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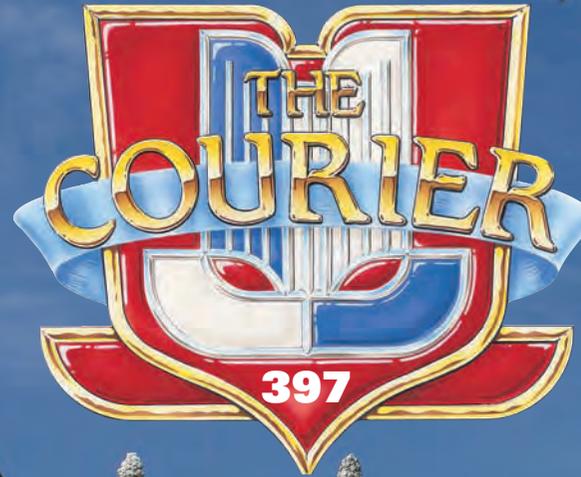
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The Courier 397

JULY 2013





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The Courier

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THE TRIUMPH SPORTS SIX CLUB

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TSSC MANCHESTER AREA

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PIC BY PETE DAVIES

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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 82.

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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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

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 - BREMORE
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 (SEE ADVERTS)**

September 2013

**FRI SAT SUN 6/7/8 SEPTEMBER 2013
TSSC LINCOLNSHIRE CAMPING
WEEKEND**

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SUN 15 SEPTEMBER 2013

**THE 20TH ALL TRIUMPH DAY
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DUXFORD
CONTACT PETER
01582 750943**

December 2013

SAT 7 DECEMBER 2013

**TSSC CHRISTMAS PARTY NIGHT
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CONTACT CLAIRE 07971 017012
COLIN 01773 531580**

www.derwentvalley-tssc.org.uk

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**

Nov 2013

FRI SAT SUN 15/16/17 NOVEMBER 2013

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CoMment

BY PIP & FRANK
COUNCIL OF MANAGEMENT

It is us again, Pip & Frank, we would like to welcome you to the July edition of the Courier. This year's International at Stafford is being spear headed by Garth, Trudi, Bern, Angie and John from TSSC HQ, so the event will have a slightly different slant. One idea being considered is to lay out an Avenue of Area Displays, complete with banners, flags and Gazebos (where the Areas have these items) and of course some Area Triumph Cars. Each TSSC Area attending Stafford is invited to have its own display, so any ideas on this or offers of assistance over the whole show weekend, please can you forward them to Angie Hill (info@tssc.org.uk) or any member of CoM.

Also at this Years International Family Weekend at Stafford, volunteers will be required to set out signs etc on Friday and do some marshalling throughout the weekend, plus help in setting up and dismantling the show stands in Bingley Hall, if you can give us a few hours of your time over this weekend it would be welcomed.

Following the usual Area Organisers Seminar at 2.30pm on Saturday afternoon at Stafford this year, there will be an **E.G.M.** (Extraordinary General Meeting) to be held at 3.30pm. Following the AO Seminar. Details on page 6. This will be open to all members of the TSSC, please do your utmost to attend as your views and opinions will be asked for. Voting will be taking place so this is an opportunity to be involved in the running of your club.

Area Events are now in full swing with areas up and down the country putting on some fantastic shows we know it takes a lot of hard work and all Areas ask for in return is you to come along and enjoy yourselves.



We at the Manchester Area are no different, this year we are putting on our **Barmy Boot Camp** a take on Dad's Army (Don't Panic!!) we are recruiting right now, come up North, have a great time, good company and great entertainment. It is on the 12/14th July and camping and B&B are available. 'Right Dress' 'Quick March'! E-mail us or ring for details, See you on parade!

Joining a Classic Car Club is all about keeping the marque alive, enjoying the driving and the camaraderie and friendships that are made over the years, that is what we do best, that is why we are all members of the TSSC.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

Extraordinary General Meeting Council of Management Notification

Notice is hereby given that an **Extraordinary General Meeting** of the Triumph Sports Six Club is to be held on **Saturday 17th August 2013 at 3.30 p.m. at Stafford County Showground.**

It is proposed that Article 29 be amended in that 10 is deleted and replaced with 6 and 22 is deleted and replaced with 15 to read:

"Until otherwise determined by a General Meeting, the number of the members of the Council shall not be less than 6 nor more than 15."

It is also proposed that an Article 41a be added which reads:

"All such persons elected to the Council at a General Meeting or appointed to the Council by the Council, must sign the most up to date version of the Director's Service Agreement and submit to an enhanced Criminal Records Bureau check."

Any enquiries regarding any of the above should be addressed directly to me, my details are in the beginning of The Courier.

Vivien Thompson
General Secretary

In recent years the Council has found it increasingly difficult to maintain the number of Council members above the minimum of 10. This is possibly in part due to the reduced number of Club members and people having increasingly busy lives with many commitments resulting in less people having the time to commit. If the number of Council members falls

below the minimum level, the Council cannot legally function other than to co-opt additional members in order to achieve the minimum number. The Council does not wish to make the management of the Club difficult by having to focus its attention on maintaining its numbers when there are other much more important issues it needs to focus on.

Therefore, although the Council will still try and always maintain as many members as possible to bring diverse ideas, views and challenges to all discussion, we feel the proposed changes above will still allow the Council to function in the current difficult times.

Is your car the Classic Car of the Year?

Is the UK's Classic Car of the Year 2013 owned by a TSSC member? **Classic Car Weekly**, **Classic Cars** and **Practical Classics**, three of the biggest classic motoring magazines in the UK, are inviting classic car owners to enter their classic marque in a nationwide competition to find the best of the best.

The judging panel will evaluate all entries before picking just 30 cars and owners to make the shortlist. It will then be up to the public to vote for their favourite and the most deserving from these 30 marques. The top five cars will be displayed at this year's **NEC Classic Motor Show** with the overall winner announced on Saturday 16th November 2013.

Enter by sending details of the car, a brief history, full contact details and up to three images to **Classic Car of the Year**, Media House, Lynchwood, Peterborough, PE2 6EA. The closing date for postal entries is **31st July** while online entries are accepted up until **2nd August 2013**. at <http://www.ccoty.co.uk>



HQ OPENING TIMES

JULY - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

www.tssc.org.uk



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AUGUST - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

**HQ Closed for International Weekend
Thurs 15th Aug 2013 to Tues 20th Aug 2013**

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

SEPTEMBER 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

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Welcome to NEW MEMBERS

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



THE
TRIUMPH
SPORTS SIX
CLUB

David Stroud
Mark Newton
Daren Eaton
Andy Greene
Paul Hipgrave
Matthew Bassett
Stephen Jones
Brian Burton
Mark Roberts
Colin Nicol
Tony Northedge
Alwyn Burgess
Jasmine Jenkin
Jeremy Stephens
Richard Sly
Adam Harvey-Kelly
Tim Frearson
Roger Toyne
Brian Barnes
Richard McKendrick
John Wickham
Michael Smith
John Macintosh
Keiren Pearce
Lawrence Saville
Ian Hart
Ian Cullimore
Darren Checksfield
Roger Hickmott
John Hood
Wayne Hall
Tim Stainton James
Mike Marsh
Darren Welsh
Darryn Quayle
Paul Unitt
Terry Wilson
Kevin Bradbury
Nigel & Ros Park
Kirsty Cubberley Lobb
Simon Leyland

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Peter Kinsi
Lynne Fairhurst
John Martin
John Cochrane
Geoff Chalcroft
Martin Clarke
Andrew Corbitt
Stephen Read
Alan Forsythe
Edward Heaver
Michael Farrow
Janet Horner & Eric Peardon
Jason Carter
Allan Sayers
Mark Krisson
Kevin Rawson
Jonathan Lowe
Nigel Parslow
Christopher Pay
Daniel Hookey
Derek Halle
David Lyons
Jerome Roberty
James Mellings
Neil Campbell
Keith Wrigglesworth & Assoc
Jeff Cooper
Serge Demblon
Soulis Paphthanasiou
Art Huizer
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Netherlands
Netherlands

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



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



Colin Lindsay

Trip of 2 Lifetimes?

I have two Odysseys to report on this month – incidentally, here I go, sidetracked already, however: what did they call them before Odysseus actually did one? Homer's 'Very Long Journey' doesn't really have the same ring, does it? Anyway – back to the point, Lindsay.

Herald for Heroes sadly had to abandon their epic trip to Istanbul due to mechanical failure after 2500 miles.

Want another trivial pub quiz-type snippet? The name Istanbul is actually from Greek, and means simply: "to the city"; exactly what the Herald drivers were intending to do. Sadly Primrose the small-sidelight 12/50 decided to disgrace the team in

Germany, where around Munich, to use a good Ulster term, she 'calved'.

Firstly the starter motor failed, so they removed the motor and depended on push starts with a tin of German lager plugging the motor aperture ([pic 1](#)).... However just short of Austria the rear leaf spring snapped one of the brackets, ([pic2](#))

Pic 2.



whereupon the team had to admit defeat and return home. Just in time too as a stop at a petrol station revealed a leak in the fuel system due to corroded pipes. 2500 miles in an unknown quantity of 12/50 isn't bad, though. The autobahn looks good over the Herald bonnet! ([pic3](#))

Pic 1.



Pic 3.



The team are going to try again, and with a bit more time for prior servicing and maintenance the goal should then be achievable although it is interesting to note that the biggest letdown was a replacement starter motor they'd had reconditioned just before leaving. Probably the original components would have soldiered on all the way there and back... but commiserations to the three drivers, and best of luck for next time. Check out their Facebook page, they have a lot of photos (some of which I pinched for this article!) and information and an excellent section on 1970s car stickers.

Chris Dobrowolski however has had an excellent time following his father's war time



Pic 5.

to Predappio (pic 5), Mussolini's birthplace, where he tells me there is a surprising amount of Mussolini-related memorabilia available to buy; where Hitler has been totally banned in Europe the Italian dictator appears to have some considerable notoriety, if not popularity.



Pic 4.

experiences through Italy in a Herald 1200 Estate. Chris that is, not his father, who drove something a bit more bulletproof. There is a mass of information and some superb photos and videos on his weblog at chrisdobo.tumblr.com; only a very few of which I can fit in here. The highlight for ourselves has to be the meeting with the son of **Giovanni Michelotti**, **Edgardo**, which Chris has entitled: *"Your dad designed my dad's car!"* (pic 4)

Chris followed the path of the Polish Brigade



The view taken is apparently one of education rather than of censorship; learn from the past rather than create a myth that hides the real facts.

As with Herald for Heroes there were a few breakdowns; there are two great photos on the site ([pics 6 & 7](#)), one of Chris lying under the Herald, and one of a Polish soldier, lying under his lorry back in 1944....



Pic 8.



Once it comes back I'll be at the painting stage, so things should fly together. All of the mechanical components have been refurbished long ago; in fact I've forgotten most of the bits I purchased, or where they are... I intend to get the car to a rolling MOT'd stage then have the doors reskinned to fit the gaps of the fitted bulkhead and rear tub, which will originally have been gapped using the unrepaired doors. I'll need one measurement I

Some things never change... this was in Pesaro on the Adriatic coast, and it wasn't long before a friendly local mechanic arrived on the scene to find... nothing wrong at all. [\(pic 8\)](#) Apparently all Heralds make that noise and Chris was just becoming paranoid...

can rely on, and as the door gaps were good when purchased I'll aim for something similar on reassembly.

I had to laugh at the part where Chris comes home in the ferry with an Italian flag draped across the rear load area... unfortunately in an Estate it looked as though they had brought Mussolini's body home with them... plus the animated picture of Mussolini, which runs off the windscreen wipers, is priceless.



Have a look at chrisdobo.tumblr.com, and many thanks to Chris for sharing this superb trip with us.

I want this car back on the road for its' birthday around June 2014... that's fifty years young!

I've had a massive kick-start (kick-restart?) to the 1200 convertible by finally getting round to shipping my bulkhead off for repairs.

Don't forget Stafford next month – as if you could. It's hard to believe that it's almost here already.

Maybe see you there?

Colin

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***When you buy a ticket to the Lancaster Insurance Classic Motor Show.



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Phil Willson

Will it? Won't it?

For some time now I have been thinking about swapping the traditional starter motor for one of the pre-engaged variety. Although in reasonable order, the original inertia-type starter has always been a hit and miss affair, especially in the winter when the battery has less oomph. I am sure you have all experienced the slow turning over of the engine, the starter gear dropping out (a condition known as 'premature ejection', I kid you not) and the "will it, won't it?" feeling.

So at the end of April I treated my Herald to one of the Hi-Torque starter motors that the Club sells and, wow, what a difference it has made. This is precisely why cars these days have this type of unit. I know that starters based on this principle have been around at least since the 1950s because we have one on our 1958 Routemaster. They began to be fitted to larger-engined and more up-market cars but it was many years before they appeared on more lowly vehicles. This was partly to do with cost (car manufacturers are renowned for counting every last penny) but also that old-style inertia starters are generally adequate on smaller engines. The larger the engine the harder it is to get it moving due to its inertia. Diesels in particular need them due to the additional factor of their higher compression and the need to turn them over for longer before they fire. Even the Herald's big sister, the Triumph 2000 family, didn't get the better system until the 70s. In doing this I have

to mention two possible downsides: the hand lever on the fuel pump cannot be used any more as the new motor obstructs it, and it no longer sounds like a Herald when you operate the starter – it is much more business-like! I don't see either of these as a serious drawback and they are overpowered by the advantages.

As an aid to understanding the following instructions, perhaps a very brief description of the two types of motor would be helpful. With the standard inertia type, when you turn the key to the starter position, power is sent to operate the solenoid on the bulkhead. This then sends the battery power to the starter motor which starts to spin fast. This causes the Bendix drive gear to go towards the ring gear on the flywheel and the teeth engage. The torque from the motor then turns the engine until it (hopefully) fires. Once this happens the Bendix drive is thrown out of mesh and you return the key to the run position. The sequence for the pre-engaged motor is different. As its name suggests, when the key is turned power goes to the solenoid on the motor first. This then pushes the drive gear out so that it engages in the ring gear. Only then is the main power to the motor switched on. As it is a high torque motor it is able to turn the engine over from a standing start. It is also a higher speed unit than the original and so it turns over faster and gives the engine a better chance of starting. An additional benefit is that it uses less current than the original so the voltage drop on the battery is much less, which is also beneficial, especially in winter.

Fitment is fairly straight forward as it's almost a straight swap. There are two main ways in which



Picture 1: General view of unit showing the two electrical terminals and the connecting wire (left) and starter gear (right).

to wire the unit and both will be covered here.

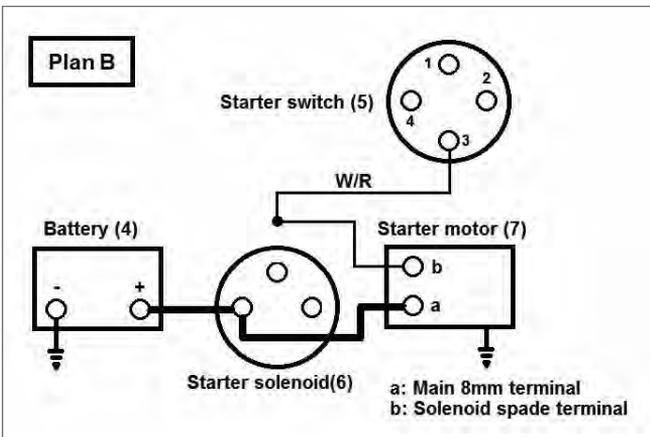
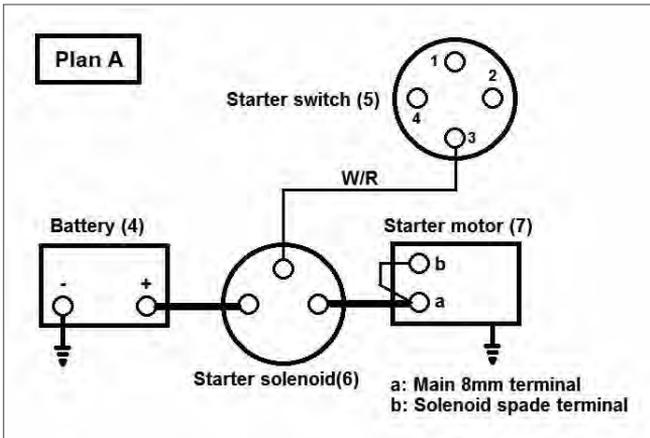
Firstly remove the old unit. Start by disconnecting the battery, which is especially important with this job as you will be working on the heavy current starter circuit and errors could be disastrous. Disconnect the thick cable from the starter motor to the solenoid at both ends and put the nuts and washers back on the terminals for safe keeping. You will re-use this lead if it's in good condition.

Then remove the two bolts and nuts that hold the starter motor to the engine backplate/clutch housing and withdraw the unit. Retain the adaptor plate between the motor and the engine as this too will be re-used. Thus far this is a standard workshop manual procedure.

Now take a look at the new unit. It consists of the main motor plus a solenoid unit mounted on the side. As supplied, there is a small wire connecting the solenoid unit to the main motor power terminal. If you decide to use the simplest wiring method ([Plan A](#), above) then this wire should be retained. If you go for [Plan B](#) then remove this wire.

Next, install the new motor with solenoid uppermost and not forgetting the adaptor plate that came with the old motor. Tighten the bolts to the original torque of 26 to 28 lbft. (35 to 38 Nm).

Now for the electrical connections. If you are happy with the performance of your existing starter solenoid and wish to retain it then go for [Plan A](#).



This is the method I chose as it is the simplest. (If you later get any problems with the original solenoid then you can easily convert to [Plan B](#) later.)

However, if you are at all uncertain about doing this kind of high current electrical work then ask someone who has the right experience and skills. Even if you do it all yourself then it may be worth asking someone to check it over for you – better safe than sorry.

Wiring Plan A: *Please note that the numbers correspond to the original Triumph circuit diagram*

Plan A: Assuming the old starter lead is in good order then drill out the terminal for the motor end with an 8mm drill as the new terminal is larger than the old one. Run the wire down the outside of the new motor (i.e. between the motor and the chassis) and reconnect the starter solenoid end as it was before. To make the motor connection you will have to go under the car and connect the cable to the main motor terminal ensuring the small wire is also on the terminal. The instruction leaflet warns you not to over-tighten the nut as you will strip the thread (it's only brass). I would suggest a torque of around 6-8 lbf (8 to 11 Nm). Dress the cable so that it runs clear of the motor and chassis as you don't want the insulation to rub through. Check the connections are all ok and that should be it.

Couldn't be simpler!



Picture 3: *The main terminal viewed from underneath between sump and chassis.*

Wiring Plan B

Plan B: If your old starter solenoid is defective or you just don't want to keep it in the circuit then you could use this method. The solenoid is retained but only as a connection point; it isn't actually used. (Note that it is possible to do away with the solenoid altogether but you would then have to make other arrangements for the main connections to the wiring loom, which just adds to the complication. It is not necessary to do this.) Assuming the old starter lead is in good order then drill out the terminal for the motor end with an 8mm drill as the new terminal is larger than the old one. Run the wire down the outside of the new motor (i.e. between the motor and the chassis) and connect the starter solenoid end to the same terminal as the cable from the battery, i.e. the terminal for the old starter has nothing connected to it. Then make the motor connection from under the car by connecting the cable to the main motor terminal. Remove the small inter-connect wire if you didn't do it before fitting the motor – under no circumstance must this wire be present in this scheme as the motor will run continuously. The instruction leaflet warns you not to over-tighten the nut as you will strip the thread (it's only brass) so I would suggest a

torque of around 6-8 lbf (8 to 11 Nm). Dress the cable so that it runs clear of the motor and chassis as you don't want the insulation to rub



Picture 2: *The motor installed. The supply cable can be seen running from centre right to centre bottom.*

through. This is especially important with this scheme as the cable is a permanently live and very high current feed directly from the battery. Next you need to make up a wire to connect the ignition switch starter power to the new solenoid on the motor. Use wire that can carry 10 to 15 amps (2mm² or 28/0.3 mm) and crimp and solder the connections. If you don't feel able to do this then ask someone who can to help you. Bad connections can be both unreliable and dangerous so don't cut corners.

