btinternet.com

SIMON BBC Electronic Ignition (45D4) Brand new in box, electronic ignition module to replace points on Lucas 45D4 distributor (ie Spitfire 1500, etc). Free postage. £20. Richard (Bradford) 07821 695790.

SPITFIRE MKIV/1500. Pair of doors. Bottoms need a bit of love. No holes, just rusty underneath. Reasonable offers. Tim (Ashford, Kent) 07773 464798.

SPITFIRE MKIV/1500 black top grade vinyl tonneau cover, excellent condition, non-headrest model. Make an offer. ALSO Spitfire 1500 TAN SEATS. Pair of vinyl reclining seats with headrests. Need recovering, frames solid. Offers. Thomas (Brackley) 07972 039532.

SPITFIRE MKIV Door in good condition. £50. Paul (Exeter) 01392 439751.

VITESSE 1600 Gearbox. Going spare, untested but everything moves freely. Open to offers. Collection from TN24. £50. Tim (Ashford, Kent) 07773 464798.

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PARTS WANTED

VITESSE CALLIPER RHS 1963 Wanted – Mark 1 right hand side calliper for a 1963 Vitesse. Adrian (Henfield) 07778 034102.

WANTED VITESSE WIPER MOTOR in fully working order and at a sensible price please. Thanks. Chris (Maidstone) 07970 849336.

GT6 MK1/2 Metal front grille. For MK2 GT6 – metal type fitted to all MK1 and early MK2 Spitfire MK1, 2 early MK3. Steve. eMail: sjd100@btinternet.com

SPITFIRE hood wanted. Does anyone have a good spare hood for a Spitfire MKIV/1500 for sale? Thanks. John (Milton Keynes) 07980 725574.

INTERIOR TRIM. Looking for rear wheel arch covers (interior trim) in cactus green to fit Herald 1200, or advice on where else

to buy them from. Thank you. Dennis (Stoke on Trent) 01782 787221.

RADIATORS wanted for most Triumphs, so I can keep supplying reconditioned radiators. Will pay/ donate to charity and arrange convenient collection. www.triumph-recycler.com (preferred) or 07092 048730 (trade)

LOOKING for a FREE chassis! !!! spitfire or gt6 mk1 to 3 ANY CONDITION Being used as a mock up project. Only really need the rear end. Piero Franchi. eMail: scooter1@tesco.net

VITESSE Door lock (and handle) for Mk 2 Vitesse. Howard (Ross-on-woye) 01989 780368.

STAG MKII INTERIOR. After a full interior for 74 Stag in blue. Andrew. Please

eMail: andyelaine.rock@sky.com

VITESSE chassis wanted. Mk1 or mk2 anything considered. For my Mk2 Vitesse. Thanks. Duncan (Leeds) 07584 147670.

VITESSE Can anyone supply me with a good set of Tan Vitesse Mk2 front seats? They need to be in good condition. JEROEN NOORDMAN. Please eMail: j.noordman@gmail.com

HERALD HINGE. Offside boot hinge for Herald please. Thanks. Mike 01492 621155.

VITESSE 150CD rear carb wanted (3137R) Prefer useable condition, or consider matched pair 2L Mk1 (3137) 150CD or Mk2 (3224) 150CDS. Many thanks, Alan. (Herts) 07952 722157.

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MAGAZINE COPY DATE

All magazine material must be received

BEFORE 8th of each month prior to the month of publication.

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

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

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Tel: 01495 240884 e-mail: derek.ford@sky.com

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CHILD PROTECTION OFFICERS

Vivien Thompson Tel: 01302 850740

Julie Hazell Tel: 07813 589799

June 2013



Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

T S S C
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2013

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AREA DIRECTORY

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

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

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

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

SCOTTISH AREAS

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

NORTHERN AREAS

CHESHIRE	Henry Jones: 01625 425845	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.45pm
CUMBRIA	Roy Ross: 01229 474077	Advertised in Cumbria News & Website	Last Sun. 12 midday
MANCHESTER	Frank Spencer: 01524 791607	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	Pip Flegel: 01524 791607	Liverpool Rd ECCLES M30 7SA	
NORTH EAST	Mark Astley: 07917 738091	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	Andrew Dunning : 0191 5485188	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	3rd Tues. 8pm.
LANCASHIRE	Mark Coward: 01257 482569	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
WIRRAL	Andy Todd: 0151 339 4150	Cottage Loaf - THURSTASTON	1st Tues. Eves.
NORTH YORKS	Richard Briscoe: 0776 6354449	The Cross Keys - STILLINGFLEET YO19 6SB	2nd Mon. 7.45pm.
SOUTH YORKS	Alistair Banks: 07919 527450	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
WEST YORKS	Victor Thompson: 01302 850740	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 487623	Smalley Common Ex- Servicemens Club - ILKESTON	1st Tues. 7.30pm.
	Colin Wright: 01773 531580	DE7 6FY	
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
NOTTINGHAM	Claire Hill: 07971 017012	The Shepherds Rest	Last MON. 7pm.
	Nigel Hill: 07976 163006	LOWER BAGTHORPE NG16 5HF	
NORTHANTS	Adrian Hadfield: 07837 110325		
PETERBOROUGH	Dave Richardson: 01234 740548	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
	Doug Balderson: 01778 560507	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	Paul Lumsdon: 01780 470358		
SHROPSHIRE	David Embery: 0121 552 0550	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	Bill Bate: 01952 581391		
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
		May to Sept W. Mids Police Social Club BIRMINGHAM	3rd Tues 7.30pm
WORCESTER	Vicky Dredge: 01527 894125	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm

WELSH AREAS

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

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	John Barleycorn, DUXFORD. CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan & Jannaway: 01375 672072	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
M25 EAST	John Hill: 07938 526324	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
NORFOLK	Mark Talbot: 07825 994927(Liaison)	The Bird in Hand WRENNINGHAM	2nd Mon. 7.30pm.
SUFFOLK	Colin Wake: 01206 250360	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

NORTHERN IRELAND

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

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrighton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	TBC - See Reports/Forum	1st Mon. 8pm
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		Ring A.O. Details	1st Sun. Lun
DORSET	Mark Bland: 01747 838066	The Star Inn - LIVERTON TK12 6EZ	3rd Wed. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SALISBURY	John Moore: 01722 710429	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
	Steve Hopkins: 01278 653888	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	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			
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		MILAN.	
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ALO REPORT ANDOVER INC SWINDON . . . BUCKS SOUTH

TSSC AREA NEWS

AREA LIAISON OFFICERS

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27 Area Organisers attended the A/O Seminar which is fantastic considering numbers in the past. Chuffed to bits we were. This meeting gives our A/Os the chance to come to a TSSC Seminar and represent their members. Here are some of the requests and ideas that were put forward by you the A/Os.

Q. At an Area's request can we get to know any new

members in the area straight away instead of waiting for the Courier to arrive?

A. Angie will email to you any new members that move into your area straight away, this gives you the chance to connect with new members before they get lost in the system. Please ask Angie for this.

Q. Can the TSSC please attend and encourage members to attend Silverstone?

A. This is already in progress and as we have been it is a fantastic venue.

Q. Can we have personalised logos on our Area regalia?

A. I will speak to Garth on this matter.

Q. Can we have Bunting and Banners?

A. Each area would have to pay for their own requirements (a bit like the flags) but if any one has any idea where we can purchase these at a reasonable price and we get enough interest to qualify for discount?

Please let me know if you know anywhere.

Q. Courier Size?

A. All A/Os present agreed to leave the courier in its present form and size.

Q. On line surveys are they worth doing?

A. Possibly in the future when IT software can cope.

Q. Can we get Areas to register on time?

A. Use Bernie to remind areas in the Courier earlier and send out emails to all areas as a reminder.

Q. Area Draw to continue?

A. We suggested that we change the Area Draw from the old format to a percentage of goods up to £100. It was suggested by the A/Os that we scrap the voucher system altogether? This was put to the vote.

21 voted to scrap the system altogether 4 against 2 abstained.

There will be an A/O Seminar as usual held at Stafford for which we will discuss ideas and opinions.

Don't forget to get your pictures and stories into the Area Showtime to show and encourage members in your area what you get up to.

Hopefully we will see you at a show in the near future.

Finally **Claire and Nigel Hill** have stood down from Council of Management due to personal reasons, on behalf of ourselves and all the A/Os, we would like to thank them for all their hard work.

Pip n Frank

IMPORTANT NOTE

E-mail news to: courier@tssc.org.uk

News in By 8th of Month please

ANDOVER

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Meetings Cover Swindon/North Wilts area

The Plough, Grateley - Guy was unable to get to the meeting at the Plough again this month as he was otherwise occupied - on a skiing holiday with his brothers and their families in France! However, Burbage Bob came to the rescue again and gave Molly and I a lift to the meet.

As ever conversation ranged across various topics including septic tanks, Southampton Bob's quest for a TR7 or 8 to keep his 6 company, Ed having just reclaimed his TR7 back from his daughter as she used it while getting her car repaired and various discussions about Midsummer Madness. Frank's GT6 is still coming together nicely and he's looking forward to taking it to Stafford.

The Bruce Arms, Easton Royal - A good turnout for this meeting, we tucked ourselves away in the snug this month. Bob H, Graham N, Frank & Kelly joined us; Kelly was on call for work but luckily was not required to dash off to sort out any of their clients during the evening.

The run out destination for Midsummer Madness has been arranged as STEAM in Swindon, the Great Western Railway Museum - our next challenge is to sort out the routes in and out of that lovely town! At least the venue gives the additional attraction, for some, of the Outlet Centre next door. Booking as a group we will be able to park our cars on the gravel outside the Museum in a display.

Upcoming events and meetings are:

June 2nd: SHVPS Show at Queen Elizabeth Park near Petersfield (Suzie & I can't make the show this year but Southern Area will have a Club Stand and, we assume, the more the merrier).

8th & 9th June - Wiltshire Steam & Vintage Rally, Rainscombe Park, Oare near Marlborough

Thurs 13th June - Regular meeting at The Plough Inn, Grateley, SP11 8JR

Wed 19th June - Regular meeting at The Bruce Arms, Easton Royal, SN9 5LR.

21st to 23rd June - Midsummer Madness, The Bruce Arms, Easton Rd, Easton Royal, Pewsey SN9 5LR. See advert in this month's Courier or contact us for an application form, or just to let us know you will be joining us there.

6th July - Guy & Suzie's BBQ at 31 Cadley, SN8 4NE. All are welcome, space for camping too.

Guy & Suzie

BUCKS SOUTH Tel. 07788 436167

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Hi all. Well, at the time of writing, the lovely spring bank holiday weather is over, and the rain is back! At least the weekend was good for the Beaconsfield show!

Wed 17th saw Paul, Liz and the sheep with Dan, Rob and Phil and Alison. A good evening had by all, and judging by the empty plates, good food was enjoyed by several people too. Alison also gave me a chance to listen to the music track she had recorded the day before. Sounded superb!

Thanks to all that came.

With a change of plan, I had time to get the Triumph 2000 in for an MOT. I had been spending some time working out why we had an occasional failure. After changing almost everything, but not the coil, I changed the coil and this hopefully has cured the fault! With all well, I took to Paul at Merrits MOT (01494 711727) where it passed! Thanks to Paul and the team who look after many of the Triumphs (and modern cars) in the area. I would recommend them to anyone as they know their

CANTERBURY . . . CHESHIRE



TSSC AREA NEWS

stuff and don't ask when you say 'its a Triumph', what type of motorbike is that?!

Dan, Nicky and I went to the Ace Cafe spring meet which is mainly American muscle cars, but not all! We spotted and said hello to Ken with his extremely clean Herald convertible! It was a bit quieter than it has been in the past, but still some stunning cars to look at.

As I said at the top, the Beaconsfield show was outstanding! Over 2500 people attended and nearly 300 cars of all types and variety's! You had to be there early to get a space, which Dan and I did with his Stag and my 2000, and my wife also brought my 540 as it's nearly a classic and is rare (!) A good collection made for the MS charity fund which was there, biggest ever collection.

In June, we have the **Triumph car day on Saturday 8th June** starts around midday to 6pm. **Sunday 7th is the Luton classic car show** which is huge! Check out 'Luton festival of transport'. The TSSC has a good stand there, so check in the Courier for that areas listing, and you maybe able to join in, but many just turn up and park with others on the day. **Tues 11th is the Ace cafe classic car night**, and **Wednesday 19th is the TSSC South Bucks club night at The Squirrel Pub, Penn Street**. **Saturday 22nd is the classic car show at the Royal Grammar school in High Wycombe**. **Sunday** is the **Hedsor classic car show**, just near the garden centre.

Take care,

Carl.

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May.... and for the first time this year the sun shone, the breeze was nothing more than gentle and, with a little imagination, it could almost be said to be warm. To cement the fact that Summer was here, Neil opened the field adjacent to the "The Duke" so we could congregate there. We were the first to arrive so parked up close to a frog eye Sprite belonging to Neil's son. Soon we had an impressive collection of Spitfires, Gentrys, Stags, Andy's Triumph BMW, a Cobra replica and a real one! Tim SJ's 2 litre Spitfire made it to the meet but still has cooling issues. The two Tims have done a good job on a tight budget but it's fair to say that it is still a work in progress. Andy's 2.5 litre Triumph BMW attracted much interest as usual. It became essential to ask him to start it as it really sounds as if something is happening under the bonnet during the starting process.

As dusk drew on, the dew started to fall and it became chilly, so most of us repaired to the warmth of "The Duke" for general discussion and the monthly catch up of news and views. I say "most" because Tim SJ had discovered that he only had one headlight and would prefer to have two on the drive home. As he was struggling in the falling light, Neil whose field it is, got the car into his warm and well lit garage so that the dodgy earth could be rectified.

Tim SJ had a busy evening as when he did arrive in the pub I nabbed him for a briefing session on the website which he has designed and is currently fine tuning.

"Drive it Day" on the 21st. was a magnificent affair with glorious weather and 18 cars! A full report is on the website if you're interested.

As to events for May, once you read them in The Courier they will have already happened! You may, however, be reading this online in which case here we go.

Steve was busy at the meet gathering support for the SEM at Leatherhead on the 11th. May. The main meeting point will be at the bottom of Wrotham hill. Contact me for more detailed joining instructions.

The Faversham town show is on the 19/5. Several members are going. This one is £5 pre booked. Again, contact me for joining instructions.

The little show on **Bearsted green is on the 27/5. Canterbury**

Cathedral open gardens is on the 25 and 26/5.

Looking forward to June, the main events are the **Hamstreet country show on the 2/6**, **Thanet airshow on the 22/6** which, unfortunately is the same day as the **Whitstable show**. Some decisions will have to be made.

As I write this the sun is shining and I'm wearing shorts.

Roll on Summer!

Please do contact me if you require any more information about these or other events.