You will require a female 6.35 mm spade connector at the motor end and a male connector of the same size at the top end. Disconnect the white/red wire from the original solenoid and connect it to the new wire, making sure that the connection is insulated i.e. no bare metal showing that could cause a short circuit. Then route the wire down to new motor and connect it to the spade terminal on the solenoid section of the new motor – which has been vacated by the original link wire. To make it neater you can use cable ties to attach this wire to the thicker cable. Check the connections are all ok and it should be ready to go.

Doing it this way requires a 6.35mm female spade terminal at each end and should prove more reliable as there are no intermediate connections. Disconnect the white/red wire from the back of the ignition switch and connect the new wire in its place. The wire should be run along the main loom to the region of the old starter solenoid then down to the new motor. Use cable ties every few inches to keep things neat and secure.

It has been over a month since I finished overhauling my Mk IV Spitfire gearbox but there has been no time in which to fit it yet (I'm writing this at the end of May). Hopefully I can do it soon but I am aware of some oil in the region of the clutch housing which is (hopefully) coming from the old gearbox. If not then it will be from the back of the engine so the job may be complicated by having to replace the crankshaft rear oil seal as well.

Time will tell.

It has actually been a busy few weeks, not least because my granddaughter was born on the day I finished last month's article, so visits to the

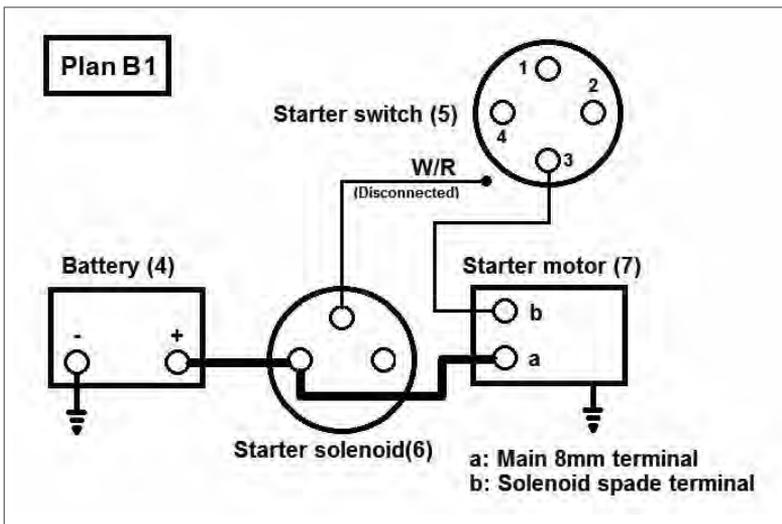
Midlands have been the order of the day.

I did manage to get to the SEM in Leatherhead, which as usual was a very good day. I met up with Derek Giles there who handed over a huge box full of IVR material, some of which was very familiar from my previous incumbency. If you haven't sent in the information about your 13/60 on an

International Vehicle Register form then I would be very grateful to receive it sometime.

The form is available on the TSSC website along with a description of how it all works.

Phil



Wiring Plan B1

Plan B1: Alternatively you can make up a wire that runs all the way from the ignition switch to the motor following the route of the main loom through the bulkhead.

GT6 Mk I - II - III Register



www.tssc.org.uk/gt6
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Andy Wood

Ian's MkIII Restoration - 2

Now to Finish **Ian Gordon's** story of his GT6 MkIII restoration, Ian sent me his story about his rebuild of his GT6. If any of you would like to see your car in the Courier then just get in touch.

Over now to Ian.....

"Next the gearbox and overdrive were stripped and found to be in very good condition, so only required a small amount of work, a couple of new bearings a good clean of filters and refix and back into chassis with a refurbished shaft.

It was about now that money was running short, so I decided to leave the engine for

as the tub was still at my place of work, myself and three work friends loaded the tub into the back of a small open backed truck packed with dust sheets, drove to my garage pushed the chassis, now on wheels onto driveway then the four of us lifted the tub back onto the chassis reunited again after a couple of months, and didn't it look stunning.

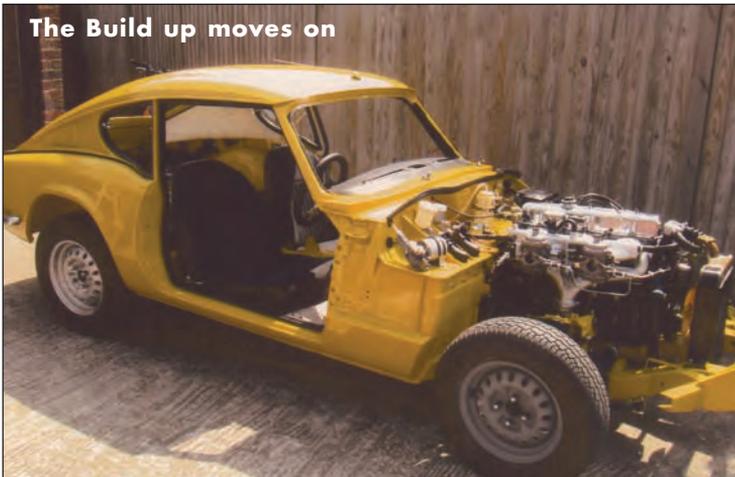
First job and for me one of the most awkward was fitting a new headlining, and the reason? I had to lie on my back to look up at the headlining to tension and get the seams straight, so I padded the floor out with old blankets and dust sheets, better but still uncomfortable, but once finished very rewarding.

Another job ticked off the list.

Next up was the wiper linkage and motor all cleaned checked, repaired if needed, next up was the heater box which I had refurbished a long time ago.

The main engine radiator needed a restoration so I took it and the heater matrix to a local radiator repairer who took the matrix apart and

cleaned it out. He said it was full of dried sludge, anyway once cleaned it was soldered back together and pressure



the moment, and crack on with the return of the tub to the chassis. As there was a lot I could do with little or no real money,

tested. I then checked the heater blower motor, connected to a battery and run for several minutes on both speeds. All seemed ok. So heater box was rebuilt and fitted to car.

Next up I fitted a brand new wiring loom. I decided on this a long time ago when I was checking out all the parts and found the loom in very poor condition. It was very chopped around, lots of joiners, and also looked to have had a small fire, so I could see potential problems, and as the loom is quite hard to get at when installed, I decided a new loom would give peace of mind, only problem was the loom you buy is common to American and European model cars so there were lots more wires on the new loom, which confused me, electricians not being my thing. So I called upon an Auto Electrician friend to help me out.

So with the electricians sorted, dash top was fitted as were the gauges, dash pretty much done.

Now I turned my attention to the engine, having saved up some more money. I rounded up all the engine internals as the previous owner had stripped down said engine, I have no idea of the engines mileage, and I wanted to keep this engine if possible so that the numbers

tallied up with the log book. Upon closer inspection I saw in number five bore at the very bottom a very deep score about an inch long no idea where that came from, something may have happened whilst it was laying around in its stripped state, don't know. Anyhow I took the block along to a local engine reconditioner he measured the score with a dial gauge and said even boring the block to its maximum; it wouldn't take the score out. So it was decided after checking the bores for damage and wear again with a dial gauge, everything else was within limits, number five bore would be re-sleeved. This done I was lucky to find a set of genuine B. Leyland standard pistons, rings and gudgeon pins at an auto jumble so snapped them up quickly. After collecting the block about a week later I took it straight to my place of work and hot power washed out the water ways, the rust and sediment just poured out for several minutes, quite a surprise, the reason I did this was I had the radiator and matrix heater repaired / cleaned, this can only improve the water circulation, as the GT6 generally runs on the hot side. Anyway this done the engine was rebuilt along with a reground crankshaft new timing chain, re con cylinder head all the bits and pieces



and a couple of coats of shiny black engine paint. This all done the following weekend along with a borrowed engine hoist, a couple of pairs of hands, the new engine was mated up with the gearbox again. PLUS A NEW CLUTCH KIT OBVIOUSLY. So that's pretty much the mechanical done, Just pipe up the brakes, fit fuel tank and run pipework.

With everything piped up, brakes bled, and carbs were primed, oil

and water levels checked, let's see if it starts. Turned the ignition key gently at first just a few cranks at a time then stop wait a few seconds then try again just to make sure the oil was properly circulated. Then a bit of choke and try again almost immediately it fired and ran, after at least five years, maybe longer, it was finally running again.

What a pleasing sight and sound.

I couldn't have been happier, it was now September 2010 five years after starting the resto, it was nearly finished. After that momentous occasion it was back to finishing the interior. First up the gear box tunnel cover, it's still got the original cover in pretty good nick considering its 40 years old. That fitted, in went a set of brand new moulded carpets and new quarter panel trims, next up it was time to fit the doors and tailgate. Bearing in mind the doors had been fitted during the welding they still took several attempts to fit and shut perfectly but my patience was rewarded they opened and shut like a Rolls Royce. This done all door glass etc. was fitted then the insides were given a good coating of waxoyl before new plastic membranes and door cards finally fitted. The front screen I subbed out to a local windscreen fitter who gave me a price of £80 to supply and fit and the reason I did this was that the stainless steel mouldings around the rubber have to be fitted to the to the rubber before you string the screen in, very fiddly, but about an hour later it was in.

After this it was the turn of the bonnet, another job that required a couple of pairs of hands, again time consuming but I was rewarded by the fit. Next headlight front corner valances and the bumper, pretty much complete the rebuild.

I must quickly back track at this point and say I didn't mention the seats which I completely refurbished.

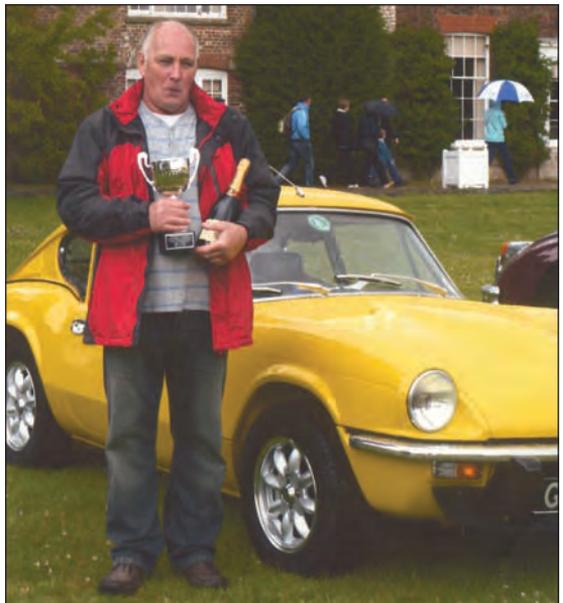
I stripped everything off back to bare frames. I checked these over for damage

to metal work - all ok. They were cleaned down and resprayed matt black. Then I refitted new back elastic panels, all brand new moulded foams, seat base cardboard and black leather covers, knee pads and D panel, all out of the same batch of leather, a very big thank you to **Park Lane Classics** for this.

Whilst in a thank you mood a big thanks to all friends and business's for all your help, you know who you are. Finally a massive big thanks to **Triumph Pete** of the East Sussex Branch of the T.S.S.C. Without your help sometimes I think I would have given up, thanks very much and also a big thank you to **Geoff of Wins International**.

I would just like to add that in July 2012 I was approached by Practical Classics Mag to do an article on GT Cars of the seventies it was featured in October 2012 Mag. A fantastic day was spent with the guys from the Mag, this was the icing on the cake for me, along with a couple of Trophies won along the way.

So all in all very worthwhile and a really rewarding project.



Ian Gordon - Panel Beater
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Absolutely Shocking!

So the time has come to fit new shock absorbers to the rear of my Vitesse, and as the job is identical to changing the Spitfires shocks, here's how its actually done.

I decided to change the shocks following my adjusting the handbrake last weekend when I noticed that the shocks had very little resistance in them. The rear of the car has always sat low as

passenger side of my car was very tight so I



Get a good square grip!

Sitting Low



used two spanners locked together to give me extra leverage. (see picture). The bolt heads on these mounts are a bit shallow so be sure to get a good square grip on the

Top Mounting



well but that could be to do with the Spitfire rear spring that it's fitted with.

We start by loosening both rear wheels and jacking the rear of the vehicle up and supporting with axle stands under the chassis. With the wheel off you can clearly see the top and bottom mounting bolts. The top bolt on the

bolt head to avoid rounding it off and making the job a lot harder.

Once the nut is removed from the top bolt you will have to lever the bolt back through the mounting and wiggle it free.



The new shocks look a lot heavier than the originals (see pic) and hopefully will support the rear of the car much better.

A good practice here is to fully extend and compress the new shocks three times before fitting, this primes the shocks and will allow them to function better.

Apply a little Vaseline or rubber grease to the top bush and squeeze it into place, trying it without lubrication may damage the bush. The lower end of the shock will need to be pushed to one side to get it on the bottom mount and watch to make sure the inner section of the old bush has not remained on the car. There should



be a large thrust washer on the bottom mount, if not, find one.

Tighten both the top and bottom bolts and the job is done.



Refitting the wheel and lowering the car back down showed about a 3/4 inch lift from the original shocks, road test will be another day, but I'm sure my exhaust is going to appreciate the extra clearance.

Derek



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Suzie Singleton

A Really Busy Month!

What a month we've had. You may remember that last month we were having problems when both our PC and the laptop crashed within days of each other – just when we had articles due in! Luckily we got over that hurdle and both managed to put something together but still have a bit of work to do getting the new PC back to how we had the old one, particularly with regard to getting into our email history.

Having got to that stage we were soon preparing for 2 weeks on the canals in our shared narrowboat, Still Waters, and realised that our next deadline was the weekend after we came off the boat – and we were due to spend the actual weekend at the Wiltshire Steam and Vintage Show. That meant a quick look through the files to see what we had available to copy to the laptop to work on while we were away and I found the photos taken at South of England Meet and STAR90 at Gaydon, so that's what you're getting this month.

South of England Meet at Leatherhead went well again this year, rather damp and chilly on the Saturday but the summer came to Surrey on the main show day on Sunday long enough to see a good field of cars, including several early Spitfires -



SPITFIRE I - II - III Register



Spitfire4. When we first saw the later door handles we had thought it was a



none of which, however, were prizewinners this year, sadly.



Mk2 but Jonas clarified that small matter telling us that there were a few non-standard items – including a rather attractive Alfa Romeo door mirror which he had sourced for the car.



At **STAR90** at Gaydon, Guy and I were very pleased to discover that two very appropriate cars – for us – had come over from Sweden for the event. Guy will tell you more about the Bond but I was particularly pleased to see **Jonas Johansson's** very tidy 1963

As a postscript to this meeting, when we

returned from holiday we found that our new Swedish friends had kindly sent us a copy of the Triumph Club of Sweden's list of members and their cars which gave me a lot of information on Swedish early Spitfires – including about 300 Spitfire4s alone!

Other cars at Gaydon which I recognised included **John Shirley's** Spitfire4, **Colin**



Also there, as many of you who



Wake's Mk3 and **Claude Buntinx's** Hurricane, over from Belgium.



were there will have seen, were **Jane Rowley and Jasper** in her Spitfire4, and this car was awarded the **Editor's Choice** prize by **Simon Goldsworthy** from **Triumph World**. (Although, you probably can't quite see it in the photo Jasper saw that Jane was being given something so he 'delicately' nosed in front of her - probably to see if it was something edible!)

Following on from my recent run of International Spitfire stories I had an email recently from **David Scott**:

"I have just been reading your column in the April Courier and thought about some photographs I took about 3 - 4 years ago whilst I was visiting my daughter in Boston USA. We went to the Larz Anderson Auto Museum in Brookline, Boston, Massachusetts. On the day we visited they were having a British day with



SPITFIRE I - II - III Register

lots of classics, Triumphs, MGs Jaguars and a



J2 Allard, but one car was very interesting it was a Spitfire with a short block V8 engine. I cannot remember the engine make but it may have been a Ford. It may be of interest to some Spitfire owners so I attached a couple of pictures."

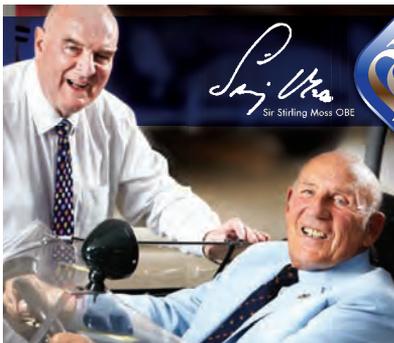
So, can any V8 aficionados out there identify the engine used here, or even tell us more



about this Spitfire?

And finally, a request for some words from some of you for these pages. I think I have a few bits still tucked away but with all this switching around of PCs etc I'm getting in a bit of a pickle trying to work out what I do still have left. Some new articles would be great. We seem to have had a few days of sunshine over the last few weeks so I hope this might encourage some of you to put pen to paper or fingers to keyboard and help me out!

Suzie



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Mark Blease

Maiden Voyage

We made it! You may recall my efforts to get our MK1 2000 "Syd" ready to tow our caravan to the classic car show at Tatton Park at the beginning of June. Well, we got there in one piece and even better news, our caravan was still attached when we arrived! In fact Syd put in a sterling effort pulling our caravan, two bikes on a towbar-mounted bicycle carrier and the "cover all eventualities" packing necessitated by the fickle British summer.

Thankfully we arrived on site with a stock of ice cold, refreshing alcoholic beverages (plus a small amount of food to help prevent scurvy) in our caravan fridge, thanks mainly to the

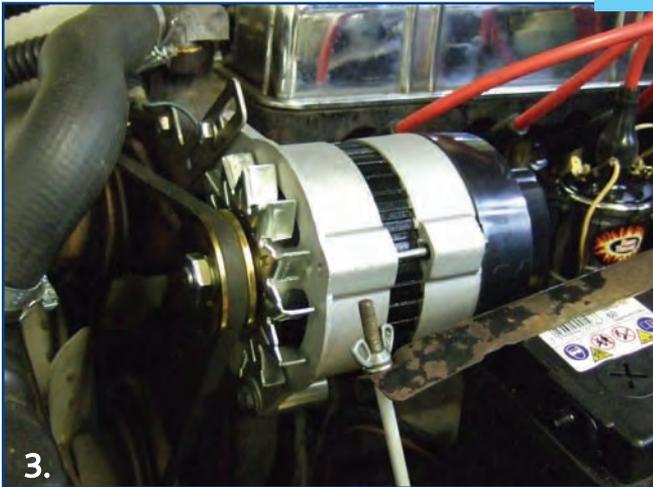
alternator conversion I had fitted a couple of weeks previously.

I purchased the kit from **Chris Witor**, and along with the new alternator (*Photo 1*) it included nuts & bolts, alloy spacers, adjuster bracket, fan belt, connectors and a second-hand engine mounting block which replaces the bracket fitted for the dynamo.