Regards

Phil R

CHESHIRE Tel. 01625 425845
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Drive It Day has been splendid. Three Triumphs set off from Macclesfield and arrived at Leek in good time, despite the Volvo Estate who seemed to be determined to do 30 all day. Mr Google had been a little vague about the location of Sainsburys (it's a new store) but the new roundabout and the big sign gave it away. Here we were joined by Mike Ford in his MG RV8, by more Triumphs from the Staffordshire Area and the Cheshire Area, and Dave in his rather nice MkII Jaguar. We then proceeded to Rowsley, parked at Peak Rail (who get the prize for the bumpiest road of the day) and caught the steam/diesel train to Matlock, where we spent the afternoon, then caught the train back to Rowsley, and most of us then had a meal at the Grouse and Claret (where the Derbyshire Area used to meet many years ago). Many thanks to Dave for organising the route and the meal, and also thanks to the weather elves who hadn't read their schedule and held the rain back until we were on our way home from Rowsley.

At long last I've managed to get access to the Cheshire web site, but it's meant changing the URL to www.tssccheshire.webspace.virginmedia.com. For the moment it's just the old site with some pages updated but the plans are to have a bit of a revamp. Do pigs fly?

Unusually for a British Bank Holiday Monday, we had warm sunshine, and Gawsorth Hall had picked the day to hold their Classic Car Rally. In complete contrast to last year's event at Gawsorth, the place was full of cars on display and visitors – the car park had apparently filled up early on and the surrounding roads were full of parked cars. Several other members appeared, and Dave and I spent a while at the North Wales stand discussing how to run an Area and the various upcoming events (like the 4 Area Meet).

In the next month we have the **1st Tatton Show on the 1st and 2nd of June**, where we hope the weather will be good (and warmer please). Then our **July meeting** should be the **4 Area Meet** (or perhaps it will be the 5 Area Meet) and at the **Swettenham Arms** (in Swettenham, curiously enough). (<http://www.swettenhamarms.co.uk/>). Note what it says about finding them on the contact us page, the pub is behind the church. This is so that we can park more than one or two extra Triumphs. The meeting will also start a little earlier (7:30 at the Swettenham Arms) as it's a long way for the visitors and they need to get home again before dawn. We may gather at the C&P, leaving there about 6:50 (it's 30 minutes from there to the Swettenham Arms). If you want to do that, let me know please. Any changes will be advertised by email and on the web site.

Our next meeting is on **Thursday 6th June at the Swettenham Arms**. See you there!

Henry

NOTE to ALL:
If I don't reply to your email
I Haven't received it!! Bernard Ed.



CORNWALL . . . COVENTRY

TSSC AREA NEWS

CORNWALL

Tel. 01872 573763

[www://autos.groups.yahoo.com/group/cornwalltriumphs/](http://www.autos.groups.yahoo.com/group/cornwalltriumphs/)

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Wow! What a sight! Drive It Day must now be the largest gathering of Triumphs in the Southwest, well done Sue & John Franklin. When I started these runs, it was a very small cosy affair, but Sue and John have taken them to new heights and exceeded their target of 100 Triumphs.

What's next year's target?

A small band of us met up at The Hawkins Arms for the drive up to the Big Sheep. It was nice to meet up with Tony and his family from Gweek in their two Dolomites and Paul, with his wife from St Austell, in their new Herald 13/60. Unfortunately there were no TR Register members, but we passed a very large Stag contingent on the way, when they had pulled into a lay-by to put their roofs up. Although our convoy was quite small, we did meet up with several Cornwall members when we got there. We weren't the last to arrive, by any means, but it did look as though The Big Sheep was being overwhelmed and parking was running out. We managed to park just as the Overflow Parking was opened. We had a nice couple of hours having a look around, trying the Chairplane and the pedalos (thanks Jane!), before making our way through the rain back home (stopping in Bude for a cream tea and driving the coast road).

Well done Sue and John it was a huge achievement.

Next month we will have been to our annual **Camping Weekend**. This year we have found a very nice site near Bude, Pentire Haven, Kilkhampton; just off the A39, Atlantic Highway as you leave the south of the village (follow the brown signs). The facilities are of very high quality, they look new! On Friday we will arrive during the day and probably meet up in The London Inn, Kilkhampton (less than 10 mins walk - off road) in the evening. Saturday we will probably arrange a drive out somewhere scenic (taking in some pretty narrow coastal village roads - as usual), before returning for our barbecue. On Sunday we will drive out to a local pub for lunch and to say our good byes. If you would like to join us, even just for the day, please let me know, you'll be made most welcome.

Diary Dates;

June

Thursday 13th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Fri 28th - Sun 30th Cornwall Camping Weekend, Pentire Haven, Kilkhampton (just off the A39 near Bude) - Mike Crewes & Sally-Ann Quick

July

Thursday 11th Meeting at The Hawkins Arms, Zelah, 8pm onwards

Sunday 14th July Wadebridge Wheels, Royal County Showground - Tony & Helen Spicer

Fri 19th - Sun 21st Bocconoc Steam Fair, Liskeard - Sally-Ann Quick

As I write it's roof down weather, so let's hope it's the same as you read this. Looking forward to a summer of sun.

Mike

COVENTRY

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Hi Everyone. At long last some decent weather, our first outing was to the Heart of England meet on Sunday 14th April which was a lot better turn out with 40 vehicles on display of which 8 were Triumphs which included an immaculate Triumph Gloria and a very nice Triumph Renown, a nice day weather

wise so were able to get the Coventry Area flag flying and once again there was a good turn out of our group, a very pleasant couple of hours was had. Please note from now until September the HOE meets will be on the 2nd and 4th Tuesday of the month starting at 7.00pm.

Sunday 21st which was drive it day was also our Dalos Day (Drive and lunch on Sunday) There were 15 of us in 9 cars, 6 Triumphs, a Moggy Minor, an Armstrong Siddley and a Mazda MX5 Eunos. Again the weather was good so there was 7 convertibles with the hoods down. We met at The Corner House, Nuneaton Road Bulkington ready to leave at 12.30. The route was planned by Rikk Harrison so he had the honour of leading us through some very picturesque lanes and villages of Warwickshire and Leicestershire, with the spring arriving at last it was a very colourful run with all the daffodils, bluebells etc in full bloom. A great run Rikk well done. The Mill on the Soar was our destination for lunch and although very busy the service was very good, another great day out in great cars and great company.

Sunday 28th we attended the Area Organisers meeting and AGM of the TSSC at Lubbenham, couldn't go in the "Smiffy Spitty" as it was up on the ramps and stands having it's annual service and spruce up (still not finished yet but back on the road).

Sunday 6th and Monday 7th saw us at the first ever Stratford on Avon Motoring festival along with Paul & Joan in their Spitfire



and Keith & Trish in their MX5 Eunos, good to see you out and about again Keith.

Sunday was a 83 mile run around the Cotswold area taking in what they called the test hills where they used to test new cars before any test tracks had been built or even thought of. A great run but a little long considering we were expected back in Stratford town centre by 12.00 noon, we were all designated set areas in the town to display our cars, ours being the town centre square shopping precinct. After we displayed our cars we commandeered the benches in the middle of the square for a picnic, which raised a few brows, the sun was now shining and we were serenaded by a street artist with an accordion, a great atmosphere all round.

Monday was treasure hunt day which was a shorter route of approximately 40 miles through the lanes and villages around Stratford, Henley in Arden, Alcester etc. There was plenty of time to stop for refreshment, which of course we did at a lovely spot on the side of the river Arrow at Wixford then we returned back to Stratford to park in the same place as we did on Sunday. Apart from a couple of traffic problems another great day out. We can certainly recommend you put it on your calendar for next year.

Lastly but not least our monthly meeting at the Bull & Butcher, Corley Moor on Tuesday the 7th May. A lovely evening so we

DERWENT VALLEY

were able to display our cars in the paddocks, there were 8 classic cars on show which included for the first time the new acquisition of Mike and Viv Rowell, a very nice TR6, good to see you have a proper car at last. Nine of us had a meal before the meeting and as usual it was excellent at a reasonable price. The meeting itself was very lively with a lot of input by everyone especially when we did a short report on the AGM. We



were also joined by a group of students from China and Thailand who were very enthusiastic about our lovely cars.

Another event for the diary **Princethorpe College Motoring Festival on Sunday 30th June** which includes a 30 mile run for those who want, if the weather is good a very nice event. Register on line at www.princethorpe.co.uk follow the link to the Motoring Festival page.

The May Dalos Day will be on Sunday 26th May meeting at the Elms in Lutterworth, by the Frank Whittle Island, arrive ready to leave for 12.30. Route to be planned by Pete and Ann Martindale, let us know by **Wednesday 22nd** so we can book numbers for lunch.

Now the good weather is here lets see a few more Triumphs out and about.

All the best

Phil & Lyn

Forth Coming events

Sunday 26th May Dalos Day Run. Meet at The Elms Lutterworth ready to leave at 12.30.

Tuesday 28th May HOE meet at the Griff 7.00pm.

Saturday 1st June Kenilworth Agricultural Show, limited numbers if interested contact ourselves and we will liaise with Roger from HOE

Sunday June 2nd Stoney Stratford can just arrive but they would like to know previous, those interested let us know and we can go in convoy. info@ssccf.co.uk

Tuesday 4th June Monthly meeting at Bull & Butcher Corley Moor 7.30pm

Tuesday 11th June HOE meet at the Griff 7.00pm.

Saturday 15th Sunday 16th Ashby Magna Vintage Festival. We camp the weekend come and join us, a great event with good entertainment. Mrs S Leedham, Mill House Farm, Husband Bosworth, Lutterworth, Leic's LE17 6JN. Tel 07780616059, email: shirleymarlow@aol.com

Sunday 23rd June Broadwell House Driving Day & Picnic www.wnaa.co.uk or www.dlraa.co.uk

Saturday 6th Sunday 7th July Hollowell Steam 2013 Tel 01604 505422 or www.hollowellsteam.com

Saturday 13th June Armstrong Siddley Anniversary in Broagate only Coventry made cars those wanting to attend let Maurice Smith know (Phil's brother)

Sunday 14th Evesham Riverside Steam & Vintage Rally. Dave Wothers 07815 771245.

Sunday 4th August Mary Ann Evans Hospice Classic Transport Run

Saturday 24th Sunday 25th August Coventry Festival of Motoring www.festival-of-motoring.co.uk

Saturday 7th Sunday 8th September Shackerstone www.shackerstonefestival.com

Sunday 15th September Gloucestershire Warwickshire steam Railway Classic Vehicle Day www.gwsr.com email jim@clarkuk.net

Saturday 21st Sunday 22nd September Kettering Vintage

TSSC AREA NEWS



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DERWENT VALLEY Tel. 01623 487323

www.derwentvalley-tssc.org.uk

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Hi Everyone. Drive it Day was brilliant. Members from various areas joined us for a run to Goathland and Whitby for our DID celebration. The day and route was planned by Carl Hutchinson with a little help from Lisa and for first timers I must say it was excellent and nobody got lost. Thanks Carl.

A small group of us met at Ripley and headed off up the M1/M18 towards Howden for the start of the run whilst another group met in Rotherham. Twelve classic cars set off from Howden and drove a very scenic route to Goathland with tops down.

In the middle of Goathland we turned off and carefully descended down a steep, very narrow road. Suddenly and without warning Carl who was leading stopped and left us all stranded in the middle of the road. He got out and said "park up we're here". Easier said than done on a steep incline when you're nose to tail, in Triumphs with no handbrakes.

Carl had brought us to probably the smallest pub in Britain. Roger and I went to locate the Bar. He opened a latched door to reveal a small room with tables and chairs.

"That not it" he said. "Yes it is" I replied. "But where's the bar" Roger queried. "It's that small hole in the wall" I said rather smugly. So we went in, stood at the hole and sure enough a lady appeared to serve us. I had a pint of the local brew – Beck Water – not bad.

After a quick sandwich we travelled back into Goathland and parked in front of the Aidsensfield (Heartbeat) post office and visited the Aidsensfield garage.

Adrian had spent all winter rebuilding the engine in his 2000 and was rather nervous about carefully running in the engine. So when he walked down to the railway station, to look at more classic cars, Roger and I poured water on the road under his engine bay for prank. It worked. On returning to his car Adrian panicked, cursed, lifted the bonnet and started to look for the problem. After a while Nigel Hill told Adrian it must be a prank there's nothing wrong.

Roger and I did not wish to be around when this happened so we drove off early to Whitby. Along the journey the mobile phone rang...Angie answered. "It's Adrian and Julie they have broken down and called for the RAC". Well I just burst out laughing uncontrollably. Thankfully Adrian saw the funny side and decided to play along, but I could not stop laughing from some considerable time.

After a walk around Whitby, occasionally meeting up with others, we stuffed our faces with fish and chips before heading back home. What a fantastic day out. Once again thanks Carl and Lisa.

Our monthly meet got off to a great start just by looking in the car park stood a total of 9 classic cars; most of their tops were down due to the welcome change in the weather. Sunshine had an effect inside as well. As there were over 40 people waiting for the start of our very own Stuart's TV and film quiz.

Before that a few announcements, starting with a thank you from 'Ben's den' for raising £250 to help their charity for the forth coming year. We discussed who's going on which camping weekends and there are a lot of them to choose from.

Niamh shared her cone shaped chocolate 'easter egg' she had been given...delicious!

Then the fun got underway. Even amongst the cries of laughter, Stuart managed to read out 25 questions in his very own style. He also earned the title of 'Rock god' by smashing the

Derwent Valley Continues

microphone on the floor and breaking it. A big thank you for that mate.

More talking about future events ensued, the main one being our very own Peak Run - June 21st, 22nd and 23rd which everyone is looking forward to.

Rounding the night off Angie made a mouth watering apple cake for everyone to eat before going home.

Dates for your diary:

31st May to 2nd June ~ Northants Camping Weekend at Wicksteed Park.

2nd June ~ Austin Seven Club Autokarna at Wollaton Park, Nottingham.

4th June ~ Derwent Valley's Annual Fish and Chip Run. Meet at Smalley Common Ex-Serviceman's club at 7:15 for a 7:30 start. (DE7 6FY). All Welcome.

21st to 23rd June ~ Derwent Valley's 25th Peak Run. All Welcome.

2nd July ~ Derwent Valley's Monthly Meeting. We will be out on a run. See website or next months Courier for details. All Welcome.

12th to 14th July ~ Mancs 'bArmy Boot Camp' Weekend. Regards

Colin

DEVON

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Amazazing – we did it! Our Drive it Day 'All Triumph – All Club' gathering at the Big Sheep was more than we could have dreamed of. Last year, we very aspirationally said we would aim for 100 Triumphs this year, never for a moment thinking it would actually happen. With a lot of help from Clubs and Areas in the South West, we actually achieved a massive 109 Triumphs attending, plus 2 Standards and a few other makes. Cars streamed in from 11am, from Somerset, Dorset, Cornwall and of course Devon. We were supported by the Stag Owners Club, TR Register, TR Drivers Club, 2000 Register and we were delighted to see many non aligned car owners who had responded to articles in the local papers all over Devon.

There were loads from the North Devon area, whom we had not met before, many Club members from the north who we have only been in contact with by email previously. In particular, we were pleased to meet Peter, Andrew, Derek and Jen. Particularly impressive was the entry of many Stags from Cornwall Area SOC, and those from Somerset & Dorset. Derek Giles led in 12 cars from TSSC Somerset. We had awards for the Furthest travelled – amongst the many who had travelled more than 100 miles to join us were family Partridge from Monmouth, many of the Somerset cars and Malcolm Quick all

the way from Penzance. However Andrew Poynter, the editor of the TR Drivers Club magazine, had travelled 285 miles from Tonbridge in Kent, closely followed by Dave Thomas who had done 260 miles. There were some amazing cars there, including a lovely 1947 Renown Razoredge which had driven 60 miles from Plymouth, and we were delighted to see Peter Winston's Salvadori Special, which had only been MOT'd and put on the road the day before with the help of Darren Groves. Whilst John and I made our own way there to ensure we were there before anyone else, Marc met up with a group at Yelverton north of Plymouth, and Allan & Jackie led a group of 23 from Exeter Services, picking up more en route. Mike Crewes led the Cornish group. I

It was a really fantastic sight, over 100 Triumphs in one place in Devon and we know it has inspired a number of members there whose cars are in process of restoration, to push on and get them on the road. We were not the only ones who discovered we had problems with our wiper motor on the way home – whilst we found ours would not turn off, necessitating John putting the fuse in and out as necessary, Derek drove the few miles home peering through a wet screen and Marc also had problems in the GT6.

Steve told us that the North Devon meeting in April was attended by Ray and Wendy, Kay and Dave, Steve W and Steve T, with Steve T's latest TR7 in attendance. Much time was spent examining the new purchase and they were all surprised by how good the TR7 looked in beige, notwithstanding all the Top Gear hearing aid beige jokes!

The following week was our main Club Night at the Star Inn. Packed out as usual with the talk mainly of the Drive it Day arrangements and the various shows on this summer. Andy W came along from Exeter, telling us that his lovely GT6 will be on display with the Avon Area stand at the Bristol Classic Car show at Shepton Mallet. Allan, despite a gammy knee, has been working on Jackie's 13/60 estate, which is now back from the paintshop, whilst both Jane and I were also on the crotch list. It was particularly nice to see Steve D who has been really poorly since Christmas, but is on the mend now. Ted told us his Spit's MOT will be at the garage at Haytor, run by fellow club member Glen – remember he won the Scalextric last year.

Dan and I made the 250+ mile trip to Leicestershire for the Club's AO meeting and AGM and were encouraged to hear the Council of Management's plans to further reduce the deficit the Club has been running at. Although some of the plans may not be totally welcome, we were delighted that investment will be made in improving the website and that there is to be a proper business plan in place. We came away confident that TSSC will continue to be the Club with everything to offer and we will continue to feed back to COM constructive ideas for the future.

We have heard from Morten and Lillian from Denmark who have for many years travelled over here in their Spitfire. Whilst the Spitfire has now been sold, we hope to meet up with them in July at Powderham in their new Triumph. However, their friends, and TSSC members from Mortonhamstead, Tim and Dawn Hills, have just made the journey to northern Denmark in their Burlington special, having been inspired by a picture in the local pub – 'Denmark or Bust'. We are hoping that Tim may write about their trip shortly.

WHAT'S NEXT

Marc and Sam Treleaven are organising our second **Go Karting day – at Kart World at Menheniot on Sunday 2nd June**. Meet by 10.30am at Tesco's Lee Mill car park at the far end. The closest post code is PL21 9PE. If anyone wishes to join from Cornwall and do not want to meet at Lee Mill, you can meet us at the Windy Ridge Diner car park - 200 yards on the right towards Torpoint from Truerelefoot roundabout. We should be there at about 11:15. Marc has asked that, if anyone is planning on meeting us there, please can they let him know on 07845390677, so we don't miss them. A drive will take in a scenic coastal run around the south east coast of Cornwall before finishing at Kart World. There is no obligation

ESSEX

to take part in the karting, however there will be trophies presented. There is a basic cafe on site.

On **Sunday 9 June**, we have been invited by **Mark and Jane Parsons to their farm near Ashburton for a Triumph Picnic** if the weather is kind, from 11am to 4pm. Bring your own food and drink and have a convivial picnic. Note we would appreciate an idea of numbers attending please, and **THIS EVENT IS SUBJECT TO THE WEATHER BEING KIND** so please check with us – 01548 821348 or by email, or Mark & Jane on 01364 653896.

We have a huge entry for **Powderham Show on 13 and 14 July**, and have had to turn away entries. Even if you cannot bring your car make sure you come along to the TSSC stand and say hello.

Lastly, congratulations to a number of Devon members who have been with TSSC since 1982, Robert Houghton, Michael Overfield-Collins and Julie Stapleton.

DEVON JUNE DIARY

Sunday 2 Karting at Menheniot – see above

Sunday 9 Triumph Picnic at Ashburton

Thursday 13 North Devon sub Group – contact Steve for venue 07968 702611

Wednesday 19 Club Night at the Star Inn, Liverton TQ12 6EZ

Sat/Sun 29/30 Camping weekend at Martock

Sue & John

ESSEX

Tel. 01375 672072

www./sites.google.com/site/tsscessexarea/

It looks like the warmer weather is slowly arriving and the cars are appearing from their hibernation all shiny and ready for the year ahead, that's enough of the BS.

My office - Now for the truth on the run out for afternoon tea mentioned in last month report. Rosie played up misfiring all the way, this was proper misfires with flames in the exhaust and everything, we parked up and when she cooled down we had a look. The take off for the vacuum gauge on the inlet manifold had come out, it turns out it was only glued in, not screwed in, but with a bit of whittling, a wooden plug was made and she ran home OK. I followed her home after another cup of coffee. I set off home and at this point I heard a noise from the back of the car, it sounded like a wheel bearing going. Back in the garage, jack it up and yes there was a definitely a noise from the bearing. I made a phone call to the last member to have one changed, it was £350! That was the decider, out came the spanners, it was out that night but I could not get the hub nut undone, but Joe came to the rescue, he took it to work (he works on Trucks there). With the nut off it was out with the new Hub puller purchased from the Club Shop in December and it worked a treat (very nice tool Garth!) the new bearing was ordered and when it arrived the shaft and new bits were taken to a local press shop and 2 hours later I was fitting a new UJ and putting it back together. Total cost £63 & 6 hours work and a lot of coffee, but it seems to be running OK now. The test will come on the M25 - M3 run to the Isle of Wight.

Out and about - New club night for local car club.

18th April a Thursday evening saw us on a trip to Shaw Farm up by Woodham Ferris to a local all car, classic car club (Rebels) first meeting in a few years. We arrived in the modern car as there were three of us and things were a bit rushed with us all getting home from work. We arrived to see Kev's new Ford Sierra parked in a cornered off section of the car park that was just for classic cars. We went inside and the club had a nice corner of the pub allocated with an open fire, very nice and warm. The last time we were here we had a snow ball fight!

We met a few new faces and the Code clean man gave Joe a demo of the polish, but Joe was more interested in Kev's Sierra. We had a lovely meal on the over 50's dining card. The Next time we go will be Janet's birthday so she should get a

TSSC AREA NEWS



free bottle of wine. There was lots of chatter and it was nice to meet a few new faces. There was a good turnout for their first meeting in the new place. If anyone wants to go it is the third Thursday in the month, but not in May as they are away themselves.

Club report April 2013

- Sunday dawned bright, the Triumph was ready but Joe (son) was not. He strolled in at quarter to 11 for a 11:30 leaving time, having been out all night and a little worse for wear, so Janet took the MGTF. and Joe while I took the Spit. The MG felt at home as we were joined by the local MG Rover club.

Triumph owners present were Ian and Cheryl with 'Rosie', and Kirk Jed and Vera with 'Sapphire' their new 2500. Very nice clean car, Cheryl and Janet had a little sit in it and thought it was very comfy. There was a lot of time spent in the car park as there were so many cars there to look at. Jed had a small fuel leak from the front carb this was soon fixed as he had purchased a gasket kit but had not yet got round to putting it on. Whilst we were fixing the carb, the interest of some of the members sitting in the sun out side the pub was drawn to a man looking under a BRM Rover and the flashing of his thong (he was the wrong side of 50) it kept them amused whilst we fixed the carb. We all drifted away about 3ish.

HQ trip on 27th & 28th April - Sunday was the AO meeting and AGM for the club. Janet and I went as usual up on the Saturday for an overnight stop at the Premier Inn, making a weekend away of it. We arrived at Market Harborough and parked up, we had taken the MGTF though, so although the weather was a bit cold we were nice and snug. We had a wander round the shops which we know very well now, a nice lunch in a nice tea room and a look at the new craft fair and market in the square. At the inn we had our usual baths and an evening meal all very nice. The following morning it was up early and off to the village hall in Lubenham for the first of the two meetings. It was lovely to see all the old faces. We had a chatted to Sue from Devon who are also heading out to the IOW on Friday and were staying the week the same as us, so we may meet up for an evening meal, she also was interested in copies of my route maps around the Island. I printed some extra for her. The AO's meeting went well with all the usual banter. This was followed by one of Angie's famous chilli's and then down to the real business at the AGM. There were a lot of new ideas being suggested and the Club members gave their opinions too. One of the most controversial was the pending rise in subs but I will leave that for the Courier. The meeting finished at about 5 so it was straight home to see what was left of the house as Joe had been home alone all weekend!

By the time you read this we should have been to the Isle of Wight, covered a few miles, eaten a few cakes, drunk a few coffees and had a good laugh.

Up and coming

Saturday 8th June – Aldham old time rally
Sunday 16th June – Club day at Half way House

Sunday 23rd June – the Lawns

Sunday 7th July – Barleylands (Club stand)

Saturday 13th July - Hoddeston

Wednesday 17th July Classics on the Common
Galleywood

Saturday 20th July – 8 Ash Green music festival
Sunday 21st July – Club day at Halfway House

Birthdays Paul Neville on the 9th June, Janet on the 20th Pam Bullman on the 21st Happy Birthday to you all.

Allan



HERTS & BEDS ISLE OF WIGHT . . . WEST KENT

TSSC AREA NEWS

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

Drive it day had a good turnout with a splendid collection of cars . 22 members and sunshine, most made the garden centre with a bit of a queue for breakfasts but all came good and we all headed off and apart from a blind turn into a gateway, we made our way across country to the Rushden Transport Museum. Waiting for us were some Northants colleagues, well not loads to see there, but the clubhouse in the old station serves some cracking real ale at rock bottom prices... ..a real surprise,

The visit to the Gunpowder Mills will be over and we get ready for **Halls Green picnic on 8th June** and **The Luton Festival of Transport** for which I have some free passes to **our Club Stand on June 9th**. And also passes for **Kimbolton Charity Classic Fayre July 14th**.

Our traditional run to **RAF Hendon is June 23rd**.

See the message board or My blog for details, all these will be detailed in my local email circulation, now at 100 people and if you wish you can be added to this, just let me know.

Pub meetings, these may include a BBQ for the summer evenings as last year, this seemed well received so we hope to repeat again, with up to 30 guys and girls attending it's getting very busy. Sorry if I miss a few of you during the evening, still at **The Three Moorns Hitchin, always the Fourth Monday 8pm**. (not the last)

Happy motoring

Pete

ISLE OF WIGHT

e-mail: isleofwight@tssc.org.uk
www.triumph-iw.co.uk

That's it for another year then! What a fantastic weekend we have just had at our 24th Isle of Wight Camping event, 145 of you with 67 cars visited us this weekend and with the sun shining we all had a wonderful time. It is great to catch up with old friends and of course make new ones.

On Saturday there was a convoy out to the Needles at Alum Bay and boy was it windy up there; several of us walked along to the Old Battery which apart from being interesting has such fabulous views. In the evening we were entertained by Lucid a hugely talented local band.

On Sunday another convoy out to Calbourne Mill, some of us went from there to Brading Downs since it was such a lovely day to enjoy the view and of course the icecream, followed by crazy golf in Shanklin. Before the quiz and the raffle draw got underway, we all enjoyed the complimentary barbecue which was most welcome.

All too soon Monday arrived, off to the Wight Mouse for lunch and for the first time in a few years we all sat outside and enjoyed our meals. Then the sad bit, saying goodbye to our visitors.

Thank you all for making the effort to hop on a ferry and come over to see us, and thank you to all for making the weekend happen, before during and after the event.

We have also had our monthly meetings, drive-it day and at the time of writing still to come South of England Meet, Star 90 and Spa Francorchamps, lots to look forward to.

If you need any information about any of the events, some of which we host and some of which we are invited to, or anything technical, you can come along to the meetings, check out our website www.triumph-iw.co.uk or give Angela a call evenings or weekends on 07773 846 173.

June:

Sun 9 VHVC Visit to the Ferguson Museum, Freshwater

Mon 17 Area Meeting, The Woodmans Arms, Wootton 8pm

Sun 23 Open Day at Arretton Barns

Sun 30 St Helens Fayre on the green

July:

Mon 15 Area Meeting, The Woodmans Arms, Wootton 8pm

See you all soon, regards

Tracy.

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



Drive it Day went very well this year as a total of 14 Triumphs accompanied by a Volvo P1800 and Riley Elf/Wolseley Hornet (Mini with boot and fancy grill!). We started from the Cock



Horse as usual around 10.00 am for the journey to Hawkinge. Included in the group was John Hill and a number of his colleagues from the M25 East

group including 'Lightning McQueen!)

This year the route took us around Tonbridge to Paddock Wood then onto Goudhurst through Matfield, Brenchley and Horsmonden. We then followed the road to Tenterden through Sissinghurst and Biddenden.

An Impromptu loo stop in a lay by at Biddenden allowed the group to reform having become rather spread out up to this point due to traffic at junctions. It made a lovely sight to see us all lined up outside the Village Hall.

Up to now, we were on familiar roads from previous DID days, however we deviated at Tenterden and took a lovely road (B2067) through Woodchurch, Hamstreet, Ruckinge to Lympne where we joined the M20 south for a short blast through the road tunnels to the Hawkinge Junction. I thought my Stags exhaust was loud until I heard Chris Lilley in his Vitesse behind me in the Tunnels!

We all arrived safely at the Hawkinge Battle of Britain Museum at lunchtime in the lovely sunshine. The museum was very interesting being mainly comprised of recovered parts of 'downed' WW2 aircraft, although bizarrely cameras and mobile phones were not allowed so no picture of the displays were taken. All of the full size Spitfire and Hurricane aircraft here are of the mock ups made for the Battle of Britain Movie. None of the Hawkinge Airfield exists any more as it has been com-



pletely redeveloped for housing. Interestingly this was the closest airfield to France and according to one of the guides, very little ordnance cleanup was done prior to the building of the houses!