Fitting is fairly straightforward: as always when working on the electrical system, the first job is to disconnect the battery. With the two wires on the rear of the dynamo disconnected, the physical job of removing the old generator can begin - the adjusting arm and bracket on the engine block also have to be removed



(*Photo 2*). The cast fixing block and replacement adjusting bracket are fitted in place and using the alloy spacers and the long through bolt, the alternator is located and the new fan

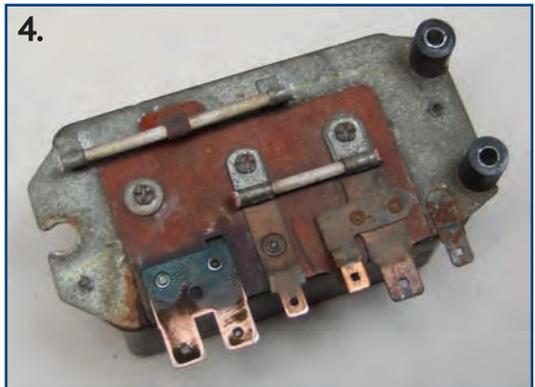


3. belt is fitted and tensioned (*Photo 3*).

There are also a few modifications to the wiring to take care of. A dynamo requires an external voltage regulator which, with the self-regulating alternator, is no longer required and must be bypassed. The voltage regulator is a black box situated on the inner right-hand wheel arch below the fuse box. There are five wires to take care of, the easiest of which to dispense with is the single earth wire, which can be simply disconnected and isolated. The two thinner cables are required for the ignition warning light, and should be connected together. The two thicker cables carry the charge and should also be connected together, bypassing the voltage regulator. I opted to connect these to a common terminal on the now defunct regulator (*Photo 4*)

giving the spade connectors a quick clean first to ensure a good connection.

At the alternator end, it is possible to simply push the two connectors removed from the dynamo onto two of the alternator terminals, however I opted to fit a three-pin Lucas-style connector to keep things tidy. The thinnest cable goes to the smallest connector and the thicker cable to one of the two larger connectors. As originally installed, the charge from the dynamo passes via this cable,



through the wiring loom and via the ammeter, to the battery - a long and tortuous route through a 47-year-old wiring loom. A better solution is to utilise the spare connector in the three-pin plug and run an additional cable to

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the battery, taking the "strain" from the original wiring and minimising voltage drop (*Photo 5*). Make sure this cable is of a suitable rating



for the alternator charge, and clip it very carefully into position so there is no chance of it chafing, since this will be an unfused live cable. The eagle-eyed amongst you may notice that my new cable seems a little thinner than the original: modern "thinwall" cables use a more advanced insulation which, whilst thinner, actually offer better resistance to

abrasion and cuts than a traditional cable.

Stafford

Don't forget the **50th anniversary celebrations** at **Stafford** this year, celebrating the unveiling of the Triumph 2000 in 1963. The launch of the Triumph, along with its arch rival Rover, instantly changed the face of "executive" motoring in Britain and rendered the traditional 3-litre opposition obsolete. I'm hoping to get as many different models from the 14-year production run on display in Bingley Hall as possible. Don't worry if your car isn't a trophy winning concours beauty, it's not about condition but all about variety! There's no need to pre-book a place in the hall, you are more than welcome to turn up on the day and we'll do our very best to find you a spot! However if you know you would like to **display your car in Bingley Hall** please email me on bigsaloon@tssc.org.uk as this will allow me to do a bit of advanced planning.

Until next month!

Mark



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Windscreen drip channel	£13.00 pair
Herald/Vitesse door skins 901338/9	£75.00
Door Skin repair panels	£25.50
Complete door shell 902256/7	£320.00
Sills 803070/1	£26.50
Tread plate repair panel	£8.50
Front Footwell	£69.50
Front floor mounting bracket fr 607548	£6.50
Front floor mounting bracket rear 607549/50	£6.50
Rear floor mounting bracket 607655	£7.50
B post mounting bracket 703625/6	£16.00
Stainless steel tread plate finisher	£30.00 pair
Boot side panel 804611/2	£31.00
Herald 948/Vitesse rear centre valance	£75.00
Herald 1200/13.60 rear centre valance	£77.50
Rear quarter valences Herald 948/Vitesse	£35.50
Rear quarter valences Herald 1200/13/60	£38.00
Inner front wheel arch 903075/6	£59.50
Rear outer wheel arch 802845/6	£59.50
Front/Rear wing arch repair panel	£24.50
Rear wing front repair panel	£18.50
All chassis outriggers/side rails/boot extr	£22.50 each
Herald/Vitesse Body Mounting Kit	£32.50
White rubber bumpers (full set)	£125.00
Rear overriders 703708/9	£49.50
Bonnet corner mouldings 706161/2	£24.50 pair
Wheel arch/bulkhead seal 704033	£3.00
Chrome bonnet catch 607663	£45.00
Door hinges 607824	£20.00 each
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	£20.50
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
Brake pads type 14	£10.20 set
Brake pads type 16P/16PB	£10.50 set
Her/Vit Recon steering racks RHD (exchange)	£45.00
Track rod ends	£9.50 each
Rear shock absorber GSA385	£18.00
Front shock absorber	£20.00
Herald 4 Syncro (exchange gearbox)	£315.00
Vitesse (exchange gearbox)	£285.00
Herald rear leaf spring 305945	£145.00
Herald recon exchange drive shaft assembly	£150.00
Herald/Vitesse non rotoflex drive shaft	£69.50
Universal joint grease nipple type	£9.50
Herald voltage regulator Unipart GEU 6603	£20.50
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Vitesse Delco distributor cap GDC109	£9.75
Vitesse HT lead set	£21.50

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Spark plugs 1200/12.50 (set of 4)	£7.00
Vitesse 2 Litre clutch kit	£80.00
Clutch slave cylinder 13/60	£35.00
Boot catch 611225	£10.50

TR7

Early type bonnet (single bulge) WKC170	£155.00
Late type bonnet (double bulge) XKC3822	£350.00
Sills L/H and R/H XKC 112/3	£96.00
Doors FHC WKC5286/7	£350.00
Door skins YKC74/75	£52.50
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Rear deck assembly convertible WKC4255	£67.50
Window regulators XKC325/6	£25.00
Door/glass outer weather strip R/H YKC101	£6.00
Radiator grille R/H convertible WKC3674	£30.00
Petrol tank retaining strap TKC131	£8.00
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
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Front suspension strut gaiter UKC4981	£8.50
Rear shock absorbers	£20.00
Upper steering joint UKC2449	£37.50
Lower steering shaft TKC1084	£36.00
Track rod ends GSJ185	£16.00 pair
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Brake pads GBP233	£9.50 set
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Recon exchange brake caliper	£46.00
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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
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Recon w/wiper motor (exchange)	£69.50
Clutch kit TR8 Q/H	£110.00

STAG

Front suspension leg insert	£44.50
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Gearbox (exchange)/Reconditioned	£295.00
Recon exchange J Type overdrive	£320.00
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Rear wheel bearing kit	£19.50
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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
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Top ball joint GSJ131	£10.00
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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
Gearbox (exchange)	£295.00
Recon drive shaft assy (exchange)	£150.00
Recon rear hub assy (exchange)	£99.50
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Diff mounting lower 134236	£2.50
HT lead set	£12.50

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Bonnet hinge tubes 811679/811680	£48.50 each
Hinge tube pivot bracket	£15.00
Side light mounting panel 907157/8	£65.00
Door skins	£61.50
Battery box 806707	£25.00
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Boot lid 575787	£395.00
Dash top cover 714482	£40.00
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Chrome bonnet catch 607663	£40.00
Rear lamp assembly 208532/217025	£49.50
Track rod ends	£9.50
Gearbox 4 Syncro (exchange)	£285.00
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Recon exchange brake caliper type 12.....	£46.00
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Bonnet stay 613045/613751.....	£19.50 pair
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Rear valance 908970.....	£87.50
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Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
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Hard top rear screen seal 911040.....	£39.50
H/T top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
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Window regulator glazing channel.....	£65.00
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S/steel tread plate finishers.....	£32.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£5.00
Heater valve 724021.....	£18.00
Front wheel bearing kit GHK1021.....	£16.50
Front wishbone bushes 119451 (set of 8).....	£10.50
Front shock absorber GSA364.....	£20.00
Front suspension vertical link.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
Recon steering rack exchange.....	£45.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£85.00
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
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Distributor cap Mk IV.....	£6.00
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GT6

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Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
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HT lead set.....	£12.50

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Mk II rear lamp panel 910509.....	£145.00
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Bonnet seal 613894.....	£12.50
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Dash veneer set 2000TC/2500TC - 730397.....	£65.00
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Late Mk I 2000 steering wheel 307493.....	£25.00
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Gearbox (exchange).....	£295.00
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HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
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Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
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Brake shoes Mk II (axle set) GBS803.....	£16.50
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Dave Rumens

STAR90 & More Old Racers

H

ello everybody, on May 19th we celebrated the 90th year of the Triumph marque at Gaydon. Fortunately the weather was hot and sunny which encouraged nearly every type of Triumph model to attend, [Picture 1](#).

around the show I spotted **Vivian Arthur's** (Long standing member from Worcester Area) Mk2 Vitesse Estate, [Picture 3](#), and the **Practical Classic's** Vitesse 6, [Picture 4](#). The write-up displayed on LGH states it is fitted with Triumph Courier wheels. To me they look more like the now rare 5.5" J rims from the mid 1960's. But I may be wrong as it's a long time



Photo 1.

There was a good mixture on display of Standards, original pre-war Triumphs and the post war Standard Triumph models. Personally I was very pleased the club asked me to put **SUT** on the stand to represent the Vitesse, [Picture 2](#). Looking



Photo 2.



Photo 3.



Photo 3.

since I have seen any. This gives me a link into the subject of wider rims. Judging by the number of emails I have received about fitting wider tyres and/or rims this is an area of interest to Vitesse owners. So it makes sense to cover it in this month's column.

The first thing you should take on board is that when fitting any non-standard rims or tyre size is that you are changing the original engineering specification of the vehicle. This may increase the loading on the wheel studs, the suspension and the wheel bearings. Importantly you should inform your insurance company of any changes. The second point is that I am not encouraging or endorsing any non-standard changes you choose to make to the vehicle. The point of this article is to inform

you of the difficulties you may encounter.

Before you purchase any non-standard rims ensure the supplier states they are suitable for your car, and if the rims are not suitable the supplier will take them back and give you a full refund. As the tyres will have probably come from another supplier you may have problems recovering their cost.

Remember both the Pitch Circle Diameter (PCD), which is the Wheel Nut Spacing, and Offset (ET which is short for "Einpress Tieffe", German for offset) has to be correct for the Vitesse. The Figures given on the Web for the Vitesse are as follows, the PCD is 4x95.25mm (4x3 3/4") and the ET is +20-25mm, I guess the variation in ET may be due to different rim sizes. I don't know if these figures are correct so any feedback would be

gratefully received. Also another point is that there should be sufficient clearance within the rim to allow for the front brake calipers. e.g.

Most of the Dolomite rims, including the Sprint, will foul the brake calipers. A reputable supplier of rims should be able to supply you with the correct type for your Vitesse.

The main problem is that the clearance is limited with the Vitesse. As a result

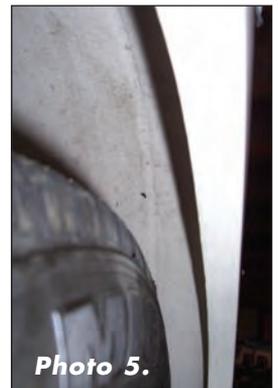


Photo 5.

of fitting larger tyres and/ or rims can

driving or poor road surfaces there could be some fouling if the suspension set-up, body/bonnet alignment is not right.

Photo 6.



Moving on to the 5.0" or 5.5" rim, most people fit 175/70/13 (Picture 7) and again under heavy driving or poor road surfaces there could be some fouling if the suspension set-up, body/bonnet alignment is not right.

On the positive side though the tyres are wider than the standard type, their profile is less, this resulting in the rolling radius working out to be very close to the standard tyres, so the speedo reading should be unchanged. The lower profile also helps with the clearance.

When fitting larger tyres and or rims some people don't have any fouling problems with the correct rims, yet

cause body-fouling problems. The general fouling areas are both the front & rear wheel arch lip, and the front bulkhead. Pictures 5 & 6. It all depends on the suspension set-up, body/bonnet alignment and if the rims are correct for the car. e.g. If the suspension has been lowered this will reduce the clearance and may increase the likelihood of fouling.

others have to spend time adjusting the suspension set-up and or the body/bonnet alignment to increase the clearance.

You have been warned!

Well, onto tyre size. On the 1600 models the standard size is 5.60x80x13 crossply on original 3.5" steel rims, though some of the late versions appear to have been fitted with 4.5" rims. On the 2 litre models the standard size is 155x80x13 radial on the original 4.5" steel rims. There is no point giving the largest tyres you can fit to the 3.5" rims as an easy upgrade would be to replace them with the later 4.5" rims. So the largest size that will fit the



Photo 7.

4.5" rims is 165x80x13. This size will reduce your speedo reading by approx 5%. So no room for error in a speed trap! Under heavy

Well that's my stuff for this month,
Keep Running On All Six.

Dave.



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Engine Misfire Update - 2

TR4A Intermittent Misfire on the
238 mile round trip to the
Cardigan Show, May 5th 2013

To quote from last months' Courier about the ongoing saga of my TR4A's intermittent misfire "*I am confident that the misfire has been cured, chickens counted and famous last words!!*"

Well didn't that come back to bite me and in a massive way as you will see if you read on. My son Jack and I travelled with seven other S. Wales area members to Cardigan (about 160 miles) and after about 50 miles that misfire had returned, only under 2000 rpm when pulling through the gears and only barely noticeable, but it was there! When we arrived at the show and had erected the Gazebo and TSSC regalia I removed number 4 and number 2 spark plugs and they were a nice colour of sandy brown. I checked the coolant level and it was still to the top of the radiator, maybe a millimetre less than before we set off, but nothing really noticeable.

After the show we set off home along the B and A roads and the misfire was there when the engine got hot, but not enough to spoil the great drive home through the Brecon Beacons. I was however, starting to think that the misfire was being caused by something more sinister than an ignition or fuel fault and although when I had reconditioned

the engine I had the cylinder head pressure tested, skimmed and hardened valve inserts fitted for lead free petrol, everything was now pointing to a valve or cylinder head problem.

Here is an account of my attempts to solve the issue, the good mechanics out there that read this will no doubt both laugh and cringe at some of my methods, skills (lack of) and fault finding processes, but I am a layman and I hope that my efforts will help to give other lay people the confidence to have a go at repairing their Triumphs as I expect that there are plenty left laid up because of the cost of having the work carried out by a professional.

May 6th

The day after the show I decided that I had had enough and that I was going to go through everything to eliminate the ignition and fuel system. I cut off the spade connectors to the coil on the low tension circuit and electronic ignition circuit and soldered on new ones, I changed the plugs, leads, and distributor cap and rotor arm. I then set the carburettors going to extreme measures by setting the jet heights with a depth micrometer to ensure that they were equal, the needle protrusion from the pistons with a depth micrometer, then balancing the carburettor with my carburettor balancer. After this I started the engine and it revved up cleanly so I took it for a run, it was lovely and smooth and pulled like a train with no sign of a misfire or any type of hesitancy, however, it was only when the engine was



Setting the jet heights and needle protrusions with a depth micrometer to ensure they were equal.

really hot (40 miles plus) that the problem was occurring so I was still sceptical that I had cured it. I thought that I would do a quick check to see the colour of the spark plug electrodes, so I removed spark plug number 4. I was very unhappy to see that when I removed the plug a very thin jet of water was coming from a hole less than the size of a pin point, this wasn't happening with the plug screwed in as the hole was on the sealing face, this must have been causing number 4 plug to get damp and to cause the misfire, it might also have been the reason that the one brand new plug fitted for the last run had broken in half when I had removed it!

I have never seen or heard anything like this before, but it means that my cylinder head is either cracked, become porous or has suffered from internal corrosion, very disappointing after I had paid a lot of money to have this checked out before and I'm not at all happy. I checked prices of reconditioned cylinder heads and they were between £1500 and £1800 plus carriage and in most cases a surcharge until the old

head (which had to be serviceable) was received.

I resisted the urge to remove the cylinder head straight away, I had a bit of thinking (drinking) to do as I have a 6 cylinder Triumph 2000 TC engine in my shed and I was tempted to check out the main and big end shells and if serviceable, drop the engine in my TR, at

least the 6 cylinder engine has affordable and available spares and I would get my TR4A or would that be TR2000TC on the road in the near future. Even if I had just removed the cylinder head and replaced it with a new one (or perhaps find someone who can repair mine) there was a danger that the wet liners would become unseated from the figure of 8 seals, so it looked like I'd be using my 13/60 convertible for the next few shows and road runs, although with the Pencoed Show only 6 days and 30 odd miles away I could have used the TR for that and then again for the Vale of Glamorgan show. I will try to insulate the spark plug and temporarily plug the water leak by coating the spark plug threads and sealing washer with Wellseal. I wasn't happy I wouldn't get far in my TR!

May 7th

After sleeping on my decision to carry on using the TR I did my usual U turn and decided to remove the cylinder head. So after first draining the coolant then removing the carburettors, inlet manifold and exhaust manifold (disconnecting the steering column shaft to allow room to remove the manifolds) I turned my attention to removing the water pump (only to allow me a bit more room to work) the rocker cover and the rocker shaft.

With the spark plugs removed all that was

They said that they would call me the very



next day.

I then spent hours on the internet looking for the best way to proceed should the expected bad news materialise and sent numerous e mails to various TR parts suppliers and some engine / cylinder head specialists.

It took me 2 ½ hours to remove the cylinder head from my car.

*TO BE
CONTINUED!*

Wet liners locked in position with the spacers that I had had made before the engine rebuild in 2011.

left to do was to try to take the head off without unseating the wet liners! With two wooden hammer handles in the furthestmost ports I levered gently and felt the seal between the head/gasket/block break. I then tried pulling the head off, but to no avail. I locked two nuts together on each head stud and removed the 10 cylinder head studs (as they had only been in place 18 months I did not have too much trouble doing this). With the studs removed I then lifted the head off and in the hope that the wet liners had not moved I locked them in position with the spacers that I had had made before the engine rebuild in 2011. I then took the head to a local engine specialist for assessment, the person who served me asked if I "just wanted to chance them fitting an insert into the plug area and refitting the head" I managed to stay polite and said that I wanted it pressure tested and if a repair was a possibility I wanted it carried out and then pressure tested afterwards, nothing less than a first class job was acceptable, no matter what the cost (after all it was going to be a lot less than £1800, wasn't it?).

Expanding the Register

After the very kind words from Bern of HQ fame in last month's Courier about my Reg Sec boundaries expanding to encompass TR250, TR5, & TR6 I was inundated with an e mail from a TR6 owner from the other side of the country and who I have never met or heard of before, who had recently acquired his car (well actually it was from S. Wales active member Paul G and I badgered him remorselessly for an article). Still it does show that there are TSSC members who are buying TR's and hopefully by catering for them in the Courier they will hopefully have a stronger bond to our Club.

When I first started as TR4/4A Reg Sec I made a point of stating that I was no expert, but at least I could provide a focal point for any members with issues regarding these models and that I could "field" any issues to the membership, well this is even more true for the TR250, TR5 & TR6, so I will need your help, if you have had any problems with your cars and have managed to overcome them either recently or in the distant past please e mail me the details as you can be sure that one of our members will either

be currently striving to resolve the same issue or will need to do so in the near future.