LANCASHIRE LEICS & RUTLAND . . . LINCOLNSHIRE



TSSC AREA NEWS

We were also greeted by the sound of a Spitfire flying over-head, which was being accompanied by two helicopters carrying members of the public taking aerial photo's which was a shame as the sound of the Helo engines drowned out the lovely sound of the Merlin at times.

Onto this months meeting, which was quite well attended with a number of Triumphs in the car park. Discussions as usual were many and varied from video of Komodo Dragon, to non existent oil pressure! Colin Robertson is developing a website called TSSC South East which he is willing to host for both the West Kent and East Sussex groups, so at some point we will move our webs.com based site to this new one which should give us a more professional look.

A reminder that we have our **Dering Arms Run in August on the 11th** starting at 10.30am from the **Cock Horse**. I also have in mind to arrange a visit to the Toy Museum in Northiam which I am currently in discussions with the owner possibly to replace one of our Tuesday Evenings during the winter months. I do need to guarantee at least 10 attendees for this and there will be a charge.

Bromley Pageant is 19th June - Colin Hugh is organising our attendance with M25 East Group

Darling Buds is 14th July - no plans for a club stand - just turn up on the day

That's all folks, hopefully some of us will be at the SEM this coming weekend (May 12th) as I write.

Steve

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Facebook:TSSC Lancashire Triumph Sports Six

Hi All. What a great turn out we had for the National Drive It Day, 15 cars, was more than pleasing, the weather was not brilliant but it didn't dampen the spirit of the day. Kevin Makin nearly didn't make it with a break down on the way which somehow fixed itself, very mysterious. At the end of the drive we all met up at The Bellflower at Garstang for food and refreshments where we could have a catch up and talk cars.

It was a good turn out for the April meeting which started in the car park as for once it was dry and light. 9 Triumphs turned up which gave us a chance to look round them all and to see what had been completed over the winter months, then it was inside for the rest of the meeting.

The rest of the evening was given over to Debbie who gave a presentation on how she started in Hill Climbing which she competes and wins in her MG as her Spitfire is not quite ready. More goes into this than you would think and that's before you start to compete. Thank you Debbie is was very interesting and at least we did ask you questions and a thank you to Leyland for assisting.

June and July are pretty busy with car shows, let's hope we get the weather this year. If you would like to know more about these events, please do not hesitate to contact me
See you all soon, safe motoring.

Mark

LEICS & RUTLAND Tel. 07530 307371

Things are beginning to happen now that the better weather is here...yes it's stopped snowing and is just raining now with a bit of hail and wind thrown in.

I well remember last year around Easter the water companies all warning that we would be on hose pipe bans and possible water rationing by the summer. Then it started to rain and more or less didn't stop.

Then a couple of weeks ago I read we were going to have the driest May on record....and you know the rest.

Drive-it-day on 21st April was a decent day for the Stilton

Cheese Run. We had about 6 or 7 cars but we were never all together at one time. Graham and Ade didn't make it due to car troubles but all sorted out now I believe. We are about to see a lot less of them in future as they are moving to a very nice and peaceful looking bungalow in Wales. It has room to build a big garage too so ideal.

Sunday 5th saw 6 of us with 4 cars at Catton Hall and this was a nice relaxing day out with plenty of classics to wander around. Wendy took the Snag and I took the TR6 with John & Jan in the Vitesse and Chris & Erica in the GT6. Stewart & Denise turned up in a Skoda or something. Vitesse still being coaxed out of its slumbers.

Laon/Spa is next on the agenda and will be all over by the time we read this mag.

We have 4 cars and 6 lads going to Laon but I will not be going on to Spa. Along with my passenger I will be visiting an old friend on the Tuesday and coming back on the Wednesday. The other 3 cars will travel to Spa via Luxembourg. Full report next month as long as we get back in one piece.

I had a choice of going in the TR6 or the Stag but opted for the TR6. I chose fun over comfort.

I don't think any of our area are going to STAR 90. The general opinion is that it is too disjointed and too expensive and I fear for this event. I hope I am proved wrong but I think it is an opportunity missed. I am also a member of the 2000/2500 club and they seem to be struggling with this event too.

Straight after Laon on Sunday 26th May is Ragley Hall then as we move in to June things get a little crazy with events every weekend.

On **Saturday 8th June** our very own **John Thorpe and Celia** are getting married so we all wish them lots of love and happiness for the big day and the future.

That's all for now folks. Keep running on 4/6/8.

Neil

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First congratulations to Sarah and Simon on the birth of their Daughter Charlotte, needless to say we expect to see them all soon at events in the summer! The hunt is now on for a more family friendly Triumph, either a 2000/2500 or a Dolomite.

Will is making steady progress with the mechanical bits for his Spitfire while he is waiting to get the body back to Lincolnshire. I'm sure Phil's back will get better after putting it out while helping Will remove the rear hubs!

Keith is beaver away in his shed turning out lots of bits for his venture in the motorcycle world of Moto Guzzi accessories, but I am sure he will have time to polish his GT6 for up coming shows such as the event at Lincoln Castle in June and Waddington Air show.

It was a bit of a quiet meeting this month, as there were only five of us at the meeting. Dave, Phil, Will, Ellie and myself, Keith and Robert were away in Scotland, Keith on holiday, and Robert for work. Also putting the meeting back a week due to the Isle of Wight camping weekend may not have helped, but back to normal next month.

Talking of the Isle of Wight, we loaded up my Herald with no end of tools and spares, there was just room for a bag and some shoes in the boot, but the back seat was jammed full of stuff as well. The trip down on Tuesday was pleasant and un rushed unlike some years, we even managed to get an earlier ferry than the one we were booked on. When we arrived at Appledurcombe campsite it was evident that the Owners had done yet more fantastic improvements from last year and they are in the running for a top award from one of the caravan magazines for best site. So if you are ever looking for a site on the



LINCOLNSHIRE LIVERPOOL . . . M25 EAST

TSSC AREA NEWS

Lincolnshire Continues

Isle of Wight we can't recommend them highly enough, Cherry and Kevin who run it are very friendly and bend over backwards to make people welcome, couple that with fantastic scenery and I can't think of a better site to stay at. We spent the next few days catching up with our friends on the Island until the event started on Friday, as usual this kicked off the weekend with a trip to the Spyglass on Ventnor front, though like last year we caught the bus so we could both have a pint or two. It was a bit breezy, but not cold. Unfortunately Saturday started off over cast and a bit of drizzle in the air. The convoy took us to Alum Bay where we had a picnic lunch, and by the time we headed back towards the campsite the clouds had given way to the sunshine we had enjoyed all week.

Sunday once again was great weather for a convoy out to Calbourne Mill to line up the cars in this picturesque setting, we later returned to the campsite for the BBQ and the Quiz later on in the evening, our team came fifth, which considering the questions was not bad. We were on an earlyish ferry on Monday, so we stopped at the beer festival at Havenstreet Railway on the way to catch the ferry. The ferry from Cowes was buzzed by the BBMF Lancaster as she left port, somehow I think she got back to Lincolnshire before we did. We did manage to drive all the way home with the hood down which made a change. A fantastic weekend, and I urge everyone to make the effort to go next year, it is the 25th Anniversary next year.

Lastly an appeal, due to being given the job of organising Stafford with Bernie, I am even less able to spend the time I should organising events for our area. Is there anyone that would be willing to lend a hand and help organise Bowling nights, Sunday runs etc.

Please let me know if you able to help as I am aware I am not doing as much as I should be for our area.
That's it for this month.

Garth

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A somewhat bizarre meeting last time, with a good attendance, and new boys Martin and Peter all present. A big "Triumph Liverpool" welcome to you both, and we hope we see you again. Alex (unusually, well maybe not so, as he also missed the previous meeting due to work commitments) was absent due to an oil pressure scare on his Spitfire en route to the meeting, as chronicled on the club forum. Fortunately, open wallet surgery has been averted, and his Spit is purring again with the right oil pump shaft in it, and the added security of a newly fitted oil pressure gauge to keep him glued to out of paranoia.

Presumably fed up with us smuggling bits of rusty Triumph into their pub, the owners, Punch Taverns, had closed the Derby Arms for refurbishment, and we had to repair to the Copper Pot up the road by QVC. We await the results of the refurbishment with interest, and will make a collective judgement on its future as our venue in due course.

Discussion at the meeting centred on possible alternative venues, and the venue for the forthcoming inter-area June meeting. This has now been rendered academic by the Cheshire area's offer to host it on the 6th June, at the Swettenham Arms, Swettenham, CW12 2LF. The pub has a website with a "how to find us" page, and it should be a good evening.

Another issue we are probably going to have to consider is the timing of our meetings. What you are reading now in the June Courier is actually the Area news for April. This is because

the Courier deadline is the 8th of the month, to appear in the next month's issue. Because we meet on the third Tuesday of the month, we cannot make that deadline, and anything we submit now will not appear until June, by which time it is ancient history. If we moved to the first Tuesday of the month, we would at least be posting news that was still relevant. The main reason we chose the 3rd Tuesday was to avoid clashing with other Areas that meet on the 1st, it wouldn't have felt right starting a new Area meeting on the same day. As we are now into our 5th year [WOW!!!!!!] I think it's time to look at it again? Opinions please!

Other topics discussed at the meeting included Carburettor linkages, Herald boot lids, ideas for events, peculiar foreign buses and much more.

We gave Drive-it Day a miss this year, due to continuing cold weather and more pertinently a distinct lack of roadworthy cars at the time. Lol has been undertaking the unenviable task of replacing the rubber seals on his Vitesse quarterlights, taking the opportunity to give the surrounding paint a new coat. He's also sourced a pair of new windows for good measure. You'd think with winning the masters he'd be slowing down? Stu, Steve, Cath and Alex have entered the Ormskirk Motorfest for August, at the time of writing bookings have just opened, so there may be time to get on board such a great event? Cath and Steve are also booked in for STAR 90 and have also booked their hotel for the International at Stafford. A few waifs and strays are hoping to make the STAR 90 celebrations.

Also newsworthy is a report in the Cheshire Area news in May's Courier that Totally Triumph is trading again with someone called Chris at the helm. If true, this will be good news for this area. On the subject of suppliers, Cath and Steve took a trip over to Spitfire Graveyard in Sheffield last Saturday, and acquired some much-needed parts for "Hettie". The place is hard to find, being tucked away on an industrial estate behind the vast Meadowhall shopping Centre and all its traffic, but it is a veritable Aladdin's cave for scrap parts, and Dave, the proprietor is friendly, helpful and charges realistic prices.

Finally, this report has been written by Steve, and heavily censored by Alex,
See you next time,

Steve & Alex

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Well, summers here at long last, well it is as I am sitting here writing this. Our first really nice weekend was back in April and so off we went on the Saturday to The Colne Valley Railway Museum for their annual car show and steam weekend. Quite an eventful start to the day for some of us, Brian and Jean ended up at a different Railway Museum before coming to the right one to join myself and Paul. This was after losing their hard top on the way due to it not being bolted down, oops!! It's a bit battered but repairable.

Drive it Day saw the M25 East join up with West Kent for their run down to the Battle of Britain Museum at Hawkinge. I think between the area's we managed 13 cars. The run was a very picturesque route through the Kent countryside and all arrived safely at the museum ready for a car show picnic before heading inside for a mooch round. To top it all a real Spitfire was flying around nearby, so, every now and then we got a glimpse of it and the unmistakable sound of a Merlin. Thanks from all at M25 East to Steve Pratt for organising the day. It was also the first time this year we have all been out together so it was good to see all the work that's been carried out over the winter. Malc's Vitesse is all bolted back together with its shiny new suspension bits, I think a mirror is on order so he can show it off ha ha. We were also treated to a display of his new 'brake/reverse light combo', looks very good mate. Steve's seats are both in and looking good. Very comfy too. Brian's

TSSC AREA NEWS

hard top was sporting a temporary repair after yesterday's mishap. The only fly in the ointment was Steve and Maria's Herald not running properly, looks like it might be a head gasket, so, it's spanners out time. It was a long drive home following them as Steve nursed it along, the big hills on route were especially fun ha ha. The head gasket repair was done in a couple of days and then a carburettor problem reared its ugly head. The piston and needle are jamming, making it impossible to set up properly. Should all be sorted by the time you read this. It must have been a week for things going wrong as my alternator decided to play up, resulting in a replacement being fitted. I think it was only the regulator but unfortunately no one stocks the parts anymore. The next Saturday evening a few of us went to see Andy and his band The Rednotes doing a gig at a local pub. It was a great night and they are VERY good. Lots of classic songs that we all like. After a very late night we were up early to take part 'en



mass' in the Chelmer Valley Car Meet's road run to Hedingham Castle. About 200 cars in total took part on a 40 odd mile route before finishing for a big car show at the castle. We finally sussed the problem with Steve's carb – needle needed centralising, which now we know how to do it, is a very straightforward process. A bit of adjustment to the timing as well and it was running sweet. Anyway see ya'll out in the sunshine - cheers



John.

June Events -

- Sunday 2nd – Hamstreet Country Show**
- Saturday 8th – Aldham Old Time Rally**
- Sunday 9th – Bromley Pageant (Clubstand)**
- Sunday 16th – Boys Toys Classic Car Show (Clubstand)**
- Saturday 22nd – Whitstable Motor Show**
- Sunday 23rd – The Lawns Classic Car Show**
- Sunday 30th – Fly Drive For Classics Show**

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

13 members of the Manchester Area spent May bank holiday in Lagafater (Scotland) we even managed to go topless. Our cottage was fabulous and very rural in fact out in the wild with Sheep, hairy coos, grouse, hares and even the odd cuckoo! And Triumphs of course. We had ice cream to die for and visited some great places including a lighthouse, beaches, botanical gardens and Logan Fish Pond which was run by Ruth, taking in sick and disabled fish medicating them in a natural environment and returning them to the wild if you ever get up to that part of Scotland you will find Logan Fishpond and the other places we visited well worth a visit. The evenings were brilliant with BBQs and games and of course the odd tipple. We would like to thank Janet for finding our stunning accommodation, Steve for the fantastic runs, Dave n Lynda for the excellent BBQ, Catherine for keeping us on our toes Martin for showing of his hoovering skills and all the gang for your help and company we had a great time.

Frank and me had a very rare night off from our area meeting (3 times in 11 years) as we went to the footy instead (our last

home game of the season) a big thank you to Pete for stepping in. We welcomed 31 members including Pete Fulton - Triumph Spitfire 1500 Wayne & Anne Ash - Triumph Vitesse 1600 and Roy Fairclough - Spitfire 1500.

Events we are attending were high on the agenda anyone who still wants to book any events please get in touch with Frank and me in the usual way.

Tatton Park this year's theme is punch night Friday night organised by Gary and Janet if last time is anything to go by amnesia will be the theme for the rest of the weekend.

The Area BBQ at Wyreside Fisheries 10/11th August is filling up especially B/B so please get your names in ASAP.

We attended the AGM on 28 April a full report at June's meeting. However membership fees are going up by £5.00 to £41 DD and £46 NOT DD.

Dates to Remember in **June 31st May/2nd June Tatton Park 4th June Area Meeting 14/16th June Robin Hood Weekend 21/23rd Peak Weekend Shinearama Open Day - 2 June** - product demonstrations, helpful advice, discounts and a butty and a brew at Shinearama (WA14 5DW) from 10am.

Happy Trumphing

Pip n Frank

NEWBURY

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As I write this the weather has finally warmed up here in the south and club cars are being used more.

Let's hope it continues.

The Country Fair at Lambourn had good weather this year, which was great as it had been cancelled last year due to the appalling conditions. We had 4 Newbury cars there: Patrick and Jean in Spitfire, Malcolm and Josie in GT6, Andy in Vitesse and Dave and I in the Spitfire. There were some very old cars there to look at and a good variety of agricultural and commercial vehicles. This is a good show as there is an Autojumble and a car boot sale with country theme, and some animals to see. It was good to see Sean and Carol who had returned from foreign parts: perhaps it was they who had bought the good weather back with them to the UK!

The Aero/Auto show at Popham was the following day and the weather was even better with sun from the start. A few Newbury members joined Guy and Suzie on the Club stand: Colin and Sandy in Stag, Andy in Bond, Dave and I in Spitfire. Malcolm and Raye were also there in a newly bought Vitesse 2-litre Mk1. Malcolm had sold his 1600 Vitesse a while back, but was suffering from withdrawal symptoms and wanted something to put in his garage! Nice car it is too. We also bumped into Paul and Joyce from the east of Berkshire who, like us, are in both the TSSC and TR Register. As the weather was so good there was also plenty of planes landing and taking off, and lots of stalls to browse.

Our meeting at the beginning of May was well attended, with a Spitfire and TR7 in the car park. Jim has sorted his Vitesse problem, a new rotor arm did the trick. Robin is working on his new Herald and Patrick has been helping Dan with his Midge. We decided to have our mystery pub lunch on **Sunday 6th October**. When we have researched a venue we will let you know where we will meet up. There is a special Triumph display at the **Atwell Wilson museum classic car show in Calne on Sunday July 14th**. More details on their website. **Basingstoke College of Technology** is running a classic car restoration course from next September. See their website for more details if you are interested.

Our annual **Cars in the Car Park** will be held at the normal club meeting on **10th July**.

As usual it is the car you would most like to take home so get



NEWBURY . . . NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

Newbury Continues

cleaning and impress your fellow club members!!!

Camping weekend on 28-30 June. As usual arrive from about 2p.m. onwards - Patrick is researching somewhere to eat on Friday evening. Area funds will pay for the disposable BBQs for the Saturday evening. The function room is also booked for the Saturday evening. Please let me know if you said you were coming but have now had a change of plan.

Meetings

12th and 26th June at the Berkshire Arms, Bath Road, Midgham starting at 7.30p.m.

Events

7-9 June Beale Park Boat Show Weekend, near Pangbourne

28-30 June Camping weekend

10 July Cars in the Car Park (Normal Club Night)

Keep 'em flying

Mary and Dave R.

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Hi. Another month of un-certain weather has come and gone. April saw the drive it day and Chris's Treasure Hunt which was attended by 15 cars including one from Cumbria. Everyone enjoyed the event, so firstly, thanks and congratulations to Chris. Well done to Graham who got all the questions right and won the trophy by a point, good luck also to Andy Boyes who won the dubious pleasure of doing the next one. The weather for the hunt was good, and it was absolutely gorgeous on the meeting night so lots of cars turned out. We discussed a few up-coming things, Silverstone which is getting a few members together, thoughts on the next LeMans Classic and different routes to go were aired. There's a ferry from North Shields to Rotterdam and then a 400 mile drive through Europe instead of the almost traditional Portsmouth Caen route.

There was another show down near Northampton combining cars and old aircraft that is extremely good value, but I've misplaced the name, not till August though.

On the car front, there've been trials and triumphs for a few of us. Steve Hill has stripped his Herald down for repair, some of the previous work left a bit to be desired, someone had welded the sills on, patch welded across the tub - bulkhead join, outriggers only welded on the bottom and sides but he's taking it all in his stride and is just waiting for a few panels to arrive.

After Chris looked after my car while I sorted my garage out, I went down to see if we could get at least one of his Triumphs running. The Gentry being the one in question. Checking of the ignition revealed a rotor arm tracking internally hence no sparks, under starter load the battery dropped to under 9V and rubbish sparks. So a set of booster cables onto my modern and some easy start into the inlet had it making noise for the first time in 18 months. I temporarily fitted the carb with a direct fuel feed and some fresh petrol had it running again, albeit with no carb controls connected it wasn't great but we've proved it's okay and Chris was very happy. At the meeting further discussion identified a couple of other issues it probably has, more on them later.

My own car was left at home languishing above the garage floor on axle stands with every bolt needed to remove a diff out except the long one through the back. L. It turns, but it seems to be seized to one of the bush inners and that's separated from the rubber. I have a plan of attack but no time spare at the moment. Ho hum.

Generally, cars that were roadworthy last month are still being used, everyone else who has something to do to make them roadworthy or fluid tight still has to get them sorted. Wonder who'll get theirs done first? Me? Possibly. Chris? Doubt it. Gavin? Probably. James? Maybe - he'll probably end up living in the car anyway seeing as his house appears to be self-destructing at the moment.

Don't forget the **Corbridge show** is coming up soon, **first weekend in July**. Investigation into a Lakes run continues as well. **The Keilder Toll road run and show** is soon also. Good luck to Richie who's definitely doing them. That's all for now, Cheers

Mark

TTOTM - Spark HT leads can make your fingers tingle.

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May has arrived quicker than expected, and the Northants team are busy organising the **Wicksteed weekend, Friday 31st May - Sunday 2nd June**.

Beginning Friday night with a Chilli night and get together, drive out on Saturday and a Barbie Saturday night, with a monster theme fancy dress for all those Adams family's out there who are up for a bit of a dress up, for those who don't want to do a full weekend, Sunday is Rally Day for all of you to get together and mingle with old friends and new, ending with car of the show.

Hope to see you all there.

Dave & Angie

NORTHERN IRELAND
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Greetings fellow Triumph nuts. The new season is now well under way. Our first event, the annual trunnion oiling fest, took place on 6th April - hopefully there is an article on this in the Courier. This was followed three weeks later by the National Trust Vintage Rally at the Argory, Moy, County Tyrone. This is a popular event and attracts a wide range of different vehicles



Some of the club cars at the Argory

including all sorts of classic cars, tractors and stationary engines, all in the grounds of the Argory House. The National Trust do a rather decent burger as well as a well stocked second hand bookshop (popular with at least one club member). All in all it's a fairly laid back chance to catch up with old friends, we even got a nice sunny day, except for the sudden hailstone storm. We really should have a prize for the member who can put their hood up quickest! There was a good turn out of members and it was particularly nice to see Nick Livingstone with his 13/60 Herald who travelled down from Belfast. Richard Rutledge and girlfriend Maureen also appeared complete with their new baby - Pepper the mini schnauzer puppy!

There was a good turnout for the May meeting and a few more Triumphs in the car park including a gunmetal grey 1500

PETERBOROUGH SCOTLAND CENTRAL WEST



TSSC AREA NEWS

Spitfire which none of us recognised. It turned out that this belonged to Dan Millar who lives in Newry. This was his first club meeting and Jacqui made sure he did not leave without an entry form for Totally Triumph. It was great to see you Dan and I hope you can make it to a lot more club events this year. Apart from the usual exchange of advice and spares (Keith picked up a radiator and Alasdair a hood bag) most of the discussions at the meeting were about the Totally Triumph Show. Douglas has organised both the finishers awards (but would not tell us what they are) and Concours trophies. I made a plea for assistance judging the Concours and Michael Kernahan took one step forward (as it were). Many thanks Michael.

John Gill gave an update on the late May bank holiday weekend run to Bundoran in Donegal. Fourteen people in seven club cars have signed up this event which has been organised by Philip and John. As reported in last month's Courier there is a classic car show in Donegal town that weekend and it will form part of the itinerary. John also suggested, as the weather is improving and the evenings getting lighter, that after the June meeting we should head (in our Triumphs of course) to The Rinkha, Islandmagee, for an ice cream. An excellent suggestion and that's exactly what we shall do - so make sure to bring your Triumph to the June meeting. It was also suggested that we should organise a visit to the railway Museum at Islandmagee some time and I will look into this. The club has also booked a stand at the **Kilbroney Show on the 15th June** and entry forms have been sent out to all local members. Some members also talked about going to the **National Trust event at Mountstewart the next day (16th June)** and I subsequently sent entry forms to all members I have email addresses for.

By the time you read this the annual Cultra Speed Hill Climb will have taken place at the Folk & Transport Museum. Entry forms for **Craigtiet Hill Climb in August** are now available (It's the 100th anniversary of the event, I have my entry in already). As you can see there is plenty going on - keep tuned to this station for regular updates!

Jacqui & Paul

PETERBOROUGH

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Both Paul and myself attended the Area Organisers meeting and the AGM on Sunday the 28th of April. There were some interesting remarks that came out of the AO's meeting and we both agreed there was some very interesting and solid news coming out of the AGM about the future budget.

Paul apologised for not being at the Club night but was having to burn the midnight oil to get an article finished for publication and was having to go down to London too with family problems.

Once again a very good turnout for a Club night with 19 of us enjoying the superb spread which Marie and the Team had prepared for us. Steve was treated to a 'quick' ride in Andrews Porsche which now has its new Valvetronic exhaust fitted - releasing another 25bhp and a bit more noise too! Tina and David had done a great job in organising our Club for the Stilton Cheese run. It was enjoyed by all who took part. Many thanks.

The lads and lasses were discussing their trip to Laon and Spa later in the month and the reports and more of their exploits will appear in the July edition of this magazine.

Peter and Linda once again spoilt us with a super Quiz - these quizzes are harder than my Aunt Mary's hard boiled sweets - and they are hard! It sounds as both the Mondeo and the Gentry were transpiring against them to go on holiday and thank heavens for a taxi to get them in the air on time!!

It was decided to split the Club Vouchers we won recently in the Area draw up (which incidentally will be one of the last draws for these) and use them with random raffle prizes to enhance the attraction for one of the most exciting parts of a Club Night over the next few months. (A bit like a joke in a

Christmas Cracker but far, far more valuable).

We do have a wide range of the specialised tools for our cars available for loan for a small donation from our club members to club funds - please contact Steve on abbott4747@talk-talk.net for details and he will be trying to arrange this to be popped onto our club website. Another job for Gary! I think we may have more tools than time tho'!

Gary had sent his apologies due to pressure of work but had made the statement of how good a value the weekend tickets (available through the Club) for the historic Donington event were.

Amongst the list of very local Forthcoming Events :-

Bourne Classic Car Show - Sunday 9th of June
Market Deeping Armed Forces Day - Saturday 29th of June

Baston Car Show - Sunday 7th of July
(Angie is kindly bringing the Courier and the Club Gazebo - manpower needed to erect it please)

Kimbolton Country Fayre - Sunday 14th of July (Paul has the tickets and will post if you are unable to make the next meeting - please ring him to confirm)

We do have 2 events that we attend on the **25th of August** and need to make a decision but please contact Steve for the **Stamford Car Show** details.

For a full list of events, please contact Paul Lumsdon for an updated sheet.

We both look forward to seeing you at our next **Club Night at The Red Lion at West Deeping, PE6 9HP on Monday the 10th of June** at around 8.00pm. Gosh it is frightening how quickly this year is slipping away, but be at The Red Lion for a noggin and a good natter in June and join in the raffle.

Colin had a spare Spitfire bonnet at a goodly price and I don't know whether it is still there but try him for further details.

Please don't forget to take those unique photo's of your car whilst on exotic locations (well ok then - probably unusual locations!) for the calendar next year.

Keep Paul happy - snap a Triumph!

Wishing you Happy, Safe and Carefree motoring till the next Courier.

Doug

SCOTLAND CENTRAL WEST

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The Mayday meeting had a good turnout with 4 Spitfires, 1 Stag, and 2 Heralds plus moderns. Lochinch was open with new landscaping and pitches. We are still going to meet here, but there may be changes to the car park. The management welcome us using the facility, but due to the new pitches being popular there may be a parking warden at peak times. The weather was good for once and we were all able to look over the cars and talk technical before heading inside for the usual meeting. I was not allowed to touch anything after last month's marathon tune up? session. The problem last time was two faulty rotor arms.

We went through the calendar for the shows. I have tried to get a show for each month, and we are not going to the regular events but trying different ones. You are free to attend any other shows but it will have to be as an individual. The list is below. Please try to support us if you can as this will lead to other things in the future once we are established. The Camping Get together is taking shape. We are still fine tuning the weekend, so if you have any ideas please contact me. We will use the Park as a base, so you are free to tour, walk, cycle or just visit. I will also have some archive material showing in the small theatre. At this point we discussed events such as Stafford and



SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST

TSSC AREA NEWS

Scot Cent West Continues

later in the year, **Selkirk Show** which is a possibility in **September**.

Report on Drive It Day. A non dry day dawned and using the Argyll Motor works as a meeting point was brilliant. We had 11 cars on display, along with other classics and lorries out for the day. The Shop Staff and site staff were great and we had an area to ourselves for the Club cars and after negotiations a BBQ spot. A bit hastily done, apologies, thanks to those who brought food and stoves, and even went home for a stove. No supplied BBQ due to Café which ran out of food, so all worked out eventually. The Argyll Car Accessory shop was open and even had a small autojumble, what more can you want? After lunch we decided to drive to the Green Welly near Tyndrum. So after tidying away and various thank yous to shop and site staff, off we went. Now who remembered about our banner on the railings???? A quick stop to retrieve it and a bit of try to catch up. By the time we reached the destination it was pouring and I was roofless (Mk 2 Spit remember). Cup of tea and a dry out later and we were on the return. Good road, but wet, tourism route too, Buses too. But as always there is always someone who looks at the cars and says I used to have one of those. I hope everyone enjoyed the day, again proud of you all, a good representation of the Scottish Area, and we will be invited back.

I also bit the bullet and visited my 2 cars in storage (Vitesses). After 4 years standing I ventured in. Not too bad, dry secure, surrounded by bus parts, large bus parts to be exact, able to work on them but not coming out in a hurry. Renewed my enthusiasm for them. Decided not to buy any more (famous last words) but get these going sometime. I also found my spare Herald rotor arms in the boot. But no keys. That is the thing about the cars being a distance away. I have keys now, but not for the aftermarket steering wheel lock. I have had various suggestions for removal, so it will come off. More soon.