Anyway, over to Paul G who rumour has it that he financed the purchase of his beautiful TR6 by selling his mug collection!

demonstrated the inertia cut out switch on the fuel system and the pump duly cut out, refusing to cut back in. This was swiftly by passed pending a new part and hey presto



Paul G's first impressions of his "New" TR6

After One year's enjoyable driving in my first classic a Vitesse Mk2 convertible time had come to look for another car to continue the fun whilst I restored the Vitesse. Loving the sound and performance of the straight six and never having had a sports car I opted for a TR6 purchasing a local 1974 model in striking Mimosa Yellow following the once over from South Wales Area Organiser and TR Register Secretary Bern. This was when the fun began.

Having stopped at Bern's on the way home, my new pride and joy then refused to turnover – no electrical power whatsoever. Since the car would start on a power pack we surmised a duff battery and despite being reasonably new it was on the lower limits of acceptable power output anyway. So a new more powerful battery was purchased and the car started fine. Bern then

Miles of smiles is my conclusion. But anybody know where I can get a hairy chest and longer legs.

we were back in business.

Further investigation showed the alternator to be devoid of output and one of Bern's slightly better spare ones fitted till a new item ordered that night arrived.

So what are my first impressions of a TR6 compared to the Vitesse. Very different.

Expensive niggles aside, great fun, I can forgive the long clutch travel not helped by my short legs, ride is definitely on the firmer side with the fitted poly bushes but it's nice to have seats with foam support. Steering is very direct and can get a bit leery at times. The gearing is also very different and torque on the Vit is low down where as the TR6 revs less for a given speed and the overdrive is a joy to behold affording very relaxed and quiet cruising. Perhaps the Vitesse engine is in even worse condition than I thought it was and an overdrive even more desirable.



www.tssc.org.uk/stag
e-mail. benbroadbent@btinternet.com



Ben Broadbent

Kentish Stag Heaven

and Bonnet Release Tricks

Hello, again, hope you are enjoying the Classic car show season. I've seen some beautiful Stags at the shows I've been to, so I'm really looking forward to Stafford next month, so get your beautiful Stag in the Concours, see June Courier (issue 396) for details (p12).

This month I'm grateful to **Darren Checksfield** and **Steve Pratt** for their articles. Here is what Darren had to say about his French Blue Stag;

In 1999, I went looking for a specific Stag. It had to be French Blue, Tax free, Manual overdrive and oh had to have a Kent registration because I am a proper Kentish man, but despite having a few classics over the years I have never had one with a Kent plate.



Pic 2.

I found RMU 748L (aka Rommel) in Godstone Surrey. (picture 1) Fitting all the criteria except the plate. I seem to remember that is a London/Surrey registration – shame, but close.

The seller was a car body restorer and had done a very good job, (picture 2) save for some

reason of putting back on the car the old damaged badges and bumpers and the like. Oh and the engine blew blue smoke and seemed to get hot on the test run...

...I was brave and paid around £3,000 knowing I had an engine to rebuild.

One of the first things I did was replace the exhaust with a stainless system. I did this at a friends house by jacking the rear quite high at one point for easy access. Part way through



Pic1. RMU 748L - "Rommel"

there was a lot of gurgling and noise before the car dumped a load of sandy water on the drive! Presumably that cleared a blocked coolant passage or two as the engine did not run so hot after!

I drove the car to its next MoT and sure enough it failed on visible exhaust emission. So no



Pic 3.

choice! I soon got on with stripping the engine of some ancillaries and pulled the engine out with gearbox and overdrive and into the workshop. (picture 3)

My engine had never been restored and that showed in the struggle I had separating the heads from the block. It took weeks, what with rusty studs and everything glued together. But I used lots of penetration oil and hung the engine by each head and surprisingly, one morning found a head had released, so I did the same with the other. Everything was done and replaced by myself with machining work done by Laurence Hodson, near Sevenoaks Weald. Whilst he had the engine I resprayed the engine bay using cans. It still looks as new even now.

I remember getting the engine and box back in being very difficult. I had to lift the unit very high and steep and lift and move the body to allow the box to slip under without touching the new paint. A little while later everything was reattached and primed ready for the restart! No worries! Even now I am still chuffed that I

rebuilt a Stag engine myself, never been worried about overheating even though everything is still standard.

So, as often happens, I became attached to Rommel and did about 4000 miles. The only engine problem was a tappet noise getting worse. New engine settling down and needing new shims!

But then disaster! My wife divorced me after 17 years and a year or so after that I had to sell the Stag to survive. A sad and forced end! I could hardly be present when the lorry came to collect. (picture 4)

That was 2 years ago. In the meantime I acquired a Mk3 Spitfire (in pieces!) which being single meant I now had plenty of time to restore it.

So imagine my surprise when I was offered the Stag back. But how much? It now had new seats, new tappet shims, UJs etc etc. 'Yours for what I paid', he said. How could I refuse that! So I didn't and Rommel



Pic 4.

came back on the same transporter that took him away.

It was as if the time between never happened. I instinctively knew everything and his little foibles (love that word)

Can you imagine the joy of my first drive that afternoon! Stag heaven.

Thanks Darren, I hope you enjoy your Stag Heaven this summer.

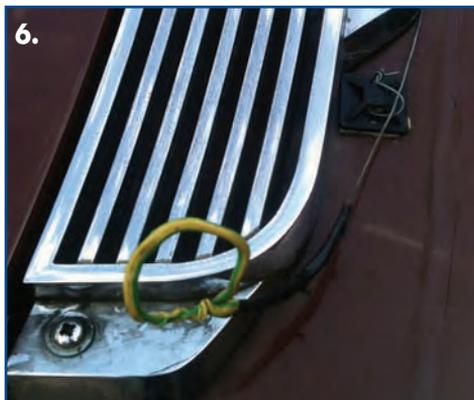
Steve Pratt has provided the following gem for a bonnet release trick, the following is what he had to say;

When reading the Courier for last May (Issue 395) especially the excellent TR Reserve Bonnet Pull article (p38) by **Bernard Littlewood**, reminded me that I promised to send in some of my Stag improvements.

As is known, the Stag has the same arrangements for the bonnet release as the TR4/5/6 and other forward hinged bonnet Triumphs. Indeed many Stag owners have also employed the same solution as that shown by Bernard in his article. My solution is somewhat simpler and perhaps not for the purists, but has the same effect.



I have used a length of gardening wire, looped around the existing release mechanism (picture 5) and led along the top of the scuttle. This is then led through a small adhesive guide



and a ring is fashioned which can poke out of the gap between the bonnet and air intake. (picture 6)

I added a bit of earth cable sleeving to finish it off - all I had at the time! The ring can either



be left to stand proud of the bonnet, (picture 7) or pushed down into the gap. (picture 8)

It can easily be pushed under the bonnet if you are displaying the car.

Simples! (as they say)



Thanks Steve, a very simply, but effective trick. My gratitude to both Darren and Steve for providing their articles. As you all know I'm always on the look out for interesting articles for the Courier. They can be unusual, technical, and amusing, amongst anything else to do with the Stag. That's all for this month.

Keep those V8's purring! Take care

Ben

ISSUE 205 SUMMER 2013

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TR7/8 Register



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Paul Lewis



SPA in a TR

Last year I made the pilgrimage to Le Mans for the Classic car racing and thought it was excellent event and great value (apart from the cost of fuel to get there and the cost of the French Toll roads). So this year we decided to venture to the SPA classic. Word had got round to fellow Triumph friends and three cars were confirmed and booked at the beginning of the year, a TR6, Stag and my TR7. As time to the event got closer I was unsure if the TR7 would make it there and back seeing as it has let me down twice this year already with overheating/head gasket problems. I didn't fancy taking the TR8 as the fuel consumption is pretty low so what do you do? Yes, buy another TR7. This time it

was a Triton Green 1981 convertible.

The car had been brought from an elderly gentleman who tinkered with cars in Norfolk. I checked the car over and it did not start very well and also the gearbox was very noisy. I thought I would try the car out on the New Forest run to see if any other faults materialised before asking her to endure the journey to SPA. Seven miles outside Swindon the layshaft collapsed in the gearbox. I now had a matter of weeks to find another gearbox and fit it. Whilst at the Passion for Power show in Manchester I was talking to a fellow TR7 enthusiast who had just completed his restoration and conversation found that John had a few spare gearboxes lying around. For the cost of shipping the gearbox was delivered to my house and sat in the garage for the rest of

the week whilst I ventured on some offshore sailing (one of my other passions). Time passed and it was now only one week before our journey to SPA, and I had no transport. On the Tuesday I went into work early, I mean really early, it was still very dark and managed to get the new gearbox fitted. Road trials commenced on the Wednesday and the Thursday lunch times before the journey to the



New (To me!) TR7 in Triton Green

Channel Tunnel early Friday morning. Cutting it fine is not what I would recommend but I'm sure we have all been there.

After gathering together all the camping gear, spares and provisions I realised that the boot, although large for a convertible was going to be tight on space. Luckily I found a boot rack on Ebay for a mere £20. I did consider the boot bag options

when the road was clear and checked for damage. Luckily only the bumper was cracked, as thoughts of a damaged radiator would have resulted in withdrawal from the journey. Arriving at Stephens at 0400hrs we reconfigured the car and set off on the 3 hour journey to the Channel

Tunnel where we were to meet Gary Law and his wife Mags in his red TR6 and Gail (Gary's sister) and her husband John Elliott in their Mk1 Stag. We were early so a nice rest and a full English breakfast before they arrived was welcomed.

Once the convoy had been assembled we boarded the train with the TR6 leading followed by the Stag and my new TR7 covering the rear.

The train is a fantastic



Kit on Rack with Stephen

from my last article but the cost swayed my decision. Loaded to the gunwales I left home at

way of travelling to the continent with a journey time of 35 minutes all for the cost



In the Ferry queue

0200hrs on the Friday to pick my eldest son Stephen up from Swindon as he would be my co driver for this trip. Half way, just south of Morton-in-the-Marsh a badger appeared from the side of the road. Swerving was not an option so I'm afraid a strike of the badger was inevitable. I pulled over

of £98. The train came to a halt and the engines were started, except the Stag. John had thought his engine was running so had pumped the accelerator to bring the revs up flooding the car. At this point we were near the front of the train and a large group

Stopping for Fuel



of travellers who were waiting to disembark from the train but were stuck until John's V8 burst back into life. Picking up fuel we continued the journey in a light drizzle of rain. The journey went well with a couple of stops for a drink and fuel. The only down side was the 30 miles of road works just outside SPA itself.

Approaching SPA



Finding the campsite posed a few problems using the sat nav but eventually after local directions and reading the directions on the information sheet sent by the TSSC we finally arrived in sunshine to pitch our tents. Old friends were also on the site along with the TR Register.

The camp site is excellent

Asking for Directions





Setting up Camp

and at £50 per car for 3 nights has all the facilities you need. Electrical hook up was free, the showers were hot and for 50c you had 6 minutes to have a decent shower, although a bit busy for the amount of people.

A few beers were brought from the onsite shop for 1.5 euro each and we chatted throughout

looking forward to the racing.

The second half of the story will continue next month but it just goes to show what our fantastic cars are capable of and the adventures and friends you meet during these events are second to none.

Paul

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Trevor Collett

Well I Nevett Have

They say there's nothing new under the sun, but in the world of special cars "something new" seems to appear with refreshing regularity. A couple of months ago **Gordon Melville** sent an email to specials@tssc.org and, thanks to the wizardry that is t'internet, that email appeared on my computer screen. On clicking the hyperlink therein contained I was exposed to a wondrous site – the Nevett Special.

You don't have to go to the effort of clicking as I've downloaded – with Gordon's permission – a couple of the pictures for you (if you really

of thoughts cascaded through my consciousness – one being, "I have got to know more about this car", more than Gordon had to that point put on his web site.

So, I replied, with a few questions, only a few, just on two sides of A4. Gordon was good enough to reply, but I was still left slightly frustrated... this is what he said:

*"The car was originally a Triumph Herald 1200, registration CFO 412F. This was bought by **Barry Nevett** (Preston area) in January 1990 and he took the next 10 years to complete the transformation. In 2000 he entered the car in to a car show, describing it as a "Nevett Special"; 1990 to 2000 build time, and only 25miles! I believe that the chassis and all the mechanics are that of the original Triumph Herald.*

The tub of the car is wood. The rear wings and the radiator cowlings are steel. For the moment I haven't established what type of vehicle they are off but the cowlings is similar



The NEVETT Special

want to click, don't let me stop you, the link will be along in a minute or two).

On first seeing the pictures of this car a myriad

to a Ford Prefect. The front wings are aluminium and are purpose made.

The body of the car, up to the front bulkhead

has been covered in leathercloth and the bonnet has been sheeted in aluminium.

The current weather equipment is simply a



tonneau cover. There is a hood frame but at the moment no cover for it! This will need to be made at some point in the future. There is no provision for fixing side screens.

There is a history file of sorts with the car which includes Barry Nevett's original "sketches" of his ideas which seem to be based on cuttings of various exotic cars, which are also in the file. These include a 1935 Alfa Romeo Sport

over the build period but unfortunately no photos or a journal of his progress.

There is also no history of the car's life before 1990 and between that car show in 2000 and the time I bought it in September last year, other than the dealer (from Lincolnshire) I bought it from, who in turn had bought it from a seller in Coatbridge.

If any readers have come across this car at any time I would be very interested to hear from them.

I am in the process of building a website where, although a work in progress, pictures can be seen. It can be viewed at www.triumphspecial.eu and I can be



contacted at gordon@triumphspecial.eu."

Thanks for these words Gordon, but I need to know more... like, what sort of radiator has it got, what modifications have been made to the Herald suspension! I suppose I'm just going to have to wait until I can get to crawl underneath it myself.

Gentry des Alpes?

Back in January this column was largely given over to **Ian Goodfellow**, who entertained us with an update (he had first written for Specials Register in 1999) on his RMB Gentry. Well, I'm pleased to say that Ian has written to me again,

with some new news and some great photos:

Hi Trevor

When I last wrote to you I mentioned that I had purchased a set of wire wheels at Stafford, and



Spider and a Bugatti Royale, amongst others. There are also numerous receipts for every conceivable thing he bought over the years. There are also various notes written

that they were in need of refurbishment.

Well, I managed to strip and paint two of them. What a task, by the time I was half way

Alpine Rally car, complete with the aforementioned black wire wheels, additional seven-inch spotlamp, stoneguards all round and the obligatory leather bonnet strap. The pictures were taken at the Derwent Reservoir, notice how in the first one the yachts are all nicely lined up. Pure luck, as I had only just arrived there, ten seconds later the gun fired and they were off.

Thanks Ian, I sympathise with your experience with renovating wire wheels – been there; car looks even greater now though.

How are all the rest of you kit car



through the third my will to live was beginning to disappear rapidly. Deciding that enough was enough, despite having invested a small fortune in paint, rotary wire brushes, emery tape and industrial strength stripper. The three remaining wheels were shipped off to fellow club member **Mark Ramsey**, he arranged for a local firm to blast and powder coat them and then he refitted and balanced the tyres etc. - cheers Mark.

There are times when you just have to accept that some jobs are best left to the experts.

So here she is, in this season's guise as an



and special people out there? I want to know more about your cars, and more updates on cars that have featured here before. Get those box brownies and quill pens working.

I have produced a template document to help write **Your Car Story** – email today for a copy.



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CLUB SHOP NEWS

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e-mail. **clubshop@tssc.org.uk**

by **Garth Jupp** **An Apology**

If anybody has been emailing the club shop recently and not getting an answer, I have not been ignoring you, I have had a problem with the email delivery and not all the messages have been getting through. I believe this is now sorted, if you still think you are not getting a reply give me a call.

Lead Times

Although the Club Shop does endeavour to keep as much stock as possible on the shelf, we do run low sometimes and some of our suppliers have increased their lead times at this busy time of the year, this is especially true for trim and hoods, and alloy wheels at present, please bear with us and we will get you order to you just as soon as we can.

New Items

Quinton Hazel as you will all be familiar with were a good source of aftermarket parts for our cars.

Unfortunately in the last year they have ceased trading which has left us the problem of finding suitable replacements for certain items. We are now stocking genuine Bork and Beck clutches, First Line track rod ends etc.

I am pleased to say I have now sourced good quality wheel bearings for the front and rear of our cars, these are priced at **£22 Inc. VAT** each. The bearing kits contain good quality British or Japanese bearings and seals, also the felt front hub seals fit! The **P+P** on these is **0.2kg** per kit.



Each kit does one wheel. They are available for the following cars

- Herald (Disc),**
- Spitfire**
- front **GBR302****
- Vitesse, GT6 front**
- GBR303****
- Rear non rotoflex**
- GBR301****

Clothing

We have had to raise the prices slightly as the supplier we were using has gone through a series of buy outs/take overs with disastrous consequences. The quality went down tremendously and the prices went up. So we have returned to one of our older trusted previous suppliers.

- The new prices are as follows.
- Bomber Jacket** **£34.25**
 - Full zip fleece** **£24.50**
 - Polo shirt** **£10.50**

Postage Rates

As you are no doubt aware, the Post Office came out with new rates and classes of parcels just after we printed the 2013 catalogue! Consequently the rates in the new catalogue are not correct. Although we don't like having to put up shipping costs, we have no option but to pass them on

To make matters more complicated the Post Office rates are based on size so we can't just add up the weight to decide how much the postage is, we have to measure it as well and determine if it is cheaper to send the items in the post or by the courier we use.

So if the items are small and will fit in a parcel no thicker than 80mm and weigh less than 1Kg the postage is £4.50 (second class signed for) Typically this can be one or two Polo or T shirts. Just to make matters even more complicated

we can no longer send spray cans, touch up pots, Valvemaster or any other fuel additive via the Royal Mail as this is in contravention of their new rules on Transport of Dangerous Goods.

PLEASE NOTE you MUST NOT send or return any of the afore mentioned items to us via the Royal Mail if there is a problem with your order.

The Royal Mail will dispose of the goods and then we will not be able to refund or replace the items.

If you want to order fuel additives or paint then we will send them out by **UKMail** the courier service we use.

1-4 bottles of additive or up to 2 spray cans can be sent for £5.

We can send up to 2 touch-up pots for £4

Greater quantities of spray cans or additives will cost £6 unless of course they are part of a far larger order where the £10.50 rate for orders over 2Kg takes over.

Additionally for the under 2Kg orders there is an extra charge of £6.30 for the Isle of Wight or the Isles of Scilly, unfortunately N.Ireland. and the Scottish Highlands start at £14.50

Borg & Beck Clutches

As stated in the new catalogue we are now able to offer **Made in the UK Borg & Beck 3 piece clutch kits.**

Vitesse/GT6 2 Litre	£77.00
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TR6	£133.00
Spitfire MKIII/IV/Herald	£56.00
Spitfire 1500	£83.00

Remember these are genuine Borg & Beck, unlike some of the competitors who quote "Borg & Beck type" on their websites.

We will be carrying the Spitfire, Herald, GT6 & Vitesse clutches in stock, the TR6 and Stag ones will be ordered in, but should be available within two days.



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e-mail. guy@bondequipe.org



Guy Singleton

The Party Starts!

S

outh of England Meet – 12 Bond Equipes and **Nigel McDonnell** in his Minicar MkD (previously winner of SEM Best Bond in 2009) turned out – a great start to

the **Equipe's 50th Anniversary Year.**



Equipe present. We hope all the Bond Owners there managed to have a piece of the cake.



Thank you especially to **Dave and Amanda Abbitt** and Dave's father who, between them, brought 3 Equipes. Thanks also to everyone else for coming along – we hope to see you – and others – at the many 2013 50th Anniversary events.