Everyone is either preparing or has their cars out, so I hope for good weather to boost our show days. I have some area housekeeping to do and we should be, Go. If you have photos we can show! At the Camping Get Together, please put them on a Memory stick for the photo viewer. We are looking for Area photos to show what we do.

The Kirkintilloch Canal Festival is also arranged for **25th August**; again we will have the Main Street closed off for the car displays. Details to follow.

Selkirk is a possibility for camping again weather permitting. I may be looking for a Spitfire OD gearbox (early, D type) and diff (4.11) as mine are both complaining also a Vitesses OD gearbox and OD. (D type) (Do you see a pattern here?) I am told that some recon items are not as long lasting as originals, I seem to be testing this theory.

Dates for 2013.

Hamilton Classic Car Show - Saturday 15th June.
Hamilton Town Centre. Plus meal at Dave, Karen's.
TSSC Scotland Central and West Camping Get Together
6th, 7th July at Mugdock Country Park.
Erskine Hospital Classic Car Show - NEW - 14th July
raising funds for Ex Servicemen
West Coast Rally Eglinton Country Park - 14th July
NOT Attending as Club see above.
Stafford Scotland Expedition - 16th, 17th, 18th August.
Kirkintilloch Canal Festival Sun 25th August -
Main Street Kirkintilloch.
Selkirk Show 15th September,
possible camping weekend with Cumbria?

Club stands at shows need definite numbers before I can book, extra spaces are difficult to arrange.

NEXT MEETING will be on the **5th June**.

Please come and say hello at the meetings or shows if you can. Lochinch should be open and is our venue unless the 2014 Games take over. I was told that because we used the Sports Club we were entitled to use the brand new 3G pitch. All we need now is a 15 foot diameter football and 5 cars per side. I think the groundsman might have further words if we did.

Triumph on.

Gregor G.

SCOTLAND NORTH EAST

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Hi. At our April meeting which was held at the Lairhillcock Inn there was a good turn out from all the Triumph Clubs, most of us had our partners and had a meal which as usual was very good.

Drive it Day report; This should have been in last months news but I missed the deadline - any way here it is.

The event was held in conjunction with the Garioch club We met at Aberdeen Beach Esplanade at 9am, there was a good turn out of over 30 cars parked in a Le Mans style line up. We set off at a steady pace driving up through Newburgh & Hatton to the Happy Plant Garden Centre in Mintlaw where we stopped for coffee. There were 53 cars and 1 M/Cycle in the car park as more joined us on the way. We then headed off across country to Fyvie Castle.

More cars had set off from Oldmeldrum arriving at Fyvie around the same time as us making over 70 vehicles in total taking part.

Now that June has arrived the events season is in full swing with **TRIUMPH DAY on the 23rd June** approaching fast, this year the event will be held at Fyvie castle and we will be part of the Morris Minor Rally, Please let me know ASAP if you are joining as I have to advise the organisers on how many cars we expect.

There are plenty of trophies up for grabs so get polishing.

The other events for this and next month are as follows

2nd June Fraserburgh Rally there will be a Stag stand.

9th June Kildrummy Rally

15th-16th June Bon-Accord Steam Rally at Castle Fraser.

23rd June TRIUMPH DAY at Fyvie Castle

30th June Alford Speed Fest

13th-14th July Glamis Extravaganza

21st July Classic and Vintage Gathering at Alford

Our next Triumph Club get together is our mid month meeting/meal evening on the **13th June**, we are heading for the **Marine Hotel in Stonehaven**. Our end of month meeting is the **Mid Summer Run on the 27th June to the Ythan View Hotel**.

For further information on the above please go to www.brmmbrmm.com/grampiantr or give me a shout.

Our monthly meetings in the Spring and Summer will be held at different Inns and Pubs throughout Grampian so come along if you can.

Also if you are a Stag owner and a TSSC member us Staggies meet at 8pm on the **3rd Wednesday** of the month at the **Shepherds Rest, Westhill**, you are welcome to join us.

Any changes to the meeting date/venue/or any other information you need to know will be published on our Grampian Triumph Clubs Website "Stop Press" page at <http://www.brmmbrmm.com/club/grampiantr/6.htm> so it's worth having a look before heading out.

That's all for this month.

Danny

IMPORTANT NOTE

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

SOMERSET SOUTHERN . . . NORTH STAFFS

SOMERSET

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Hi all, Drive it Day was a resounding success with 12 cars meeting up at Taunton Deane services and another meeting up on the way to The Big Sheep. The drive led by Andrew in his Herald made our way across Exmoor without incident and meeting up with a GT6 along the way.

The hoped for 100 Triumphs was exceeded and congratulations go to Sue and John for organising such a great day out. April's Meeting saw a few cars fresh from hibernation in the car park. John Stewart brought along his lovely Herald, first time at a Somerset meeting being exiled from the South East.

By the time you read this we should have had our drive to Pecorama in Beer in warm sunshine.

Brymore School open day is on the **29th of June**, we have a few cars booked in but if you are interested in coming along then let me know

Trying to come up with some ideas for drives, please feel free to contribute if you have some inspiration.

Some Dates For your Diary

July 13th and 14th Sedgemoor Vintage Show at Pawlett.

July 13th and 14th Powderham

**August 3rd and 4th West Somerset Railway
at Norton Fitzwarren**

Sept 1st Thornfalcon

**November 2nd and 3rd Restoration Show,
Bath and West Showground**

Next meeting is at the **Fox and Goose on the 11th June** at 08:00.

Steve & Derek

SOUTHERN

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Hi All, and first an apology for no report last month. I completely lost track of the time having been off work for a month.

Our regular meet at the Stars was well attended and we even managed half a dozen cars out front. Unfortunately the Spring Vehicle Meet at Wyke Down was cancelled due to poor ground conditions but was equally made up for by the Wessex Area's "New Forest Run".

The weather was a tad chilly but it was still a bright day. The run started at the Avon Heath Country Park where we were able to get a brew and bacon roll before we started.



The halfway mark was at a village hall where tea, coffee and biccies were laid on and the run finished at the Sammy Miller Motorcycle Museum where the cars were judged by the other drivers. Southern did very well again this year with Peter taking the crown of best Stag, Paul for best TR5, Vanessa for best Saloon, Neil runner up GT6, Mike H, best other and me with best Vitesse. The day did get a bit warmer so it was made all the better to have the roof down on the way home. I would like to thank the Wessex Area for a most enjoyable and well organised event.

Drive it Day was organised by Neil Fletcher and was supposed to meet up with the Locksheath Classic Car Club somewhere along the way but it didn't quite make it. We left the Stars at 10.30am in a convoy of nine cars taking us out via East and west Meon, Corhampton Twyford Stockbridge, Romsey and after that we had to stop for some light refreshment, that's when the Locksheath guys past us. We did meet a group of half a dozen Triumph Roadsters and a TR4 who had stopped for a drink. We pressed on through to Eastleigh and back towards

TSSC AREA NEWS



Bishops Waltham then to our final destination of Fort Nelson. A really interesting run out ending in an interesting final venue. Well done Neil and thanks.

May and the first Sunday of the Month at Goodwood was "soft top Sunday" I left home at 6.30am and got to the circuit just before 7am, they hadn't let anyone in when I arrived. I was sent to the chicane end of the straight and Paul was parking a few cars away as was Richie.

Peter and Lee (sounds like a seventies pop duo) were not so fortunate and were parked in the overflow park. This turned out to be a mammoth gathering of cars and they were still arriving as I left at 11.15am. It also drew a lot of other people in, almost made it impossible to get out but a super morning as regards weather and the vehicles on show.

On the **28th of June until the 30th is the Cornwall camping weekend**. Mike and Barbara, Mark and Vanessa, myself and Jackie and friends Steve and Lynne will be going, as will Wendy Manser for the first time (so pleased your joining us). Anyone else who would like to go please contact me or see me at the Seven Stars and I can put you in touch with Sally-Ann who organises the event.

There are static caravans at this site near Bude and also local B+B's for those who do not like canvas.

That's all for this month, please start taking photos for next year's calendar.

Up and coming events

June

1st Bishops Waltham Show 11.30am

Elizabeth showground

2nd Queen Elizabeth Show, Club Stand. (make sure your in before 9.30am or they won't let you in)

2nd Goodwood Breakfast Club, Super car Sunday

4th Regular meet, Seven Stars, GU32 3PG

7th -9th Beale Park Show

7th LL Club Show at Hollycombe

7th Woking and Sam Beare Classic Wheels Day

15th Portchester Gala, 10.30am - 4.30pm

20th Roaming Meet, The Elsted Inn, GU29 0JT

28th-30th Cornwall Camping Weekend

July

2nd Regular Meet, Seven Stars, GU32 3PG

12th- 14th Ardingley

**18th Roaming Meet, The Flower Pots, Cheriton,
SO24 0QQ**

20th The Ripley Event, Ripley, 11.30am - 5.30pm

August

2nd Rogate Village Fete

4th Goodwood Breakfast Club, Thoroughbred Sunday

2nd-4th Stroud Vintage Transport Show

6th Regular Meet, Seven Stars, GU32 3PG

11th White dove Show, Kingley Sports Ground GU35 9PD

**14th Roaming Meet, The White Horse, Ampfield,
SO51 9BQ**

17th Capel Classic car Show

**16th - 18th TSSC International Weekend (this year 50
years of the big saloons and the Bond)**

31st Camberley Classic Car Show

Take Care

Mark

NORTH STAFFS

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June wonderful June, as I sit here writing this report it's still damn cold and I dream of sunny days in an open top car (dream on! it's doubtful if the Vitesse will see sunshine this year), and we have seen very little sun so far this year.



NORTH STAFFS SUFFOLK . . . SUSSEX

TSSC AREA NEWS

North Staffs Continues

A good turn out for last months meeting, hope that a few more Triumphs turn out for **June's meet on the 26th**. We are also joining up with 4 other areas on **6th June** (to be confirmed) for their annual midsummer gathering which should bring together a large number of classics for what I hope will be one of those sunny June days I was dreaming of.

The Drive it Day run turned out fine until the last few miles on the way home, when you start to appreciate the improvements made to windscreen wipers that actually sweep more than a few inches of the windscreen. In total eleven cars made the run to the Peak Rail Centre at Rowsley for the charity run in aid of Cancer Research. We met up with the Cheshire area at 10.15 on a fine Sunday morning, except for Mark & Annie in their Stag who would try and join us on route as Annie had just returned from the USA to Heathrow at 6.30am that morning, now that's dedication.

We set off at 10.30am and immediately hit traffic lights due to road works which could have broken the convoy. As I was leading I didn't know if we had left anyone back at the lights so was desperately trying to think of a suitable place where ten cars could pull over to regroup before we had to turn off the main road in case the rear cars missed the turn. Just before the right turn we hit a stretch of straight road where I pulled over to wait for everyone to catch up and moved off again making the right turn onto the road to Thorncroft.

After about 3 miles a photo shoot stop was planned at the Mermaid Inn however this now seems to be under private ownership and the proprietor was not amused to have ten cars pile into his driveway, so when I was sure we had tail end Charlie with us we moved on.

Hartington was the point where we hoped to meet up with Mark & Annie, however the centre of this popular village was full of cars so stopping there was not possible. Trying to call Mark on the mobile also was not possible, as expected, no signal could be obtained, like wise for Mark trying to contact us, just as well I sent the route via email earlier in the week. There was one deviation from the planned route a second stop in a car park just before Youlgreave we somehow missed this, I put it down to my navigator.



We all arrived at Rowsley OK but I was not that popular as the car park turned out to be some sort of suspension test track and it now seems that a number of cars found that work is needed on their suspension systems.

After a ride into Matlock on the steam train we had a walk round the towns shops, pubs, cafés & garages, at one garage I was very tempted by what appeared to be some very good priced cars suitable for her indoors who keeps asking for a small car. These being a BMW-Mini under £3k and a BMW Z4 £1900 which looked in very good condition, I have given up trying to convince her that a Triumph Dolomite would be an ideal small car for her.

The return trip on the train proved timely for the very short drive to the Grouse & Claret where the remaining ten of us were to enjoy a nice meal to end the day.

A raffle helped raise the total funds to £50 which for such a

small number of people I thought was a good result, Phil won first prize which was a picture of Triumphs or a home for birds (nest box) he of course chose the picture and Adrian won the booby prize, in all a successful day.

Next meetings 26th June and 31st July

6th June 4 Area meet

14-16th June Pageant of Power

16th June Trentham Gardens Classic cars

23rd June Weston Park (rescheduled Easter tickets valid)

Keep driving the dream

Dave

SUFFOLK

Tel. 01206 250360

e-mail: Suffolk@tssc.org.uk

The sunny weather brings out old cars and May's meeting was no exception to this with a nice line-up of Triumphs. Unfortunately Geoff could not join the Felixstowe "convoy" due to a flat battery so his TR7 V8 stayed at home, hope to see it at June's meeting.

Our regular spot devoted to car acquisitions sees Chris with another EBay purchase, a pimento red TR6. As an abandoned restoration, much bodywork has been done although there is still much to do to complete it. Apparently all available storage space is now taken up, hmm, I wonder.

Several members, myself included, took part in the Ipswich to Felixstowe run on 5th May. What glorious weather for the occasion (and a bank holiday weekend too). Around 450 vehicles were entered along with about 75 motorbikes. The crowds of visitors looking at the vehicles on display flooded the prom to capacity; so yes, a good day for participants and spectators. But sadly Simon's Herald didn't make the run coming to a stop with a seized brake calliper.

Mike's renovated Herald estate passed its MOT at Easter. It is not fully completed yet as there is still the radiator grill and sills to sort, the internal trim to do, and the paintwork needs flattening and polishing. After the MOT the fuel pump failed but following its replacement the carbs could not cope with the increased pressure. That is now sorted with new needle valves but now it will not tick over. So, that's got to be fixed as well.

Further progress on Lindsay's Vitesse with some of the car's bodywork now sprayed. Should not be long now before shiny bits can start going on.

And finally, Justin's Spitfire now moves under its own power. Still work to do but progress indeed.

The next meeting is **4th June** followed by the **2nd July** and **6th August**. So, see you at the **Sorrel Horse, Barham on 4th June** at 8:00pm.

Peter

SUSSEX

Tel. 01444 450941

So what a change, last months meeting it snowed, this months it was barmy sun (well not quite!) but we have seen a definite weather improvement!

We would like to welcome Richard who has tuned up in his very nice Green Stag. Sorry you missed us when we switched meeting from Tuesday to Wednesdays

Colin has us hooked us up into the TSSC southeast website to be found at www.tssc-southeast.org.

Bob was also at the meeting having travelled all the way from Brittany, France for the meeting. He was telling us about all the issues with the town Mayor and his planning permission. He is also hoping to come over for the **track day in November** along with myself and Clive

Pete and Clive are still working on Clive Spitfire. Clive is hoping to bring it to the **Club Triumph track day in November** so we are all hoping for good things from this car. If not Clive will have to revert back to the Toledo again.

I've been doing so research on CCK Historic and I am look-

THAMES. . . NORTH WALES

ing to taking my Spitfire over to Uckfield to have it rolling roared. I'll keep you up to date with what goes on there.

Future events:

5th June Meeting at the Anchor Ringmer Next meeting
3rd July Meeting at the Anchor Ringmer

Bring your partner to the meeting evening we will meet up earlier with the view of having a bit to eat and we are encouraging bringing partners along.

17th/18th August Stafford Showground

25th November 2013 Club Triumph Track day Goodwood
 Regards

Martin

THAMES

Tel. 0777 362 3807

e-mail: thames@tssc.org.uk

www.tssc.org.uk/thames

Hello all. Well I expect you could have guessed it, still no sign of my Vitesse despite getting the rear wheel bearing replaced thanks to Adam C (Surrey Area & Moss). But removing the rear hub assembly was its downfall as the silicon brake fluid reacted with the spraying of the bodywork. The annoying bit is the spillage was pointed out to them "oh don't worry it will all be cleaned first" they replied. Anyway a big wonderful thank to John P who not only supplied a bearing carrier for my knackered rear wheel bearing but also kindly lent us his TR7 so we could go to IoW camping weekend in Triumphant style. Farnham was very enjoyable and sunny! As well as sorting out SEM for the first time what a nightmare this month has been... you can only laugh so read on and enjoy

SOCIAL EVENINGS AT THE FOX & CASTLE - 11th APRIL
 With the lighter evenings now back with us we have a wonderful turn out to keep Julie and me company this meeting. They were George B, John C, Graeme C, Chris and a warm welcome to his brother Phil C on his first visit to our meeting, Mike G (Southern AO) David H, Mike H, Mark M, John P. Work on our Triumph's has been :- Chris Mk3 Spitfire is now back on the road with a new radiator and water pump.

Mike has done the finishing touches to the SEM Herald model and it looks great.

John P & David are selling their spare Triumphs, John has a TR7 convertible & David has an Mk4 Spitfire. Julie's Raffle winners were:- Mike G won the bottle of wine, George won the Easter egg, I won a small can of WD40, Mark won a set of pliers, Mike H won a wash bucket scratch shield, John P won TSSC £5 voucher.

25TH APRIL Just me tonight as Julie's looking after our poorly cat. I collect John C on the way to the meeting. There we are greeted by Tony H, George B and John P on this sunny evening. Triumphs in the car park were Tony's TR8 coupe and John's TR7 convertible.

Work on our Triumphs has been:- I managed to remove the rear hub off the Vitesse and get it to Adam and he kindly replaced and set up the rear wheel bearing.

John's TR7 brakes are better than ever with the new brake calipers fitted and even the clock is now working. George checked over his Vitesse and camping trailer ready for the IoW camping week end. We all had a wonderful evening.

SHOWS & EVENTS - 14TH APRIL We have the Panda loaded up with our show equipment and looking out for Trevor in his Herald 13/60 saloon, before heading off to Farnham centre car park.

Once there we unload the equipment and start setting up the gazebo, banners and set the flags flying. Soon the kettles on, with teas and coffee in demand we have a great line up with some guest Triumphs joining us on this windy but sunny day. They were Mark S in his purple GT16 convertible, Tony & Penny in their TR8 coupe, Martin & Cynthia in their Spitfire 1500, Dominic in his Vitesse Mk2 saloon, George & Chris in George's Vitesse Mk1 convertible, Trevor in his Herald 13/60 saloon. Mike H was there in his VW. Other Triumphs on show were



TSSC AREA NEWS

Two TR4's, a Mayflower, Two TR6's, a TR3, a pair of Stags and Herald 1200 convertible amongst the 100 plus classic's on show. There was also a small amount of Auto Jumble. We had a wonderful day in the Sunshine after a long winter.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **June on the 6th & 20th and in July on the 4th & 18th.**

Please come and join us for a warm welcome or call me on 07773 623807.

Upcoming events are

June

2nd Classic London to Brighton Run Brooklands

8th Triumph Car meet Ace Cafe London

9th Woking Hospice show at Mercedes Benz World Brooklands

9th Classic Wheels Event Tangmere

15th Aldershot Car Show Aldershot

16th Brooklands Double Twelve Brooklands

21st/23rd Mid Summers Madness Easton Royal

22nd Royal Grammar School Classic Show High Wycombe

23rd Parkside Family Fun Day Aldershot

23rd Hedsor Classic Car Show Bourne End

29th /30th Cornwall camping weekend Cornwall

July

7th Heathrow Classic Vehicle Show Heathrow

13th Ardingley Vintage & Classic Car Show Haywards Heath

14th Thames Valley Festival of Transport Maidenhead

14th Clandon Park Classic Show West Clandon

20th Ripley Event Ripley

20th The Bourne Show Farnham

21st Uxbridge Auto Show Uxbridge

Mickey & Julie

NORTH WALES

Tel. 01691 600215

www.wrexhammgandtriumph.co.uk

email: helenahill@btinternet.com

Hello, everyone. After a serious discussion, we, that is Helena and Roger, have decided to take over the reins where Sam stood in, and try to consolidate our North Wales Triumph enthusiasts so that we don't vanish beneath our MG friends! We would like to give Sam a big thank you for his hard work.

The first sunshine event of the year was at Gawsorth Hall, Cheshire. We met at Chester for a drive to Gawsorth:- we split up, as sometimes happens, some got a little lost, but eventually our group re-assembled at Gawsorth under a sunlit sky. The show included a wonderful assortment, from some of the earliest cars and motorbikes produced to some of the latest models, including the latest Jaguar sports car. A great day out in beautiful surroundings. For this event we chose the Stag, so many miles in comfort. At the show, with our new flag flying, we were joined by Henry and Dave, of Cheshire and North Staffs. TSSC respectively.

They invited us to go along to their joint meeting on Thursday 6th June at The Swettenham Arms, Swettenham Village, Nr. Congleton, Cheshire. Telephone no. is 01477 571284. If using Sat Nav, put in Swettenham Lane, not the post-code.





NORTH WALES . . . SOUTH WALES

TSSC AREA NEWS

North Wales Continues

Don't forget, our group meeting is on the **first Tuesday of the month at the Plough Inn in Gresford** at 8.00 p.m., and the **last Tuesday of the month is our OFFAL run and lunch**.
Contact details remain with Sam on **07772 787020**.

Forthcoming events:-

26th and 27th May:- Prestatyn Run and Show.

1st and 2nd June:- Tatton Park.

8th June:- Kingsley Garden Event.

9th June:- Welshpool Air Show and Classics.

22nd and 23rd June:- Kelsall Steam Rally and Classic Car Show.

23rd June:- Weston Park.

Regards,

Helena & Roger.

SOUTH WALES Tel. 01656 861709

www.triumphwales.moonfruit.com

e-mail: gwyndjevans@dolomite1300.plus.com

Cardigan Show May 5th 2013

Jack and I met Paul and Barbara G (in their beautiful newly acquired TR6) and Mike The Cake at M4 Junction 30 services at 6:45am then drove to meet Rob & Pete at M4 junction 35 services, we were hoping area super hero Paul Johnny Breakfast Price would turn up, but he had said he wasn't sure if he could make it (he had muttered something about retrieving a World War 2 German bomber plane from the ocean), so we drove off westwards along the M4 until it's end at Pont Abraham services where we stopped in case any other members had decided to attend the show. I then continued to lead the small convoy in my TR4A, followed by Rob & Pete in their Vitesse 6, then Mike The Cake in his Spitfire MkIV with his freshly baked jam & cream sponge strapped safely into his passenger seat, then Paul & Barbara in their TR6. The sky was a bit overcast and there were a few spots of rain, but we kept the roof down on our 4A and Rob & Pete were also "topless". Mike The Cake was not going to risk getting his cake damp!

Our next stop was about 40 miles further on at Pemblewin truck stop and we arrived there with just enough time for a fast natural break before we had to carry on to meet Mark Davies in Llandisilio. Rob said that PJBP had phoned and that he was running late and would meet us at Cardigan so we had to keep him a space. We drove the last 30 or so miles to Cardigan picking up Mark in his Frogeye (Vitesse estate still undergoing restoration) and were marshalled into a nice area where we quickly erected our Gazebo, TSSC banners & cordoned off our area using our new stakes and TSSC bunting. When everything was set up PJBP made his appearance and explained that he had set his alarm for 5am, but unfortunately he was using GMT (Gelligaer Mean Time) which is 24 hours behind Greenwich Mean Time.

After a quick look around the show we all strolled into Cardigan town and had a great lunch in the fish & chip cafe, I couldn't resist supplementing that with a hot dog from the BBQ back at the show, then Mike started cutting up his sponge to divide equally amongst the nine of us, one for me, one for Rob, one for me, one for Pete, one for me.....! Paul G then produced a freshly baked fruit cake which he had made himself (we are going to have to organise an area "bake off" at the end of the year!) and shared that amongst us. All I had to offer was a box of chocolates and I had eaten all the best ones on the way to the Show! Rob had a box full of scones with jam.

At the end of the show Mark took a direct route to his home while the rest of us took a scenic route along the B roads and then through the Brecon Beacon National park in the now beautiful sunshine with my 4A, PJBP's Spitfire 1500, Mike The

Cake's Spitfire MKIV and Rob & Pete's Vitesse with the soft tops down. Paul had chosen a great day for his & Barbara's maiden voyage in their TR and they seemed very pleased with it (although I think Barbara said that the Vitesse was more comfortable).

I covered 238 miles on the day and although the (now very slight) intermittent misfire had returned to my 4A (only when under 2000rpm) as I drove the last few miles down the M4 I reflected on what had been an absolutely fantastic day with a great bunch of people and how lucky I am to be a part of TSSC S. Wales. And what we lacked in numbers was more than made up for by the quality!

STOP PRESS!! I have negotiated a deal with **Fairwater Garage in Cardiff**, they will mot our members cars (both classic and modern) for the trade price, they are very Triumph friendly, all anyone who wants to take up this offer has to do is tell them they are a TSSC member and that they know me (Bernard Littlewood) when they book.

Bern

Morgan Car Factory Visit May 3rd 2013

Thirteen TSSC S. Wales Area members met as arranged for the 65 mile run to the Morgan Car Factory in Malvern.

We arrived 15 minutes before our guided tour of the factory was due and had refreshments from the very nice cafe area. We then watched a film that gave a brief but interesting history of the Morgan Company and our very friendly and approachable guide took us on a tour of the manufacturing areas.

As there are a few S.Wales Area reports for this month I will keep this very brief (you can visit our web site for the full report <http://triumphwales.moonfruit.com/>), everybody thoroughly enjoyed the tour and all questions were welcomed and answered. We were afforded plenty of time in each area ranging from the wood working area where the Ash frames were being made by hand to the paint shop where a line of cars were waiting for their paint to be applied.

The tour ended with a visit to the Morgan museum and finally the shop where various souvenirs could be purchased.

Speaking as a retired Engineering manager I could identify quite a few areas where production could be made more efficient, but on reflection this would probably remove some of the "soul" that the Morgan working practices integrate into their cars, after all they must be doing an awful lot right to be still producing beautiful hand built cars after over 100 years of production. I applaud the Morgan Company and its workforce. I am also grateful for the reception that we the TSSC S. Wales Area received from the staff that we came into contact with that day (although our Rob makes a better cup of coffee).

All thirteen of us had a fantastic day out, stopping for various take away food in the lovely town of Malvern on our way home. So thanks to Bert, Graham, Paul G, Steve G, Rob, Pete, Mal, Gareth, Stephen, Mike TB, Mike TC & Mikey J for taking part. And what we had in numbers was more than surpassed by the quality.

Bern

DRIVE IT DAY CLUB RUN TO BRISTOL CLASSIC CAR SHOW SHEPPTON MALLET

Paul and Barbara in their Vitesse convertible were first to arrive at Magor services followed shortly afterwards by steady Eddie in his herald 13/60 and Gareth and Stephen Dyer with trusty friend Mal and fellow member Pete (without Brother Rob) in his Herald convertible. It was pleasing to see this car on the run as a serious mechanical breakdown on our last run threatened to take the car off the road for a while. However this was a convertible in the true sense of the word as in true action man style armed only with a tin opener, some sticky back plastic and two elastic bands to provide motive power Gareth had managed to convert his herald into a passable resemblance of a Volvo 340 automatic – more impressively the whole process is reversible so we may once again see his familiar red machine on future runs. Mike the cake in his spitfire completed the complement of runners after having to return home for his and granddad Eddie's tickets. In the meantime the sun was beginning to get rather pleasant so in a flash the soft tops were down and we took the opportunity to enjoy some open top motoring.

We headed off towards Bristol with Paul and Barbara leading the way in the Vitesse, managing to get though the centre of

TSSC AREA NEWS

Bristol en masse without mishap and this was shaping up to be good day.

We travelled onwards and then noticed that the economic cuts in England were much deeper than home in Wales as all signs for the A37 to Shepperton Mallet had been removed and replaced with smaller ones saying A39 Wells -----oops. After a short detour (don't think anybody else noticed) we were back on route and arrived safely at the showground. We parked amongst the other many classics there and after a short refreshment break headed off to the show.

We saw many interesting cars and trade shows and I am sure there was something there for everybody. Walking round we bumped into fellow club member Anthony - he'd missed his alarm but still made the commitment to come on his own.

We all rendezvoused at the prescribed time to prepare for the journey home except that Gareth and Mal were missing - we took this opportunity to eat Mike's Nan's scrumptious Welsh Cakes - thanks Nan.

Gareth and Mal eventually arrived with the most of the contents of Hall 5 stuffed in a free plastic bag however Gareth was crestfallen as he had failed to negotiate a discount on the last remaining piece of sponge cake on the cake stall - Perhaps there is a limit to this man's talents after all.

So having taken the customary photo to record the day we headed back home with dark clouds looming overhead. Our return journey through the centre of Bristol was not so successful - we got a bit stuck and no opportunity to pull over but with the route well sign posted we soldiered on. However we got back in flying formation on the M32. The rain eventually came but did not dampen our spirits as although only 8 of us we had a great day out with a great group of people.

We all look forward to the next one.

Paul G.

National drive-it-day - Bristol classic car show

This run report is from Mike "The Cake" because A/O Bernard Littlewood was unable to attend due to other commitments.