The 'Highlight' (or maybe one of them) of the day was the Birthday Cake which was cut on **Bob Buckby's** car, this being the earliest



Unfortunately it wouldn't travel too well in the post so I don't think I can rectify the matter if you missed out. Maybe we'll have more cake at our other Equipe events ... so ... if you come along

to them you'll find out.

Congratulations to Amanda for winning the



Best Bond trophies and to **Frank Bosmans**, the runner up. Frank had come over from



Belgium again in his 4s which also benefited



from being tuned by Tune Up whilst at SEM, so hopefully he had a better trip home than on the way over to see us.

The next event we attended was **STAR90** where our white 2+2, GMT 723B was on the TSSC stand. We also met **Par & Eva Persson** from



Sweden with their 2 litre convertible. The car's UK registration number had been CBF 622H –



one of the series of CBF cars registered in October and November 1969 and



was also a car that I had not previously known about so it was great to add a further

and has recently attended the Thirlestane Classic Car Show with the Stag Owners Club.



You can see that he has fitted a T bar, similar to that on a Stag, it does look quite good on the car, and helps it blend in with its neighbours. Peter says: "The 'T' bar is for cosmetic purposes only and is not a 'Roll Over bar' although it would give some protection if the worst

Pär & Eva with their Equipe and Jonas Johansson with his Spitfire4, all from Sweden.

'new' car to the register. Well done to them for coming so far for the event.

As Suzie mentioned in her article, Pär sent us a copy of the Triumph Club of Sweden's list of members and cars and I was surprised and pleased to see 13 Equipes listed there – a few more to add to the Equipe Register!

Peter Rieu-Clarke has been



happened. It is attached to the bodywork by 3 bolts and is easily removable."

The next Anniversary Event is the Camping Weekend 26th to 28th July at Sycamore Farm, Soss Moss, Nether Alderley, Macclesfield, SK10 4TU.

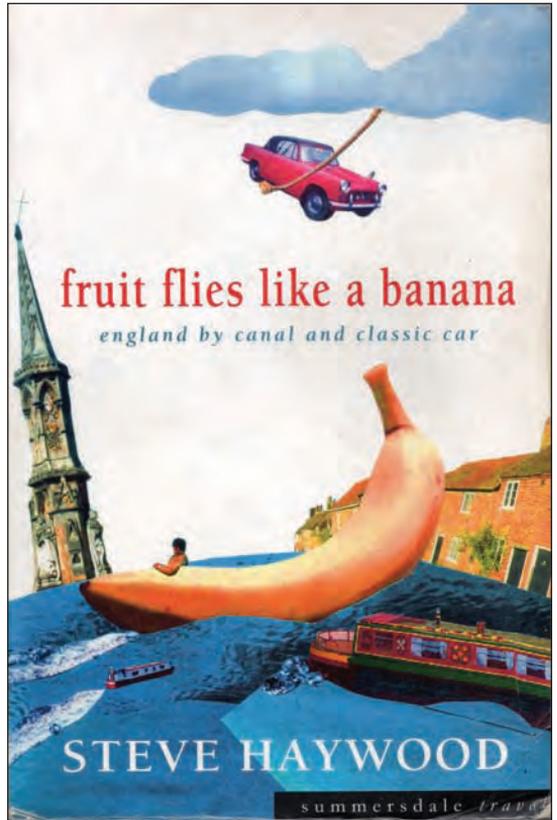
Please can those planning to attend contact me so

keeping the Equipe end up north of the border | that I can let **Clive and Andrea Steggel**

know how many people to expect.

This will be a nice laid - back weekend of the ilk of Midsummer Madness or the old Yaxley events. Camping will cost £5 per unit per night. Our hosts, Clive and Andrea Steggel have a eclectic collection of Bonds so well worth a visit. The plan for this event is to meet up on site on Friday evening for a BBQ and chat etc, there will be a road run and other events on Saturday and a display of cars with an informal concours on Sunday morning. This event has been arranged to cater for those living further north who would find it difficult to attend the more southerly meetings so I'm looking forward to meeting people and cars we perhaps wouldn't generally met up with.

And finally, Suzie found a rather appropriate book for me recently – *"Fruit flies like a banana"* by **Steve Haywood** which, despite its unusual title, was quite apt as its subtitle is *"England by canal and classic car"*. The blurb on Amazon reads: *"When Steve Haywood hits 50 he is galvanised into action. Exploring the English canals on his trusty narrowboat "Justice" and the countryside in his classic Triumph Herald, he attempts to delve into what it is that makes the English so, well, English. Happily mixing with the eccentric array of characters he meets along the way, Steve experiences more than his fair share of mayhem, mishaps and, of course, torrential rain..."*



Canals and a Herald 13/60 Convertible, classic mid-life crisis – sound familiar anyone? You may find it worth a read.

Guy



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Pip Flegel



STAR90 17th to 19th May

By Steve Cropper (Liverpool Area)

The STAR 90 weekend at the British Motor Industry Heritage Trust Museum at Gaydon saw entrants from all Standard-Triumph clubs, for what has to be the largest assemblage of the company's products in one place for many years.

Despite a lot of publicity on club websites, the event seemed to struggle to enter the consciousness of the Standard Triumph scene, but an attendance of 800 on the Sunday at Gaydon was pretty respectable in these austere times.

Several anniversaries were being celebrated, ranging from 110 years since the founding of Standard, through 90 years of the Triumph marque, to the 50th anniversary of the Bond Equipe and of course the Triumph 2000.

We had booked overnight accommodation at the Chesford Grange Hotel in Kenilworth, and arrived on Saturday afternoon to a car park



bursting with Triumphs and Standards of every period. From a wonderful vintage V3 tourer with no front brakes and spindly artillery wheels, to a bevy of Stags, who were holding





their European meeting to coincide with the event, and these were by no means the only overseas visitors in attendance.

The hotel was excellent, and confirmed the organising group's wisdom in having a designated base for the event. After a comfortable overnight stay, we breakfasted with enthusiasts sporting every kind of club regalia, before heading off to Gaydon. A kind member of the TR register offered to allow us to follow him on a planned "scenic route", and we had a stirring drive to Gaydon through Shakespeare country in our Herald, in glorious sunshine in convoy with two TR4s.

On arrival, we really did not know where to look first! Apart from a few club stands, the majority of the parking was mixed, with models of every era parked in huge swathes around the circular museum building. Club Triumph had colonised the plateau with a commanding view of the site, from which the scale of the event became apparent.

Although picking favourites from so many wonderful cars seems invidious, a heart-stealer for me was the gorgeous Triumph Italia, combining sharp 60s Italian looks with Coventry grunt. The judges agreed, and it was awarded best in show.

Other personal favourites were Rob Green's wonderful 1935 Gloria Free-Flow streamliner,

an immaculate blue Vanguard phase one "Ute", a lovely "Bergerac" Triumph Roadster in



nightfire red and an immaculate 2000 Mk.1, but by the end of the day, even TR7s were growing on me!

A trip around the museum was part of the package, and this was worth half a day in itself. A pristine 1600 Vitesse, the last Spitfire off the line and Sir Henry Segrave's 200 mph Sunbeam nestled among a host of prototypes, record-breakers and rarities, all presented in innovative style.

All in all, an excellent event, well-organised and well worth the trip. Our only regret was not having more time to see everything.

Well done to all concerned, and roll on the International Family Weekend!

Photos by Steve Cropper, Alexander Cain & Bernard Robinson

Laon Historique 2013

A trip around the French countryside

By Gary Russell



As for many years the French town of Laon has played host to the what is a fantastic weekend of reaping and pillaging the French highways. This year was no exception with 750 cars booked in for the grand parade on Sunday. The Laon Historique, a non competitive event dedicated to any type of vintage, classic, sports and kit car. The town hosts a classic car parade for over 500 classic and vintage cars from all over Europe. And is "strictly not a race", this closed street run is one of the few motoring events that you can actually participate in, instead of simply being a spectator. The Laon Historique has now become the largest classic car motoring event in Europe and offers a four day long weekend. And is Fun Fun Fun...



On Friday morning, catch the inclusive Dover Calais or the Hull Zeebrugge ferry and take a leisurely drive of 140 miles to your hotel in Laon, via some of the most

On Saturday morning it was a stunning day with wall to wall sunshine all participants



sign on for the scenic regional tour, collect a rally plate and route book and join the classic convoy exploring the local countryside. The trip today was about 200ks down to Chateau Thirrey and back again via a different route. Once at our destination you are treated to a French stick of Tuna Mayo and salad and a glass of champagne and all the cars present in a series of 3 car parks which was a great site to see.

fascinating parts of France, we decided yet again to visit some Memorial WW1 sites on the way through.

On Sunday morning, all the cars assemble in the old town area of Laon where the streets are closed to all traffic except for the cars participating in the street parade; a drive

Area Showtime

up the steep hill with hairpin bends leading to the town centre – strictly no racing or speeding. The whole town is awash with spectators lining the streets, who come to watch the biggest cavalcade of classic cars and sports cars in Europe. The only exception to this today was the weather, good god it chucked it down with rain all day, so sadly it was only the “brave” French who ventured out into to



best roads, fantastic countryside, great food, and great like minded company.

My thanks to **Martin Bridge** for the use of his TR6 VKA (Vicky) and to the other fellow members of the TSSC which made it such a great trip.



streets to see us off around the closed streets of Laon.

This is a fantastic event and the second time I have attended, I can recommend this to any petrol head, as you can see in the photos. Most of all you get to drive your Triumph around some of the



International Family Weekend



www.tssc-international.co.uk
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The HQ Team

Just 7 Weeks to go!

Hopefully most are now aware that the TSSC HQ Staff are busily working away to make sure that This years International goes ahead as smoothly as possible for every one attending and that ALL enjoy the Weekend.

So here is an update of what we have Confirmed so far.

It's the 50th anniversary of the Bond Equipe and the Triumph 2000 so we are

TRUNNION OILING & OIL CHANGE SERVICE

Situated By the Rear Door Entrance at the Back of Bingley Hall, **Richard Briscoe of RB Mobile Classics** will be offering the following services over the weekend for your Triumph

Trunnion Oiling

Oil changes - Triumphs only!!

Quick vehicle safety inspections.

Driveshafts for sale

Oil + filters for sale.

Richard could also offer a hub pulling service for anyone who wants it. Plus front spring/shocks building up.

At the show please Check in with the **TSSC Stand Front Counter** for Details and an appointment time.

ENGINE TUNING SERVICE



Malc Hadley's 2000 and Guy & Suzies Bond at Star90

sure to see a larger turnout with both of these models.

We are lining up some spectacular examples to go in the Hall for display but we are also wanting to display Bonds's and 2000's in any shape or form to commemorate this important Anniversary.

All the other important Stafford events and sights are still being organised, such as The TSSC International Concours, Traders, Insurance Valuations, the Club Shop. Services now Confirmed are:



Situated just Outside the Main Pavilion the guys from Tuneup will once again be working their magic on your Triumphs. Please bring your vehicle over to the vans and speak to the Engineers to arrange an appointment. There is often a long queue in busy periods, so book early to cut down your waiting time.

EVENING ENTERTAINMENT

For those Members wishing to make a weekend of it, there will be a wide range of Evening Entertainment.

Friday 16th August

We are pleased to invite you to the Club's largest Noggin 'n' Natter at the Bar in the members Pavilion. The Pavilion will be open from 6.30pm to 12.00am. Meals will be available from outside Caterers.

Real Ale will be available from the Bar during the evening. Come and join us at the Members Pavilion for a fun packed night of silly games for charity. The fun starts at 7.30 until late.

Saturday 17th August

Saturday Evening we will be turning back the clock, and we will be having both a band and a disco. The Band will play 3 sets.



The Band is **"Discovered"**, the following list is their current song list. Please let us know what **YOU** want to hear from it (by the end of July if poss) and we will pass your requests onto the band. e-mail your requests marked **STAFFORD Band Request** to: info@tssc.org.uk

1. 90's Medley
2. 9-5 (Dolly Parton)
3. Ain't Nobody (Chaka Khan)
4. All Right Now (Free)
5. All the Small Things (Blink 182)
6. American Idiot (Green Day)
7. Are You Gonna Go My Way (Lenny Kravitz)
8. Blame it on the boogie (Jacksons)
9. Born to be Wild (Steppenwolf)
10. Brown Eyed Girl (Van Morrison)
11. Buck Rogers (Feeder)

12. Can't Stand Losing You (The Police)
13. Can't Take My Eyes off You (Frankie Valli/Andy Williams)
14. Car Wash (Rolls Royce)
15. Chelsea Dagger (The Fratellis)
16. Cigarettes and Alcohol (Oasis)
17. Come up and See Me (Cockney Rebel)
18. Crazy (Gnarls Barkley)
19. Crazy Little Thing Called Love (Queen)
20. Dakota (Stereophonics)
21. Disco Inferno (The Tramps)
22. Do You Love Me? (The Contours)
23. Domino (Jessie J)
24. Don't Look Back in Anger (Oasis)
25. Don't Stop Believing (Journey)
26. Don't Stop Me Now (Queen)
27. Ever Fallen in Love (The Buzzcocks)
28. Forget You (Cee Lo Green)
29. Get Back (The Beatles)
30. Hard to Handle (Otis Redding)
31. Hey Soul Sister (Train)
32. Higher & Higher (Jackie Wilson)
33. Hot & Cold (Katy Perry)
34. Hit the road Jack (Ray Charles)
35. I Bet you Look Good on the Dance floor (Arctic Monkeys)
36. I Feel Good (James Brown)
37. I Just Want to Make Love to You (Etta James)
38. I Love Rock n Roll (Joan Jett & The Blackhearts)
39. I Predict a Riot (Kaiser Chiefs)
40. I Wish (Stevie Wonder)
41. I'm a Believer (The Monkees)
42. Islands in the Stream (Dolly Parton & Kenny Rogers)
43. Johnny B. Goode
44. La Bamba/Twist and Shout (Medley)
45. Living on a Prayer (Bon Jovi)
46. Love Shack (B-52s)
47. Mamma Mia (Abba)
48. Mercy (Duffy/Three Degrees)
49. Message in a bottle (Police)
50. Midnight Hour (Wilson Pickett)
51. Money (Pink Floyd)
52. Moves Like Jagger (Maroon 5)
53. Mr. Brightside (The Killers)
54. Mr Big Stuff (Jean Knight)
55. Mustang Sally (Wilson Pickett)
56. My Girl (Temptations)
57. Nut Bush City Limits (Ike and Tina Turner)
58. Oh What a Night (Frankie Valli & The Four Seasons)
59. Play That Funky Music (Wild Cherry)

60. Proud Mary
(Ike & Tina Turner/Clearwater)
61. Ready to Go (Republica)
62. Red Alert (Bassment Jaxx)
63. Rescue me (Fontella Bass)
64. Respect (Aretha Franklin)
65. Rock 'n' Roll (Led Zeppelin)
66. Rocking All Over the World
(Status Quo)
67. Rolling in the deep (Adele)
68. Rolling Stones Medley
69. Rule the World (Take That)
70. Satisfaction (The Rolling Stones)
71. Seven Nation Army
(The White Stripes)
72. Sex on Fire (Kings of Leon)
73. She's electric (Oasis)
74. Should I stay or should I go (Clash)
75. Shout! (Lulu/The Isley Brothers)
76. Signed Sealed Delivered (Stevie Wonder)
77. Sitting On The Dock Of The Bay
(Otis Reading)
78. Son of a Preacher Man (Dusty Springfield)
79. Song 2 (Blur)
80. Standing In The Way Of Control (Gossip)
81. Starlight (Muse)
82. Steal your heart away (Joe Bonnamassa)
83. Stuck In The Middle With You
(Stalers Wheel)
84. Summer of 69 (Bryan Adams)
85. Superstition (Stevie Wonder)
86. Sweet Child o Mine (Guns n Roses)
87. Sweet Home Alabama (Lynyrd Skynrd)
88. Sweet Home Chicago (Blues Brothers)
89. Teenage Kicks (Undertones)
90. Times Like These (Foo Fighters)
91. Town called Malice (Jam)
92. Use Somebody (Kings of Leon)
93. Valerie (Zutons/Amy Winehouse mix)
94. Vertigo (U2)
95. Video Killed the Radio Star (Buggles)
96. Walking on Sunshine
(Katrina and The Waves)
97. We found love (Rihanna)
98. What's up (4 Non Blondes)
99. Wildthing (The Troggs)
100. Wipeout (The Surfaris)

101. Yellow (Coldplay)
102. You and Me Song (The Wannadies)
103. You Can't Hurry Love (The Supremes)
104. You give love a bad name (Bon Jovi)
105. You got the love (Source ft. Candi
Staton/Florence and the Machine)
106. You Oughta Know (Alanis Morrisette)
107. You Really Got Me (The Kinks)
108. You Shook Me All Night Long (AC/DC)

Get Your Requests in Please!

This year there is no set theme, once again we are rolling back the clock, and leaving it up to **Each Area to come up with their own fancy dress theme.**

There will be a **prize** for the best Area fancy dress (The prize is one of the special tools the club supplies)

The Disco starts at 7.00 p.m.
The Band starts at 8.20 p.m.

Note: Saturday Day Passes are not valid from 7.00 p.m. onwards, but you can purchase an evening entertainment upgrade if you decide you want to stay for the evening for just £5.

For More Information on this years event and Booking Forms for all please go to

www.tssc-international.co.uk

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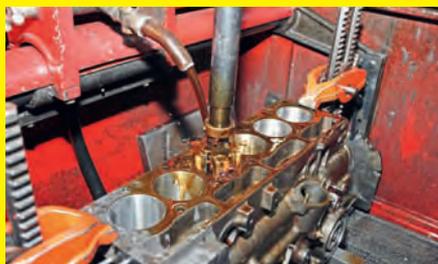


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- Underneath that body it's a Mk2 Spitfire, read the full story:



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RAISING THE COMPRESSION RATIO

How to do so safely and effectively, by measurement and calculation. Part One.

by John Davies

People often quote the Compression Ratio (CR) of an engine and a higher CR is considered an essential part of 'making it go faster'. But what is the CR, why is it important and how can it be raised safely, without risking damage to the engine?

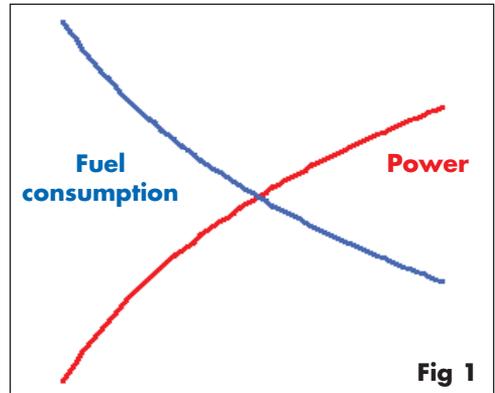
Theory

An internal combustion engine burns fuel to produce heat and energy. Although the conventional four strokes are often labelled "Induction, Compression, EXPLOSION, Exhaust", it is not true that the third stroke includes an explosion. The third stroke is really one of 'Combustion', or burning.

A pool of petrol will burn. Pour some into a plastic container and throw it in that fire. It will heat up, vaporize, and raise the pressure in the container until the plastic burns through. The confined petrol will burn very quickly, forming a fireball. (Don't try this at home, kids!) If you put the same amount in a light metal container, the petrol vapour will heat and compress, but the container will not melt. Eventually, if it gets hot enough and there is enough air in the container, the petrol vapour will get so hot and compressed that it will detonate, explode.

The spontaneous explosion will shatter the container, throw shrapnel about and make a loud noise. More heat, more compression and the fuel/oxygen reaction will happen more quickly and with more power.