I arrived in my Spitfire at Cardiff gate services at 8:50am to find young Eddie in his 13/60 saloon and Gareth "Action Man" Dyer, our area ambassador Pete, Mal and Stephen all piled into their Volumph 340 (I asked and apparently its a Volvo 340 in drag) waiting for me. When it was time to leave at about 5 past 9 I realised that I had made a size-able mistake and left both mine and young Eddie's tickets in my house!! after telling everyone to go to the next rendezvous without me and that I would catch up I made a mad dash back to my house and then made it to Magor services with 5 whole minutes to spare. Paul and his wife Barbara were waiting at the services. At the allotted time we left the services after me and Paul put our hoods down to take advantage of the rare sunshine. We drove in formation all the way to the showground with the only time we stopped being for Gareth to catch up after he got stuck at some traffic lights and when he did catch us up he and Peter both found it very amusing when I stalled the spit in the lay-by on the hill where we were waiting for them (In my defense the hill I was on was quite steep and my handbrake doesn't really work on hills). We parked up at the showground and Gareth informed us that the marshal tried to direct him to a different car park (he must have seen through the Volumph's disguise) after Gareth calmly pointed out the classic car parking pass that was taped to his windscreen the marshal decided not to argue and let him through with the rest of us. The show was a good size and there was plenty of auto-jumble stalls and interesting cars that included a Volvo used by Roger Moore in the first series of the saint and 2 Aston Martin DB5's (maybe DB4's?). on the way around the show we found the only TSSC stand and it was for the Avon area with a MKII GT6 with a 5 speed ford type 9 gearbox fitted and a purple Vitesse named Phoenix owned by a couple that I have bumped into at the last 3 shows I have attended (Sorry I'm not sure of your names). We met back at the cars and Paul said he had bumped into Anthony who came up on his own a bit later in the day than we did. There was also a slalom track at the show where you had the opportunity to pay £10 and drive rapidly around a very tight slalom course (it was quite fun to watch). We left the show at about 4:30 just after it had started raining with a pretty straightforward run back home with Paul and

Barbara leaving the M4 at junction 27. Eddie and Gareth continued and parted company at junction 30 services. It was a great day out and the weather made it a great drive it day as well. All in all I covered just under 150 miles even after my detour at the start of the day.
Thanks,

Mike "The Cake"

WESSEX

Tel. 01425 475376

www.triumphnewforestrun.co.uk

This year's New Forest Run, which was held on Sunday 14th April, turned out to be another resounding success. We ended up with 120 cars out of 149 entries turning up on the day. Despite all the misgivings about the weather and the publicised cycle event, I am pleased to report that it went remarkably well with no reported incidents and the only breakdowns being due to fuel problems (one TR6 and a Vitesse). On the day the sun shone. The heavy rain the previous day helped us, in that due to resultant flooding of the area selected for the start and finish of the cycle event it was cancelled at the last minute.

Everybody's big concern this year was the cycle event, which has grown up over the last 5 years. The publicity for this event, together with the adverse reports in the local press of anticipated packs of marauding lycra-clad nazi's on 2 wheels who seem to have a total disregard for all the normal courtesies of the road, no doubt had its affect, and there were certainly some who felt unable to come along on the day as a result. It does seem that all the regulations which we have to abide by, and the hoops we have to jump through, do not apply to cycle events. The interests of car drivers, seem to come a poor second. Hence, if we are to avoid clashing with this event in future, we will have to move the date. This is despite the fact that we have held our Run for over 20 years without, I am glad to say, incident. I don't care what you say Cars and Cycles simply do not mix!

Ok, Rant over - looking forward to **Forthcoming Events:**

Sunday 9th June. Dorset Jaguar Enthusiasts show at Lulworth Castle. Idea is to join up again with our friends in the TRDC to put on a club stand. This is one where you also have to enter individually even if you are on a Club Stand. The cost is £6 per vehicle. Forms were previously given out, any problems please give me a ring.

Monday 24th June. In previous years we have ventured out into deepest Dorset to attend our neighbouring Area's monthly June meeting. Is anyone up for this again this year? We can decide upon this finally at our May Meeting.

Saturday 6th - Sunday 7th July. Whilst a little ahead, Janet has kindly offered to accommodate a number of us for a weekend's camping. More details will be available closer to the date.

Saturday 13th - Sunday 14th July. Keith from the TRDC has forwarded me details of an event being held at the **Attwell Wilson Motor Museum** at Calne in Wiltshire to celebrate the 100 years of Standard and 90 years of Triumph. There is a road run on the **Saturday with a Car Show on the Sunday.** I will bring full details along to the next meeting but for now have simply expressed an interest.

Sunday 21st July. This is the date for this years **Breamore Show.** We will be putting on a Club stand jointly with our friends in the TRDC.

Monthly Meetings.

From June onwards we are "Going on Tour".

June (Thursday 27th) our meeting will be at the **Avon Causeway Hotel.**

July (Thursday 25th) our meeting will be at the **White Buck at Burley.**

August (Thursday 29th) our meeting will be at the Alice Lisle. That's about it for now - hope to see you either at the monthly meetings or out and about with your Triumph!

Trevor



WEST MIDLANDS WIRRAL . . . WORCESTER

TSSC AREA NEWS

WEST MIDLANDS Tel. 07969 024999

It's nice to report for once that our monthly meeting held on Tuesday 7th May 2013, was held on a perfect sunny evening which meant that nearly all evening members spent their time circulating on the car park of the Drakes Drum Pub, examining each others cars, with plenty of bonnets opened, and favourable comments being made. We had 16 cars on display, which was very good considering that at least four of our regular members were absent, taking holidays, some on the Isle of Wight following on the Triumph weekend held over the 3rd, 4th and 5th May, which I understand was a fantastic success. On the 13th and 14th April 2013, Stoke Prior Sports and Social Club held their Annual Vintage Gathering, at their sports and country club, near Bromsgrove, Worcestershire. Although this is only a small event, members have attended for the last couple of years and this year was no exception. Being local to the West Midlands it's a nice event to start the year, to take out all the camping gear and make sure everything works before venturing farther afield. A smaller event was held on Sunday 5th May 2013 at Stoke Heath Recreation Ground, it's a parish fete but there was about 25 classic cars on display as part of the days activities. Unfortunately there were only two Triumphs on display with my Acclaim being one and a Herald 13/60 convertible the other. It was again a nice way to spend a pleasant afternoon.

We are looking forward to attending a couple of local events in May, as well as a couple of national events, but I think everyone at the West Midlands Area is looking forward to our group visit to Star 90, in particular to the final days event at the British Motor Heritage Centre at Gaydon on the 19th May 2013. We will be meeting at McDonalds Restaurant on the A.34 near to the M.42 junction and moving off in convoy the short journey along the M.42 and then the M.40 to Gaydon.

Drive it Day - Sunday 21st April 2013.

I have got to make particular mention of the West Midlands Area Drive it Day Event. The last couple of years we have joined in with other area events, and on one year organised a trip to the TSSC headquarters at Lubenham. This year we decided to organise our own event, and my thanks go to all those who took part, and the spirit in which they took part to make the day an enjoyable experience. Fifteen beautiful Triumph cars took part with everyone assembling at McDonalds Restaurant on the Bristol Road, Birmingham. This gave us a central place to start off from, and the opportunity to have a chat about the day over a cup of coffee and in my case with a McDonalds Egg McMuffin, great! We moved off at intervals following a prepared route south out of the City with the first stop being at a West Midlands Beauty spot the Lickey Hills. The staff at the visitors centre had cordoned off the car park for us which gave Steve the opportunity to take some great photos to remember the day. Off again into the countryside, our next stop being at one of the Midlands biggest garden centres, Webbs of Wychbold for coffee and the opportunity to buy a couple of plants for the garden. The final part of the route took us through all the winding back country roads to another Midlands beauty spot, the Clent Hills for only a brief stop before moving off in convoy along the A.456 back into Birmingham for a great lunch at Chamberlains Fish and Chip Restaurant on the Wolverhampton Road, Quinton. If you haven't been there yourself I can highly recommend it, they have a great varied menu, very hospitable staff and most important the food is GREAT. Everyone eat heartily, it was the perfect finish to a perfect day. Thanks everyone for taking part, lets do it again soon.

Finally how do you like Luke's modification to his 1200 Herald, I think its only a rumour that there is a 5.2 Chevy engine under the bonnet.



That's it for now, just enough space to mention 2 cars which are on offer. Jo Pollard wants to sell his Mark 2 'H' Reg Triumph Vitesse Saloon. Its taxed and tested and on the road. If you want further details ring Jo on 07870923406. Fred a visitor to our area wants to sell his 'G' Reg 13/60 Triumph Herald Saloon, it is taxed but the MOT ran out in April, for further details ring Fred on 07828667945.

Cheers everyone. Don't forget to wipe your dipstick and keep your oil topped up.

Roger

WIRRAL

Tel. 0151 339 4150

Hi. Last month spring finally arrived, there were a couple of runs out but I was unable to attend any of them due to being at work, or still not having completed the ongoing work on my GT6. By the time you read this however, the GT6 should be finished and hopefully MOT'd and back on the road.

It hasn't been driven since January, much too long to be sat idle in my mind.

The big event for this month is the **Cholmondeley Pageant Of Power**, we have a **Club Stand booked**, but at time of writing I don't know exactly who has booked tickets yet. This is a fantastic event, I've got my fingers crossed for dry weather this year.

By the time you read this, hopefully I will have attended the STAR 90 event in May, this is my target for getting the car finished, I'll report on this event next time I do a monthly write up. Thats about it for this month.

Cheers.

Andy

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

The month started off well with an invitation to the Gloucester Drive In movie night which we enthusiastically accepted. Who were we to refuse hot dogs, waffles, popcorn and an entertaining film?

The evening certainly lived up to the billing and the food was eagerly consumed whilst watching the main event with refills being offered on a regular basis - roll on the film festival!

The following Sunday was Drive It Day and Chris and Mel came up trumps by offering to hold the bacon buttie morning to start things off. After my car had it's annual service on the drive (it's amazing how many people crowd around a car the minute the bonnet is opened and who am I to deny them the pleasure of poking, prodding, examining and sorting?), we set off on a lovely jaunt around the Cotswolds. With Bev driving and Barry navigating, a trip taking in several of the main Cotswolds towns and villages was negotiated by nine cars without mishap. As a reward for completing the trip we treated ourselves to Sunday lunch at The Swan, after all it had been 2 to 3 hours since the bacon butties!

The next Sunday was AGM day and after packing a couple of the area members into the car we went across to Lubenham to see how things are done. It was an informative meeting with several propositions being put forward for consideration over the next few months. The annual awards were also dished out and congratulations to all the winners - one of them being our neighbour! Well done Gloucester for getting Area of the Year, it is certainly deserved.

Our final jaunt took in the IOW camping weekend and a glorious time was had by all. The weather couldn't have been any different from last year with wall to wall sunshine and bottles of suntan lotion being fished out from the back of gloveboxes! Saturday's run saw about 60 Triumphs ending up at The Needles car park and thanks to Graham and Angela's organisation we were all in one section - it made for quite a sight. We spent the day out on the headland checking out the Old and New Battery and the secret rocket site, so secret that a couple of the locals who were with us didn't actually know it existed -



you couldn't make it up! Sunday was spent driving around the island topless in the sunshine, eating ice cream and playing crazy golf, ending up back at the campsite for the traditional BBQ and quiz. On the Monday we went off to the Wight Mouse Inn where we finished the trip with proper seaside fayre, fish and chips for most, before high tailing it back to the ferry. This event just gets better and better and I would like to thank the IOW Area for organising it, especially Graham and Angela and all their merry band of helpers - see you next year.

I think that just about covers what we have been up to, come and join us at the **The Pear Tree on the first Monday of the month** to see what we have lined up over the next few weeks.
Cheers

Vicky

NOTE to ALL:

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

West Yorkshire Dales Run

9th June 2013

A scenic run from Ilkley to Kilnsey Park, this is a free event to attend, all we ask is a £2 donation to the MacMillan charity. The run will start at 09:30 for 10am from Ilkley Pool & Lido, Denton Rd, Ilkley. LS29 0BZ
To book you please go to www.tssc.org.uk/westyorks
and forward the booking form with your details,
If you have any questions please call
Victor on **07800 551363**



Will You Join Us for some Midsummer Madness?

June 21st 22nd & 23rd

2013 Presented by **JSSC Andover**

At 'The Bruce Arms', Easton Royal,
Wiltshire SN9 5LR

On the B3087 between Pewsey and Burbage

**Camping ~ Road Run ~ Prizes
Raffle ~ BBQ**

We will be camping on Friday & Saturday
night in the camping field behind the
Bruce Arms, a traditional Wiltshire pub.

There are toilet and shower facilities on the camping
field. The cost for camping is £5 per adult and £3 per
child whether for one or both nights, payable in
advance. For those who prefer not to camp there
are some B&Bs nearby, for an Application Form
please call **01672 514241** or
email **spitfires@cadley.org**.

Manchester Area's Holiday Weekend

12th - 14th July 2013



Tell us your name **Pike** - or else we
won't know who we're booking in for
our fun-filled weekend of fabulous runs
through the countryside and great
entertainment in the evenings.

Venue:
Charity Farm, Smithy Brow, Toogood Lane,
Wrightington, Nr Wigan, Lancashire WN6 9PP

Name:

Address:

Postcode:

Phone No:

Car Make:

Registration Number:

Email:

Model:

TSSC Membership Number:

bARMY BOOT CAMP

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 the bArmy Camp. 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>	£38.00	
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





Lincolnshire Camping Weekend Booking Form September 6th-8th



Join us for a Dambusters 70th Anniversary Themed Weekend

Saturday

Convoy to Dambusters related places of interest

Saturday night games, Phil's Fiendish Quiz, Raffle

Sunday

Peoples choice

Convoy on to country pub for Lunch and goodbyes

The price is per unit (not per person). One tent/caravan/folding camper counts as a unit. Electric hookup is free and available on all pitches.

	Cost	No Req'd	Total
Weekend Ticket 2 nights	£24		
Single Night Ticket	£12		
No of people inc children	Free		
		Grand Total	

Please send cheques made payable to:- Lincolnshire Area TSSC

To Garth Jupp
16 Hermes Way
Sleaford
Lincolnshire
NG34 7WH

DO NOT FORGET TO SEND A SAE & YOUR DETAILS

For more information 01529 307302 or garth@juppy.org.uk



*TSSC Herts & Beds Area
Present the 20th*



ALL TRIUMPH DAY at DUXFORD

THE TRIUMPH
SPORTS SIX
CLUB

SUNDAY September 15th 2013

Gates open 10 am - Close 6pm

£12.00 per person

IWM Duxford

Discounted Admission

Normally £17.00 per person

IWM Full Car

(More than 3 Adults) £34.45

Under

16's go Free!

Discount entry
kiosks Close at 2pm.

**Sorry, No Dogs,
Fires, BBQ's - CAA
Airfield Regulations**

Location

Jct 10. M11

Sat Navs use

CB22 4QR



This year:

SIT IN A REAL SPITFIRE!

Live Merlin Engine Running Display
Traders, Tools, Parts, Camping Display
TSSC Shop & Herts & Beds Raffle

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

FREE TRADER SPACES!

Traders must Pre Book Space

Any Enquiries 01582 750943

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