As shown in this graph Fig 1., an internal combustion engine will run more efficiently if the fuel/air mixture can be compressed as much as possible, **BUT** too much compression



Compression ratio ®

and it will detonate, diesel style. The shock wave can easily shatter a four stroke piston.

A diesel engine is designed to compress a fuel/air mixture until the pressure and the increased heat produced by that compression cause the fuel to detonate. As a result, diesels have the advantage of high efficiency in terms of fuel use, but the disadvantage of needing to be very strongly constructed.

If the hotter, more compressed mixture is more efficient, why are all production engines not high compression for more power? There are several answers, including emissions as the extra heat produces more oxides of nitrogen (NOx), and less reliability as the engine is under greater strain. Fuel additives, including lead, and high octane petrol are necessary to allow reliable high compression without detonation. Fuel free of lead and benzene is all we have now and modern engines have electronic engine management that adjusts the ignition timing, so that they can run near the detonation point without being damaged.

But we want that power! If we are willing to put

up with the downside, and without sensors and computer chips, how can we safely make the engine compress and heat the fuel more?

By knowing the Compression Ratio, the CR.

The **CR** is a number, that shows how much the fuel/air mixture in the cylinder is compressed before it is ignited. The simplest way to calculate it is to take the stroke of the cylinder, the maximum volume of fuel/air, and divide it by the volume of the combustion chamber into which all that volume is compressed.

$$\text{CR} = \frac{\text{Stroke volume}}{\text{Combustion chamber volume}}$$

But that's too simple. When the piston is at the bottom of the stroke, the total volume in the cylinder includes the combustion chamber, so we must include that in the equation:

$$\text{CR} = \frac{\text{Stroke volume} + \text{Combustion chamber volume}}{\text{Combustion chamber volume}}$$

Again this is too simple. The head and block are separated by a gasket, which has a definite thickness, so that the hole in the gasket for the bore has a volume - **Gasket Volume**.

And smaller but still significant is the space in the bore, above the piston and below the top of the block, when the piston is at the top of its' stroke, the **"In Block**

Volume". This can be made zero, or even negative if the pistons protrude out of the block at the top of the stroke, but only for very specialised purposes (See "Decking the block", paragraph below).

Thus the volume into which the stroke volume is compressed, the Compressed volume, is made up as follows: (Fig2)

$$\text{Compressed Volume} = \text{Combustion Chamber Vol.} + \text{Gasket Vol.} + \text{In Block Vol.}$$

Thus, an accurate measurement of CR is made by:

$$\text{CR} = \frac{\text{Stroke volume} + \text{Compressed volume}}{\text{Compressed volume}}$$

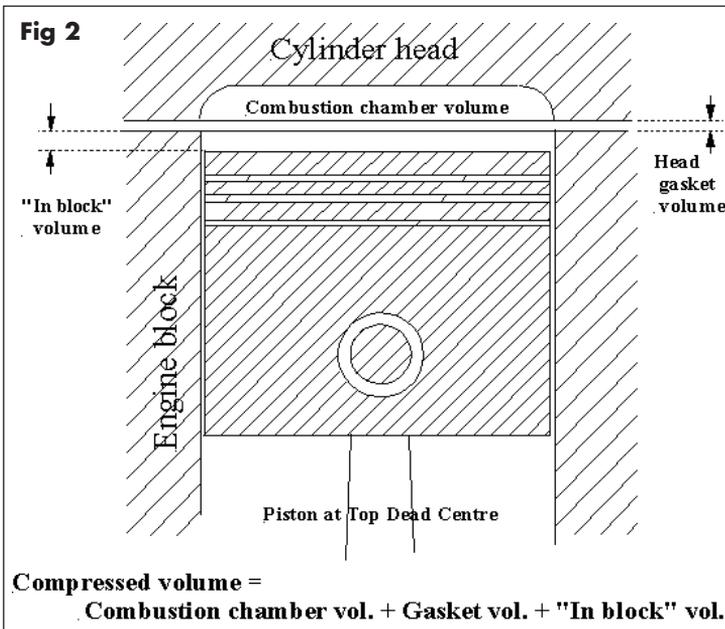
In fact, this calculation is entirely theoretical! The actual compression ratio will be less, depending on how easily the fuel/air mix can get in and out of the cylinder. Flow through the carburettor and inlet ports, the shape and lift of the valves, the relation between inlet and exhaust lift of the

camshaft and the design of the exhaust system are all factors. The less the resistance to flow and the better the exhaust gases leave and the new mixture enters, the nearer will practice be to theory.

Domes & Dishes

A pitfall is the use of domed, or dished pistons. Late 6 cylinder Triumphs had domed pistons, but none had dished pistons. A dome takes up space in, and should be deducted from, the Compressed Volume.

A dish increases the Compressed Volume and needs to be added.



The volume of a dome or dish can be estimated by calculation, or measured by a displacement method, but anyone wanting a performance engine should fit flat tops. See below and Appendix in Part 2 next month.

In Practice

The CR of a standard Triumph varied with different models and markets. Early UK Spitfires were 9 to 1, while later versions for the USA emissions affected market were as low as 7 to 1. How high you raise your CR depends on how you feel about the downside, emissions and reliability, and on the fuel you have available.

The 'Octane number' of petrol tells how much compression it will stand without detonating. 100 octane petrol, meaning that it is as resistant to detonation as 100% octane, will be safe up to a CR of 11-12 to 1, but such high octane petrol is rarely available these days. You can run your engine on methanol with a CR of 14 or 15, but that is a different story!

If you only have 95 octane, a CR of 9 should be your limit, but 98 octane (Shell V-Power) will be safe to 10.5 to 1.

Calculating the CR

Our object is to raise the CR to a known, safe figure, and the method is to measure all the items listed in the equation:

$$CR = \frac{\text{Stroke volume} + \text{Compressed volume}}{\text{Compressed volume}}$$

Remembering that:

$$\text{Compressed Volume} = \text{Combustion Chamber Volume} + \text{Gasket Volume} + \text{In Block Volume}$$

Stroke volume we know, as long as you are sure of the engine type and can divide the total engine capacity by the number of cylinders. But blocks can be bored out. If you want to be sure to be accurate, measure the cylinder bore and crank stroke, and use the equation for the volume of a cylinder with radius R and height H.

$$(\pi = \text{'pi'} = 3.1416)$$

$$V = \pi R^2 H$$

Gasket volume can be measured in the same way, from a good but used cylinder head gasket of the same type as you intend to use.

Measure the hole for the cylinder, and the thickness of the gasket, and apply $V = \pi R^2 H$ again. Don't use a new gasket for measurement, as it will be a lot thinner after it is fitted.

In Block Volume. Rotate the engine with the head off, and you will see that the pistons rise nearly to the top of the bore. Find top dead centre for each piston, and measure how far the piston is from the top of the block. Apply $V = \pi R^2 H$.

Ideally, the piston to block top distance should be identical for all the cylinders, but they may not be due to manufacturing tolerances. If one is very different, suspect an odd piston or even a worn big end, and deal with it.

"Decking the block" is a process in which a machine shop skims the higher pistons until they all rise to the same height, and then skims the block so that they come up as far as desired, usually to level with the block top. Then, the compressed volume is the same for all cylinders and all the cylinder CRs will be the same. This is expensive, time consuming and really not necessary unless you are going for a full race engine.

Part 2 next issue, describes how to make the measurements and then calculate how much to skim your head



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TWO OUT OF THREE AIN'T BAD

CROFT HILLCLIMB 2013

by Paul Robinson



Croft Speed Hill Climb on 13th April was the first round of the Millers Oil Northern Ireland Hill Climb Championship.

Three Spitfires competed in the Historic Road Going Class (16) in last year's championship but we never managed to get all three cars out at the same event. The last event in the 2012 season was in August (Garron Point), which left around seven months to prepare for the 2013 season.

So, one might reasonably expect, three fully prepared Spitfires and maybe some other Triumphs would be ready for Croft. Certainly there were three Spitfires entered but as for fully prepared, not a bit of it!

The first Spitfire in this tale is my own and, as I use it regularly, I had the least excuse for not being properly prepared. However replacing the chassis in Jacqui's Herald took up most of my spare time so things did not go quite as planned. On the plus side I did manage to fit M12 wheel studs (Freelander) to go with a set of refurbished TR7 alloy wheels and new Toyo tyres. On the negative side I did not find the time to build up and fit a new engine but, not to worry I thought, the car is running well. The new tuft-ridged crank, specially modified distributor and other goodies could wait. Unfortunately the week before Croft, on our way to the monthly club meeting, the Spitfire gearbox started to make a loud demonic howling sound in second. This was not a good thing and with our annual Trunnion Oiling event on the Saturday, the Herald MOT, and at three trip overseas for work, there was not a

lot of time for a gearbox change. Nevertheless Wednesday evening (10th April) saw the Spitfire under the carport and the old gearbox removed, Thursday evening (in the rain while the water ran down the drive and the back of my overalls) saw a replacement second hand gearbox fitted. Friday night, the day before Croft, the interior went back in and a quick test drive confirmed that the problem was solved. Although this would be my third Croft Hill Climb I felt very unprepared and was desperately hoping for dry weather.

Spitfire number two belongs to **John Hewitt**. Croft was John's first ever hill climb last year and he set a new TSSC record for the historic class with a time of 51.9 seconds. His preparations for the 2013 season included a modified head, high lift cam and other goodies, mostly from Jigsaw Racing. The parts arrived towards the end of March and the car was handed over to a local mechanic to do the necessary. Arrangements were made to bring the car down to **Alan French** for final tuning on the Wednesday before Croft but that had to be re-arranged to Friday 12th. A bit too close for comfort and, unfortunately for John and our team, the car developed various maladies later that evening and barely made it home. With no time left to carry out repairs John had to withdraw. We were all very disappointed but no one more than John himself.

The third Spitfire belongs to **Michael Hudson**. Michael, like the rest of us, had been gathering parts and had plans to do all sorts of things over the winter but could not find the time to do almost any of them. Other than fitting the

carburetters from another car, the white Spitfire was much as it was when it last competed at Garron Point in August 2012. However the Friday evening saw a burst of activity with a replacement near side rear vertical link (the car came with one lengthened rear vertical link for some reason) and new front shock absorbers. Michael finally got the work finished at 1.00 am!

The weather forecast was not encouraging but the morning of the 13th was dry (although very cold). Jacqui and I arrived early to secure the same spot in the paddock for the Triumph Team as last year. Michael arrived slightly later in his Spitfire followed by **Alan and Laurence** in the Vitesse in their usual role as pit crew/technical support. Local members **Brian Gill and Padraig Hart** (with daughter **Naomh**) also came along to show their support.

able to make it - well two out of three Spitfires was not bad! The next task was for Michael and I to walk the course (which seems a lot steeper on foot than in a car) to try and work out the best lines for the corners etc.

It is a short, steep course with six tight bends, a very short flat section followed by a misleading kink/corner just before the finish. Given how cold it was it should have come as no surprise when we saw the snow on the banks at the sides of the road near the finish line!

Croft is organised by the Thoroughbred Sports Car Club and there were a small army of volunteers to ensure that everything goes smoothly. There were 59 cars competing on the day, a reasonably good turnout, but many of the entries came in only a few days before the event, which is very unfair on the organizers who put in so much hard work. There were fourteen entries

in the Historic Road Going Class but four did not show on the day. Nevertheless it was one of the biggest classes and is probably why we were in the first batch to go up the hill. The entries were: 1 Ford escort Mk 1, 1 MGBGT, 1 MGB roadster, 4 MG Midgets, 2 Spitfires and 1 Sunbeam Tiger.

Back in the paddock there was the usual friendly banter between most competitors including some gentle ribbing between the Triumph and MG contingents (it's traditional after all). That did

not stop us helping push the MGBGT when it struggled to start from cold. Once warm and after some fettling it went very well indeed - GT6 and TR owners, where are you when we need you? As we waited for the first practice the sky started to cloud over and the temperature dropped further. As is so often the case we spent a lot of time looking anxiously at the sky hoping the rain would stay away. Eventually the travelling marshal came along on his motorcycle and called class 16 to the start line. Ready or not



After setting up (we even found room to put up Michael's gazebo) it was sit back and wait for the scrutineer to come along – always a nervous experience. The scrutineer this time was a retired MOT inspector with many years experience of Triumphs. Both cars thankfully passed and we were also given some advice on forthcoming changes to the regulations for the historic class. Then it was up to the organiser's caravan to sign in and tell them that John Hewitt would not be

it was time to go. Laurence had brought a data logger with him and quickly stuck it on the top of Michael's dash while explaining how to get it to work.



My first practice went reasonably well although for the life of me I could not remember the correct lines for the corners. Sitting on the start line, waiting for the green light, I was desperately trying to remember the course, constantly reminding myself that it was a practice, remember practice - no need for heroics, just keep calm. Then the light turned green, I start to feed in the revs, gently lift my left foot and feel for the clutch biting - then, then, its GO! The course is lined with high hedges so every corner is blind. The first corner, a right-hander, is almost immediately after the start. Its up into second as I come out of the corner and almost instantly into a left hand corner, quickly into a right hand corner and, still in second, a left hand corner. Then there is the only real straight on the course but its very steep. Do you hold the car in second or change up into third. I opt for third and then find myself quickly changing back down into second to get the acceleration needed for a tight left hand bend which leads into a sweeping right hand bend. A short flat straight and one more bend, except it is not really a bend, its more of a kink in the road so I should not need to slow at all – but I give the brakes a quick touch almost without thinking. As I crossed the finish line I kept thinking of the mistakes I had made, what I should do next

time and the considerable relief that the car and I had made it without incident.

Michael's first practice also went well except for a very minor incident when the drivers side

competition number flew off on the first corner - a novel way of reducing the weight of the car (one that was cured back in the paddock with gaffer tape). As we waited at the top of the hill for the signal to return to the paddock we discussed how our cars had behaved, the way we tackled the different corners and which gear we used where. Michael commented that the new shock absorbers had definitely improved the cars handling. Then it was time to go back to the paddock. With nearly sixty cars

to get both up and down the hill each time there is a long wait, usually about an hour, between runs. This gave Laurence plenty of time to connect the data logger to his laptop and set about checking Michael's performance. The device was able to produce a raft of information include g forces and speeds throughout the run. When the time came for the second practice run it was my turn to have the data logger stuck to the dash. I even remembered to hit the start button when sitting on the start line waiting for the green light. This time I took a slightly different approach (I may not have bothered with third gear at all) and was reasonably happy with the result. The engine in my car is less tuned compared to the one I used last year plus I was using tyres with a larger rolling diameter, both of which could have slowed me down. On the other hand the car ran without any problems and, thankfully, there was none of the misfiring, which dogged last years event.

Back in the paddock Laurence again retrieved the data logger and set about getting the results for my second practice run. He was also able to do a comparison between Michael's first practice and my second practice. The figures for g forces etc. were surprisingly similar but there is no getting around the difference in performance between a MkIV and 1500

Spitfire - in standard tune the 1500 has 82 ft lbs of torque compared to 69 ft lbs for the MkIV (remember this is hill climbing - torque matters)



Spitfire with a Tiger on his tail.

plus the 1500 is 4.4 seconds faster to 60 mph (11.8 seconds compared to 16.2 seconds). At the end of the second practice I was 3.48 seconds behind Michael but slightly faster than my best time from the previous year. Of course practice times do not count and much to our relief the skies started to clear as we waited for the first official timed runs. The weather stayed dry for most of the afternoon and we were able to get three official runs before the rain came. Michael's first official run saw his time reduced to 51.39 seconds, which turned out to be his

Both Michael and I were slower on the second official timed run (53.16 and 56.95 seconds respectively). For my part the slower time was, at least in part, due to changing up too early into third on the straight. Our times for the third official run were 51.81 seconds (Michael) and 54.9 second (myself). On this last run I held the car in second on most of the hill and hardly touched the brakes on the final kink/corner.

Michael's first official timed run was his best - 51.39 seconds, less than 2 seconds behind the Sunbeam Tiger. My best time came in the third (and last) official run with a time of 54.9 seconds. Did we manage to beat any of the Midgets? Not even close but by comparison our cars are almost standard. Ironically the really fast Midgets run 1500 Triumph engines. Michael best time set a new TSSC record in the historic class for this hill, beating John Hewitt's 2012 time by 0.51 seconds. I managed to improve on my previous best by 2.13 seconds, which is satisfying.



Michael Hudson in action

What we might have managed had we been better prepared or John had been able to join us will, no doubt, be debated in the pub for years to come.

As we packed up in the paddock Brian Gill re-appeared after spending the day at various points on the hill photographing the cars. He had a very enjoyable time and took well over 200 photographs.

So ended the first event of the 2013 championship and the size of the challenge in front of us is clear.

The next hill climb is not long away, there's a new engine to build and a close ratio gearbox to assemble as well as club runs and shows to go to in between.

best time of the day. My time was down to 56.13 seconds, only slightly better than the second practice run.

There's never a dull moment.

BRAKE SERVO INSTALLATION

SOME IDEAS & UPGRADES

by Nick Fane



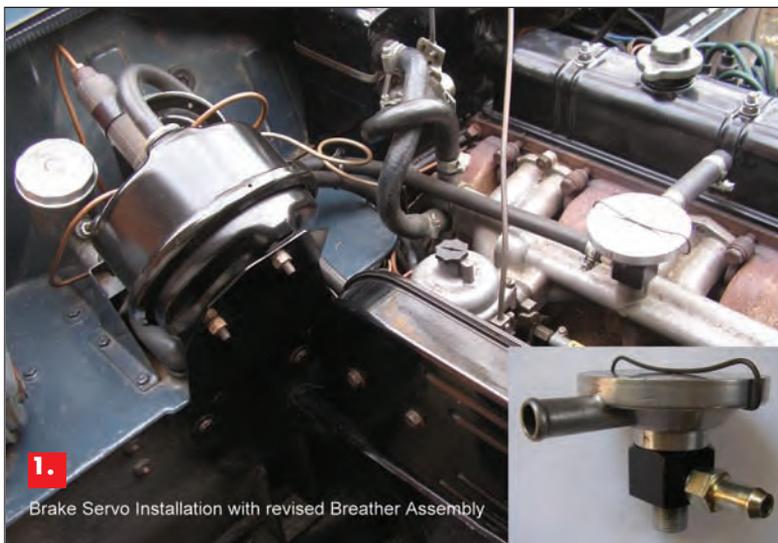
In his article in the March Courier, Dave Rumens provided details of the original optional fitting of a Powerstop brake servo to the Vitesse, which has spurred me into sharing some alternative thoughts about servo installation. I fitted one of the modern AP servos (kit LE72696 as recommended for all 'small' Triumphs) to my Mkl Vitesse, along with green-stuff pads, a few years ago and can say that I'm pleased with the result. With a boost ratio of 1.9 much of the original 'feel' is still retained. However, my wife certainly likes the reduced effort required to obtain effective results from the brakes and I feel that it offers improved safety, even though strictly speaking,

looks a bit squeezed-in when located in the original position on the Vitesse, and I think the AP servo is probably a touch larger. There is also very little information about how the vacuum take-off was implemented. My Vitesse Mkl, I think in common with most other models, has no provision for a separate take-off point on the inlet manifold. Even if there was a boss in the manifold it would probably need drilling and tapping, which really entails removing the manifold from the engine.

My installation avoided any permanent modifications to the car, but is a little different to any other installations I have seen. Whilst it

applies primarily to the Vitesse and Herald, the ideas presented may also be of interest to owners of other models.

Picture -1 shows the complete installation of the AP servo and the novel route I took for the vacuum take-off and modified emission valve (crankcase breather) configuration. The servo was mounted on a purpose-made plate that fixes entirely using the



1. Brake Servo Installation with revised Breather Assembly

the braking force is not increased.

As Dave comments, the original servo always

four existing pedal-box mounting bolts on the bulkhead; some care is required to ensure that

Brake Servo Installation

the wheel-arch just clears the servo mounting bolts as the bonnet is closed. The servo lies over the lower part of the brake and clutch master cylinders, but still allows access to the caps. An additional support, similar to the one supplied with the servo, holds the neck of the servo, this is mounted on two of the bolts that secure the master cylinder supports.

A close-up photo (Picture-2) provides some



more detail.

The modified emission valve arrangement that I implemented uses the valve component (part 151444) obtained from a Mk3 Spitfire which is functionally identical to the Vitesse variant, but was mounted directly into the manifold. My arrangement, shown in



Picture-3, had the advantage of simplifying the hose requirements to just one straight section. At the time, it was nearly impossible to obtain a good quality 'S' hose (the Silicone ones had not yet been produced) and I had also experienced problems with poor-quality examples of the right-angled hose connection to the rocker cover – so I had reliability as an added incentive. I think the result is pleasingly neat, and the change is entirely reversible.



The emission valve adaptor is shown in Picture-4; it was made from a piece of 9/8" square mild steel bar. The central body is just less than 1" high to ensure that the hose between the valve and the rocker cover is horizontal. The top is rebated to match the lower part of the emission valve, which is retained by a small grub-screw and sealed using some Loctite flange sealer. A 5/8" UNF threaded section at the bottom fits directly into the manifold where the original breather 'S' pipe was connected (I selected a copper sealing washer so it tightened at the right position). Finally, the adaptor is tapped on one side for the 1/2" BSP vacuum take off supplied with the servo.

I hope that my servo installation provides some ideas that may interest other Triumph owners who are considering a brake servo upgrade.

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GT6



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TSSC REGALIA MAGAZINE BACK ISSUES
TSSC INSURANCE INFORMATION PACK

TSSC - Sunderland Court
Main Street, Lubenham,
Market Harborough, Leics. LE16 9TF
Tel: **01858 434424** Fax: **01858 431936**
e-mail: info@tssc.org.uk
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MAGAZINE COPY DATE

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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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Vivien Thompson Tel: **01484 541185**
Julie Hazell Tel: **07813 589799**

July 2013



TSSC
Area News
Review

Contents

- AREA DIRECTORY
- AREA NEWS
- EVENT ADS

Manchester Area's
Holiday Weekend

12th - 14th July 2013

**Get your
Triumphs into
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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.

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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)



Full Page Booking Form Inside



AREA DIRECTORY

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

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

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

Area	Area Organiser/s	Meet at	On the
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SCOTTISH AREAS

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/gampiantr.bb	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 Pip Flegel: 01524 791607	Airfield Lodge (BARTON AERODROME) Liverpool Rd ECCLES M30 7SA	1st Tues. 8pm.
NORTH EAST	Mark Astley: 07917 738091 Andrew Dunning : 0191 5485188	Travellers Rest (A691)- WITTON GILBERT off A691 Durham to Consett Rd DH7 6TQ	1st Sun. 8.30pm.
LIVERPOOL	Alex Cain: 0151 222 2366	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st 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 White Swan - DEIGHTON	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: 01484 541185	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 Colin Wright: 01773 531580	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
LEICESTER & RUTLAND	Neil Spencer: 07530 307371	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00.pm
LINCOLNSHIRE	Garth Jupp: 01529 307302	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.30pm.
NOTTINGHAM	Claire Hill: 07971 017012 Nigel Hill: 07976 163006 Adrian Hadfield: 07837 110325	The Shepherds Rest LOWER BAGTHORPE NG16 5HF	Last MON. 7pm.
NORTHANTS	Dave Richardson: 01234 740548	Overstone Manor - SYWELL NN6 0BB	2nd Weds. 8.30pm.
PETERBOROUGH	Doug Balderson: 01778 560507 Paul Lumsdon: 01780 470358	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
SHROPSHIRE	David Embrey: 0121 552 0550 Bill Bate: 01952 581391	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
NORTH STAFFS	David Woodward: 07939 603061	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
WEST MIDLANDS	Roger Haywood: 07969 024999	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR May to Sept W. Mids Police Social Club BIRMINGHAM	1st Tues. 7.30pm 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 The Plough Inn at St Asalph	1st Tues. 8pm. 3rd Wed 8pm.
SOUTH WALES	Bernard Littlewood: 02920 315260	The Park Golf Club, COEDKERNEW - NEWPORT	Last WEDS.7.30pm

EASTERN AREAS

CAMBRIDGE	Kevin Rochford: 07764 324345	John Barleycorn, DUXFORD. CB22 4PP.	1st Mon. 8pm.
ESSEX	Allan & Janet 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. Eves. 7.30pm
SOUTHERN	Mary Rumens: 01635 868640	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Mike Gooding: 01252 722432	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Michael Wrigley: 07966 257541	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Martin Marrison: 01444 450941	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.
Mickey & Julie Hazell: 07773 623807			

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
DORSET	Mark Bland: 01747 838066	Ring A.O. Details	1st Sun. Lun
DORSET SOUTH	Robin Nicholls: 07920 549474	The Star Inn - LIVERTON TK12 6EZ	3rd Wed. Eves.
GLOUCESTER	Jane Rowley: 07802 171227	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
SALISBURY	John Moore: 01722 710429	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SOMERSET	Derek Giles: 01934 515376	The Swan - COOMBE HILL	3rd Mon. 8pm.
	Steve Hopkins: 01278 653888	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
WESSEX	Trevor Carlyle: 01425 475376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WYDEAN	Alastair Johnson: 01594 811076	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
		The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
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DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
INDIA	Soulis Papatathanasiou 00 30 6977280215	ATHENS	
	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
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		Switzerland	
		Mount Road - RIDGLEY 7321.	
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TSSC AREA NEWS

AREA LIAISON OFFICERS
Tel. 01524 791607
e-mail: pip1272frank@homecall.co.uk



As usual we mentioned in our previous report the Area Organisers seminar in April, we are going to hold another A/O seminar at our International at Stafford at 2.30pm tagged onto this will be an EGM (extraordinary general meeting) at 3.30pm Saturday afternoon. We are inviting you to come along and voice your opinions and ideas.

Subscriptions have remained static for a few years now but will be rising on the 1st August from £36 Direct/Debit to £41 and £46 - Non D/D. Realistically prices should be looked at annually or bi-annually and opinions we are receiving from our members suggest the same.

As we hope you have all heard by now that Garth, Bernie, Angie and Trudi, at HQ have been asked by CoM to take over the Organising of this year's International Family Weekend at **Stafford 17/18 August (Camping from Fri 16th afternoon)**.

They would like to put out an appeal for Support for this show and would like you to consider a couple of ways you and your Area could help if you are intending to attend this year's event Firstly they would appreciate offers of help to the Core Team mainly in areas such as Marshalling around the Showground (Parking etc.) and in Bingley hall before it opens each day and help in laying out the Showground on Friday and Breaking the show Down on Sunday afternoon.

If you have any ideas of activities you and your area would be willing to organise and put on at this year's show they would love to hear about that too!

Secondly and possibly more importantly to TSSC Areas, they would like to create an AVENUE of TSSC AREA Displays! They would like you display at least 2 or 3 Cars along with your AREA Power flag(s) and if you want to bring to it, a Gazebo to shelter a couple of your Area members (As they know many of you do this at other Classic Car shows).

They feel this display will give a better impression to visitors/area members and non-members attending Stafford of what the Club is all about to members locally and nationwide. An Ideal place to Meet & Greet your local members and promote what you as an area get up to - all year round.

Please Consider this idea and let us know ASAP (Please reply to - info@tssc.org.uk) if you and Your Area want to take part in this so they can organise the space for the Area Displays at this year's Stafford.

Don't forget get your Triumph 2000s and Bonds on display in Bingley Hall.

We are also looking for members with professional qualifications to assist CoM in the running of our great club The TSSC. And finally keep those Area Showtime reports coming in, you are doing a fantastic job so get it in the Courier in colour and advertise your Areas efforts!!!!

See you at The International

Pip n Frank.

ANDOVER Tel. 01672 514241
e-mail: guy@bondequipe.org
Meetings Cover Swindon/North Wilts area

Come on you lot – where were you all last month? We joined Frank and Kellie at The Plough. The pub was quite busy for a change with a family party going on but there was plenty of room for just the four of us (and Molly dog, of course).

June was obviously a rather busy month for everyone – either that or some forgot to check their calendar as no-one else showed up at the Bruce Arms meeting – although we did have a good chat with our hosts Pete & Gwen. Let's hope we have a better turnout for Midsummer Madness which, as I write this, is only 2 weeks away.

So, in the hopes that we won't be alone next month the next meetings will be:

- Saturday 6th July – Our annual BBQ at 31 Cadley, Marlborough SN8 4NE**
- Thursday 11th July – The Plough, Grateley, SP11 8JR**
- Saturday 13th July – Atwell Wilson Museum 2013 Road Run**
- Sunday 14th July – Atwell Wilson Museum Annual Classic Vehicle Show – Celebrating 110 years of Standards and 90 years of Triumph**
- Wednesday 17th July – The Bruce Arms, Eaton Royal, SN8 5LR**
- Sunday 21st July – Durrington Village Show and Vehicle Gathering**

Guy & Suzie

AVON Tel. 01454 327059

Apologies for missing last months deadline due to our purchase of a garage/storage facility and the deadlines we had to meet for that at the same week as the report was due. Anyway, apparently I am not sacked as AO so here is July's edition.

Belated thanks to all who helped at the Bristol Classic Car Show and especially to Andy and Angie for providing their cars for the event. Saturday started with myself being caught outside to take part in an event for Somerset radio (hopefully most people missed it!). By the end of the show Angie had been approached for a feature on her car for an online magazine (the authors now attend our monthly meetings - pleased to see you). We also featured in the June edition of Practical Classics in their article on the show with a fantastic shot of our club stand. A fitting tribute I feel to those who supported the event especially as it clashed with drive it day.

The Wishing well pub has been taken over by a car/bike club enthusiast so we are still in good hands there.

The June meeting saw a great display of club cars in the car park and I think Vitesse won the day. We have met up at various shows either by design or accident, the most recent being the Cotswold classic car club show in Stroud where a hot and sunny day was enjoyed by all once we found the place!

Also, we hope to see Linda's Herald (Harriet) on the road some time in June or at the next club meeting.

There are a number of shows on in July /August to review at the next meeting - hope to see you there. We also need to decide if the venue will become our permanent meeting place - please give your feedback to me either at the meeting or by email (Junewrighton@tiscalii.co.uk). Let's hope the good weather continues.

June

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

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

CANTERBURY CHESHIRE . . . COVENTRY



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

TSSC AREA NEWS

June already and the show and event season is in full swing. Several members attended the Hamstreet Country Show and reported that although good, it was not up to the standard of previous years. This sort of report is becoming increasingly common and there are two possible reasons that I can think of. Could it be that we look at past events through the famous rose tinted spectacles, harking back to the "good 'ol days", or perhaps increasing bureaucracy and spiralling costs make it difficult to put on events? Whatever the reason, I'm sure we're all grateful that these dedicated souls do put on the shows which enable us to show our wonderful vehicles.

The Canterbury Cathedral event was, however, up to par as the attraction is the venue itself. The green quad surrounded by the medieval buildings of the Cathedral are straight out of an Agatha Christie "who dunnit", and the people who attend always appear pleased to see, and talk about, the cars.

A couple of members attended the little show on Beasted Green and reported a good display of vehicles and sun burn (yes, really!).

June's meet was a well attended affair with 11 cars lined up in Neil's field. Tim S. J's 2 litre Spitfire was in fine form, having had a complete flush of the cooling system and other tweaks, including a carburettor rebuild. Diane's 1500 Spitfire was there sounding and looking good. The five Stags on show looked compelling as usual. Our little Herald looked smart as did Ian's Cobra replica.

Del arrived in a "modern" with a boot full of car related bits which he wished to offload. I don't think he went home with much!

Inside "The Duke" most of the evening was spent in debugging the website. I can report that the problem appears to be with one particular web browser and that webmaster Tim now has seen and understands the problem and is working on a fix. As to events, the next club event is the Thanet airshow on the 22nd. June. This is much anticipated so watch this space!

That's all for this month. Don't give up on the website as it should be fully functional soon.

Phil R

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We seem to have had good weather recently and the shows at Gawsorth, Capesthorpe and Tatton have all been blessed by good weather. As usual, I've taken lots of photos of random things, and a selection of these are now available on the web site (tssccheshire.webspace.virginmedia.com) (or type tssccheshire (no space) into Mr Google). It doesn't work very well on my iPod or an Android tablet, but is OK on your average computer (whatever that is). Anyway, Adrian's GT6 was once again judged good enough to win a prize at Tatton, but then blotted its copybook by getting warm and grumpy under the bonnet in the horrendous queue to get out.

The 4 or 5 Area Meet was also blessed by good weather. In theory I took a photo of each car that came to the Meet, and the tally seems to be 24 including the two Jaguars that came along with Triumph people – the other two Jaguars had just come along for some food and beer! There's been too much conversation for me to remember much (I'm a bear of small brain) but it's been lovely to meet all the AOs and members and talk about things Triumph (and other things too). No-one seemed to have got seriously lost on the way to the Swettenham Arms, but it remains to be seen if anyone got lost on the way home again. Once again, photos on the web site,

and thanks to everyone who came for making it such a pleasant occasion.

Next month (July) reverts to a the more familiar format of a Cheshire run out, which is 7:30 for 8 at the C&P with enough fuel to do a few miles.

I may do one of the old runs (in which case we'll end up at the Swan in Kettleshulme) or we may take a simpler route to that establishment. Or perhaps somewhere else!

There's a lot doing in the near future (it is summer after all) – the regulars should have had the updated events list, if anyone else wants a copy, drop me an email.

And another member has taken the advice and checked the insurance cost at the various companies, and come away with a substantial reduction. But, he didn't get a meerkat!

Our Adrian has been at it again. Having filled the garage with Triumph engines and gearboxes (and doors, brakes and other items) and threatened to buy a Stag and then a GT6 project, he's bought – a Z3. This is the one with the 2.8 engine and 192bhp. When it was made, there was a warning sticker on the throttle pedal that said "do not use this control unless the road is straight, flat, dry, and made of grippy stuff". Oh, and the garage is no longer big enough to hold all the cars and bits so something has to go!

Our next meeting is on **Thursday 4th July at the Cock and Pheasant**. 7:30 for 8, it's a run out and a mystery tour (because I don't know where we're going yet).

Henry

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Hi Everyone. Quite a busy month, unfortunately both Heart of England meets were a wash out due to the bad weather, didn't attend in the "Smiffy Spitty" had to go in the Beama to both, still it enables us to have a meet up with our group for a drink and a natter and a bit of planning.

Saturday 18th of May we went to the Bidford on Avon Vintage Gathering along with Paul & Joan, Keith & Trish and Rikk, a nice show on the banks of the river Avon, the weather was good and so was the bacon and egg Baps and the beer.

Sunday 19th Star 90 at Gaydon we met at the Three Horseshoes in Princethorpe to travel in convoy, 2 Spitfires, a Herald Convertible and a TR7, what a lovely site travelling down the Fosse Way, again a lovely day weather wise and a great turnout at Gaydon.



Sunday 26th Dalos Day (Drive and lunch on Sunday) We met at the Elms in Lutterworth 16 of us in 8 cars, 2 Spitfires, 2 Herald Convertibles, a TR6, a TR7, a Mazda Eunos and an Armstrong

Coventry Continues

Sidley. The route was planned by Pete & Ann Martindale and we must congratulate them on one of the best yet, a very scenic route through the villages and country side of Leicestershire arriving at the Bell Inn in East Langton for lunch, the weather was glorious, well it was a Dalos Day and " the sun always shines on our Dalos Day" it was a terrific site seeing 7 convertibles all with there tops down travelling in convoy with the Armstrong Sidley bringing up the rear. A great day in great cars and great company.

Monday the 27th we were back at Bidford but this time it was the wings and wheels at Bidford flying club, we only found out about this the week before, it was a charity event for the local hospice and it was the first time it had taken place. We weren't certain what it was going to be like but thought we would give it a go. We were joined by Paul & Joan in their Spitfire, Rikk & Jeanette in Herald Convertible, Steve & Sharon Herald Convertible Keith & Trish Mazda MX5 Eunons to travel in convoy to the event. On arrival there was only a couple of other cars there so it looked a little disappointing but within a few minutes the classic cars started to arrive one after another and didn't stop arriving for about 3 hours, a marvellous turnout with some incredible cars, absolutely millions of pounds worth. The weather was lovely and sunny but there was a very cold wind. If this event is repeated we would definitely recommend it worth a visit.

Saturday 1st June 8 of us in 4 cars joined the Heart of England at the Kenilworth Agricultural Show at Stoneleigh, an interesting local show with plenty going on throughout the day and again the weather was great.



Sunday 2nd of June off to Stoney Stratford in the "Smiffy Spitty" along with Paul & Joan in their Spitfire, a lovely run down the A5 to a classic car meet in the town centre and surrounding streets, first time we have been there, definitely go again some fantastic vehicles on show.

Tuesday 4th of June our monthly meet at The Bull & Butcher, Corley Moor. What a great turnout on a lovely sunny evening, 17 vehicles in total, 5 Spitfires, 4 TR6's, 3 Herald Convertibles, a Vittese Convertible, a Jaguar XJR Sport, a Mazda MX5 Eunons, a Moggy Minor and last but not least a Morris Commercial, great to have other makes join us. We were also joined by Colin & Jenny Farmer for the first time but unfortunately not in their Spitfire as the head gasket blew the day before, nice to see you both, looking forward to see the Spitty in the future.

4 new events for the calendar :- **Husband Bosworth**

Saturday 29th June No entry needed just arrive by 10.30am. If you want to join us we will meet at the Elms in Lutterworth at 10.00am to travel in convoy.

Saturday 10th August ASDA Day at Bruntingthorpe, meet up with Heart of England at the Griff in Bedworth ready to leave for 09.00am in convoy.

Saturday 17th August Church End Brewery Classic Car Show, Ridge Lane, Church End, Nuneaton from about 11.00am, we will get there about 12.00 noon, take a picnic, great beer and atmosphere.

Sunday 18th August Heart of England meet at The Greyhound, Sutton Stop, Longford. This is a memorial meeting for the late John Brooks a founder member.

We need details of all who want to join us at our **Fillongley Show on Sunday 11th August** so we can arrange the necessary passes.

We also need to know details of those who want to join us on the **Heart of England Stand at the Coventry Festival on Sat/Sun 24th & 26th August**.

There will be no Dalos Day Run in June the next one will be **Sunday 21st July** to be planned by Keith & Trish details to follow.

Well that's about all for now, great to see all them Triumphs again lets hope for even more at **July's meeting**.

Keep driving safely

Phil & Lyn

Forth Coming Events:-

Saturday 29th June Husband Bosworth meet at the Elms Lutterworth 10.00 am.

Sunday 30th June Princethorpe Motoring Festival. Meet at Texaco garage on A45 just south of Tollbat Island at 10.00am Saturday 6th Sunday 7th July Hollowell Steam 2013 Tel 01604 505422 or www.hollowellsteam.com

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

Saturday & Sunday 13th/14th July Birdingbury Country Show with the Heart of England.

Sunday 21st July Dalos Day Run To be planned by Keith & Trish details to follow.

Sunday 4th August Mary Ann Evans Hospice Classic Transport Run

Saturday 10th August ASDA Day at Bruntingthorpe, meet at the Griff 9.00am

Sunday 11th August Fillongley Show 10.00am

Saturday 17th August Church End Brewery Classic Car Show, Ridge Lane, Church End, Nuneaton from 11.00am.

Sunday 18th August Greyhound, Sutton Stop with HOE. Details to follow.

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 Rally & Steam Fayre M C Spitteler, 64 Durban Road, Kettering, Northants NN16 0JB. email: cranfordrally@ntlworld.com www.ketteringvintagegallery.co.uk

CUMBRIA

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As I write this I hope that the glorious weather we are having at the moment will continue for the rest of the summer. The following events are booked and paid for where applicable.

7th July Distington. Entry is free.

We will have a barbeque and the coals will be provided, please bring along your own meat.

DERWENT VALLEY . . . DEVON



TSSC AREA NEWS

28th July Ripon Show. I have booked the stand for 10 cars at a cost of £30. As usual camping is available on the show grounds to those who wish to camp on Saturday night. All tents must be removed before 9am on Sunday morning.

11th August The Green Millom. A new local show that we have been asked to take part in and places for 8 cars are booked.

18th August Dalemain show. 8 cars and club stand are booked. Entry is £3 per car. The organisers are saying that this year to avoid congestion on the entrance road no one will be allowed entry without a pass displayed in your windscreen. Please make sure that you get your passes from me before the show.

25th August Hutton in the Forest. It has been decided that it is not worth taking the club stand to this event and that those wishing to go can go as individual entrants and pay at the entrance gate on the day.

26th August Bootle show. Details of this show will be in next month's courier.

Would all those attending these shows please be at the show fields by 10am and please let me know that you are coming.

Safe motoring,

Roy

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Our first camping weekend of the season was the ever popular Northants Weekend, which seems to be growing year on year. The weather was kind to us and although the evenings were rather cool we basked in sunshine during the day.

Most of the Derwent Valley gang arrived almost together early Friday afternoon and quickly getting into the swing of things, with Bryan, Naomi and Samuel arriving Friday night.

Friday night traditionally is Angie's chilli and by all accounts it did not disappoint. This was followed by a weird raffle which was a great laugh – Just when you thought you had won a prize you had lost it.

Saturday morning not only saw the arrival of Roger and Julie but over 20 classic cars lined up ready for a scenic run to Grafham Water. Here we enjoyed lunch and a short stroll along the water's edge before returning to the campsite to ready ourselves for the BBQ.

This year's theme was ghosts, ghouls and monsters. Roger and Julie really got into the spirit by dressing up as Beetlejuice and Morticia Addams. Dave Richardson was a cheeky monk (who insisted on blessing everyone) complete with habit and ring of hair. They all looked brilliant. After the BBQ, which included Blood Punch (and it certainly did hit you), was a quiz on horror movies, their stars and characters.

Sunday was the static show part of the weekend. Adrian, Carl and Michael cleaned and polished their cars before placing them on display. Angie's Stag and Roger's Dolly did not even see a wet flannel and went on show rather dirty.

Whilst the cars were parked up we absorbed the atmosphere of Wicksteed Park including Julie Buck's essential dose of CAR BOOTING. Time flew by and it was soon 3pm and we gathered for the announcement of the winners. First to be announced was the award for 'Dirtiest Wheels'. This award had been won by Butch for several years running but this year he lost the title by just 1 vote to our Angie and her dirty Stag. Yet another award won by this much used car.

Angie was not the only Derwent Valley winners as Adrian and Julie won the 2000 class and Carl and Lisa won the Herald class. Well done guys.

Our June monthly meet was a 'Fish and Chip' run. We all met at Smalley Common and then 8 classics wound their way down the lanes to Matlock Bath. The biggest problem was the low level sun which for a long uphill stretch of the run shone directly into the eyes of the drivers. The sun was still shining when

we got out fish and chips so we sat outside and watched the motorbikes passing by. This was washed down with a pint at the newly refurbished Fishpond pub (quite posh now) before heading home for bed.

Next month (**2nd July**) we proposed to drive to another local car meet at the **Old Crown in Shardlow**. Meet at Smalley at 7:15pm for a 7:30pm start to enjoy a short run to this meet. (Weather permitting).

More dates for your diary:

12th to 14th July – Manchester's Barmy Boot Camp weekend.

17th July – Long Lane Village Fete from 6:30pm.

26th to 28th July – The Silverstone Classic.

6th August – We might be out on a run. Check our website www.derwentvalley-tssc.org.uk or next month's Courier for details.

Regards

Colin

DEVON

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www.northcotts.clara.net/tssc/devon

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

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

This is our new TSSC Devon Facebook page – thanks to Dan for setting this up.

Our now traditional invasion of the Isle of Wight at the beginning of May saw 11 Triumphs and Tracey's modern meet at Exeter, picking up Ian & Margaret and Ian & Karen at Honiton. On the island we met up with Tony & Helen already there. In all we had two 13/60s (ours and Marc's), Dan's 2.5pi, two 2000s (Simon's and Colin's), two Stags, (Steve's and Brian & Penny's), Jas's Dolomite, two Spitfires (Carol's and Ian's), two Vitesses (Allan's and Tony's), Mark's TR7 and Ian's purple people eater Herald. Wonderful weather for the most part, and a great opportunity to renew old friendships. We were not the only group extending our stay, as Essex and West Midlands groups were also staying over. On the Sunday night there were celebrations as Steve's Stag won the Appuldurcombe Choice Trophy and two of our three quiz teams came third and fourth. Unfortunately the highest placed was the 'Kernow Allsorts' comprising the Cornish and friends, with the Devon Triumphs not quite triumphing. The less said about the Blinded by Blue team the better this time! Next year will be the 25th weekend over there, and it promises to be huge.

The following weekend, 12 May, saw us support the Southwest Triumph Meet arranged by Andy Moss at Trerulefoot. Eight cars met at Pear Tree Cross. Our Stag was joined by Michael & John from Monmouth, Russ & Robbie, Dan, Jas, Steve, Mark & Jane and Mike for the drive down the A38 to Trerulefoot. There we met Marc & family, Colin, Phil and Tony & Helen and Carol from Cornwall. There was a good turnout of cars, some of which we had not seen before and after lunch the 'Chudleigh' family cars and Marc went to have a look at new member Rachel's MkIII Spitfire which needs to be put back together. Another group drove back to Plymouth, up to Yelverton and over the moor to Plympton, where Andy entertained us with tea at his workshop. The rain unfortunately returned but we are hoping that the next Route 38 meet, on Sunday 22 September will be blessed with better weather?

May Club Night at the Star saw Jasmine & Steve attend for the first time with the Mimosas Stag she has had for several years. A big welcome to them. There were 7 cars out, Steve's Stag, Mike and Dan's Spitfires, Bob's Vitesse, Mark's 2.5pi and Colin's 2000. It was lovely to see Julie again, even if Paul was having his hair cut instead(!).



TSSC AREA NEWS

Devon Continues

The following weekend we were off to Warwickshire to take part in the Stag European Meeting which was part of the STAR90 celebrations of all things Standard and Triumph. We met up with Stag owners from Belgium, Germany and Switzerland as well as many others from the UK though we were the only ones from Devon and Cornwall to make it. John 'tested' our Stag on the Prodrive track and was surprised how well she performed. It was a weekend of lovely drives and too much food before the big gathering on the Sunday at the Heritage Centre at Gaydon. It was a wonderful sight - so many lovely Triumphs, from a beautiful TR3A Italia from Brittany, to Tony Hart's Fastback Stag prototype. Several Devon members made the trip, amongst them Paul Barlow, Lindsay Dearing who was staying with friend Pete, and Darren Groves (whose car made it home on a transporter). Also there were John and Michael from Monmouth, this time with the 'new' white Acclaim. A great weekend, and we drove all the way back with the top off.

Another tops off day was the Pecorama show at Beer in East Devon. A great show for TSSC, with Somerset and Dorset South both bringing three cars along. We met up at Exeter, in the sun, with 10 Triumphs leaving, picking up Ian & Karen on the way, and meeting Ian B there. A great variety of cars out,



Our Stag along with Steve's, Dan's 2.5pi, Colin's Mk1 2000, Vitesses of Allan and Russ, 1500 Spitfires of Mike and Malcolm, Jas's Dolomite, Graham & Karen's 1300 and best of all, Pete and Jacky Hubbard brought their lovely 13/60 convertible along. After being members for many years, Pete told us this was the first TSSC event he has attended - we hope we did not put them off for another 20 years!

Steve Chudleigh was not the only local member to gain a trophy in May as we took the Stag to Paignton for the Collaton St Mary show the following day, along with Allan & Jackie's Vitessa. At the end of the day, we were delighted to be awarded the Peoples' Choice trophy.

Whilst John and I were busy running our local horse show, Marc took 8 cars from Lee Mill, Ivybridge and met up with Colin and Carol in Cornwall for the karting day he and Sam had organised. There were a total of five Stags out in the sun, including Jasmine's Mimosa one on her first trip with us. A really good drive along the Cornish coast. Dan tells us there was a little whoopie with the printed route (sorry Marc) so it was a little hard to follow but in one way or another they all made it there, despite Andy Moss making a little detour to Looe. At Menheniot, ten entered the racing and Marc came 3rd, Vernon Jones 2nd, and Sam Treleven came first. Nothing to do with him organising it of course! As Marc had acquired some extra trophies, all pole positions got a trophy.

A really good day out again.

DEVON DATES FOR JULY

Thursday 11th is the North Devon meeting. As usual please ring Steve for details of the venue, 07968 702611 - we think it will be at Steve's 'hut' in Braunton. Steve has set up a new website for North Devon and would welcome contact from any members in the North Devon area, the website address is <http://northdevontssc.wordpress.com>.

Powderham of course is the big show of the year - 37 cars

booked in for 13 and 14 July. If you have not booked in your car, do come along to the Club stand, usually down by the railway, and have a chat.

After that on Wednesday 17th is Club Night at the Star - hopefully this will be the evening we will have a lot of cars out in wonderful weather? Some of us will be in Cornwall the following weekend for the Boconnoc Steam Fair.

Looking forward to early August, we will again be attending the Mt Edgcumbe Show on Sunday 4th which is always a good day out with plenty of stalls and some autojumble.

The entry forms are available on the TSSC website or from us for the TSSC International Weekend at Stafford from Friday 16 to Sunday 18 August.. Much cheaper if you pre-book, saving £5 per ticket. We always send a big group up from Devon - why not join us this year?

There is a show on somewhere in Devon every weekend in July so there is plenty to do with your cars - see you out and about sometime?

DEVON DIARY

Thursday 11 July North Devon sub group meeting

13/14 July Powderham Show

Wednesday 17 Devon Club Night at the Star Inn, Liverton

August 16 - 19 TSSC International Family Weekend, Stafford County Showground

Sunday 4 August Mt Edgcumbe show

Sue and John

ESSEX

Tel. 01375 672072

www.sites.google.com/site/tsscsexarea/

Looks like the summer is here, car roofs are down and lots of out and about, let's hope the weather lasts and we can all get our cars out and enjoy them.

My office - I have spent some time checking over Tallulah for the trip to the Isle of Wight and I have bought a boot bag that sits on the back of the car. I went for one of the brightly coloured ones - as it is to be used on a number of cars. It was used to great success on the island road trip, it did not budge an inch on the back of the car and left no marks. Essex were ahead of the game having one first before they were advertised in the Courier and it drew a lot of attention on the Isle of Wight.

I have had the welder out again, it is MOT time for the Mini, I will say no more.

Hope to get some work done on the Spit later in the month and the Spit trailer is slowly moving forward as well more next month I hope

Out and about - Isle of Wight road trip Friday 3rd May to Friday 10th May

The long awaited trip to the Isle of Wight came at last. After much planning, the Friday morning dawned and it was Triumphs packed and we were off. Ian and Cheryl in Rosie, Lesley and Ray in Winifred and Brian and Jean in Lightning and us in Tallulah. One Coffee break and then on to the ferry at Southampton. There were already a few Triumphs in the queue for the ferry and soon it was a wonderful sight to see. There was much chatting in the queue and careful inspections of the cars.

On arrival we went straight to Godshill for much needed cream tea the first of many.

The caravan site at Appuldurcombe was lovely and the car park was filling up quickly with triumphs. We got our caravans after some confusion by the



TSSC AREA NEWS

new girl. The evening saw us getting our packs, mugs and plans for the next 3 days from Angela and Graham the IOW organisers. It looked like it was going to be great fun.

Day 2 Cheryl fell out of bed but was a good alarm clock as it got us all up in good time for the trip to Alum bay and the Needles. 65 triumphs in convoy along Military road what a sight. After a little look round we then decided to head out for lunch at Dimbola lodge. Very nice too. Thank you very much for the very nice handbag the girls bought Janet for the organising of the trip, it's great. Then back to the caravan for a snooze. Later on, out for a meal and then back to the bar for a quick drink before bed, all very exhausted.

Day 3 today was the road trip to Calbourne mill and again there were many Triumphs on the road, although a few decided to head out to other parts of the island. We had lunch of course and afterwards Cheryl had 2 ice creams as one was not enough! Jane informed us she saw a naked cyclist on the road the day before and was worried that her intermittent horn would go off and????? Jane did valuations for 3 of the cars we took and all three were pleasantly surprised by the result. (us especially!!) Although Jasper was thought to have a hand in it.

Day 4 a bit of a lazy morning and then all off to the "White Mouse Inn for lunch and a good bye for those going home. We sat in the sun with lunch watching the misty cliffs in the distance. After all the goodbyes we set off for Shanklin for the second half of our week. We booked into "Swiss Cottage" B&B. Great B&B, the rooms were very nice and comfortable We all had a well earned siesta. Then we headed off down to the sea front for a nice dinner and a walk.

Day 5 the Stag had a little problem and Graham from IOW club was called. A fuel problem, so the rest of the day was spent down the front at Shanklin eating ice creams and Ian moaning about the hilly walk! Followed by a meal out.

Day 6 the Stag went up to Graham's workshop at Calbourne, Ray, Lesley and I went up with the Stag. Ian, Cheryl and Janet stayed in Shanklin and went into town for a bit of shopping, Ian popped out to the tool shop and bought himself a present. We had lunch followed by another evening meal in Morgan's with retro desserts. Ian had a huge knickerbocker glory, there were also huge banana splits and apple & blackberry crumbles with custard. Very nice, yummy.

Day 7 saw us back on the road again. We headed out to Newport. We had a mooch round the shop. Then off to Bembridge to the lifeboat station. It was open to the public and we say the boat coming back and then being launched again. Very exciting. This was followed by a trip to Ventnor and a few charity shops then back to Shanklin seafront and a few ice creams (Cheryl and Ian had 3 each!)



Shanklin sea front

Day 8 going home day. We packed up the cars and headed out to Godshill where it all started. Had a cream tea and headed out to the ferry. A good crossing and sad farewells before we all headed home.

Battlesbridge 12th May

A change of plan instead of going to Leatherhead, we were still recovering from a week on the Isle of Wight and only got home on the Friday so it was off to Battlesbridge as that was where most folks wanted to go. We met up with Lesley and Ray in Winfred, Wes in his Spit now on the road, Jed in Sapphire, Kirk and Vera in his new Toledo, us in Tallulah Joe

came on later in the mini (he couldn't get out of bed). The field was filling up. We met up with heaps of old friends, had a nice walk round the jumble and us boys got a few bits. We saw Ian and Cheryl later on who came in their modern car, and Cat brought Toby over later on. The day was spent in the sunshine chatting and the day went really quickly too, soon home and a nice rest for the rest of the week!

Club Meeting report May 2013

Club day was again a very busy day. We had two 2000s, Toledo, Stag, 4 Spitfires and a Mini, Ian and Cheryl in Rosie, Lesley and Ray in Winifred, Janet and myself if Tallulah Joe arrived much later in Alex (heavy Saturday night again) Vera, Jed in the 2000 and Kirk in his new Toledo name to be decided but as he is green Kermit is looking favourite at the moment. New members Marion and Mick in their Yellow 1500 spit we don't have a name yet, but later Marion said probably will be Primrose. Later on Wes, Cat and Toby arrived, with Wes in his Spit, great to see. Steve and Tina in their brown 2000, we had a visit from Kev and Mags from the Rebels in their modern car complete with Rocky the dog on their way back from holiday, also joining us were Bronwen, Stu and Jack. A bright but cold day so it was roofs down, we were also joining by members of the MG Rover club so once again the car park was full of older cars out for the day. We all had lunch and the rest of the afternoon was spent wandering around the cars giving them the once over. Chatted about forthcoming trip to Enfield. A very pleasant Sunday once again which ended all too soon.

Enfield pageant Bank Holiday Monday 27th May

Thankfully Monday dawned bright and fairly warm. So it was cars out, roofs down and off to the Halfway House. Where met up with Lesley and Ray in the Stag, we were in the Spit, Kirk Vera and Jed in his Toledo and Joe was in his Mini (his first show and quite a long drive for him, well done Joe) Jed jumped in with Joe he must be a brave man. We arrived in good time and headed straight out to the auto jumble. It was nowhere near as good as previous years. But we all managed to get a few bits, the best shopper this time was Joe with his twin exhaust for the Mini and closely followed by Kirk with a single exhaust for his Toledo. We just sat in the sunshine chatting, there was quite a bit of interest in the cars as usual. Brian popped over to see us and had a chat, but we didn't see anyone else. The day finished a bit early, people seemed to be leaving about 3pm, something to do with the auto jumble or lack of it we think, so we headed home to a nice early bath. We went the scenic route out of Enfield as the roads were well clogged.

Auto jumble at Secret Bunker Sunday 2nd June

Kirk spotted this one in Classic Car Weekly, so a quick phone call round and we had decided to join him. Kirk in his Toledo with Vera, Ian and Cheryl in the Spit, Janet and I in the Spit, the first problem was how to get there? It is a secret bunker you know! We arrived at the secret location of the secret bunker to a car park full of cars and were directed to the show area! We didn't know there was a show as well but it would have been rude not to join them. A lot of American cars and some more unusual British metal as well. A very pleasant walk round the auto jumble and again everyone got something. Cheryl bought a blanket for the ground and we had to get drinks from the wagon, but all in all a very nice morning. We departed at noon for lunch at the Halfway House, had a lovely lunch, Vera got her steak sandwich!. The car park here was also full of cars, two clubs, one with 6 cobras and some American cars and the Datsun Z 360 club and there were 7 of them. I have not seen that many early Datsun in one place before. Two car shows in one day (Get us). Then we headed out to the camping shop at Pips Hill, for a few bits, no car show here, shame, only our 3 cars in their car park, how many cars does it take to make a show I wonder? Then we rounded the day off with ice creams from McDonalds. We were home by 3pm. So a good day.



**ESSEX . . . GLOUCESTER
HERTS & BEDS . . . LEICS & RUTLAND**

TSSC AREA NEWS

Essex Continues

New members this month - a big welcome to four new members this month. Jean-Marc Bazzoni, Steven Savill, Peter Walker and Clive Sharp hope to see you soon.

Allan & Janet

- Up and coming**
- Sunday 7th July – Barley lands (Club stand)**
- Saturday 13th July - Hoddenston**
- Wednesday 17th July Classics on the Common Galleywood**
- Saturday 20th July – 8 Ash Green music festival**
- Sunday 21st July – club day at Halfway House**
- Saturday & Sunday 27th & 28th July - West Bergholt Vehicle Show Nayland Road West bergholt**
- Saturday 10th August - Broxbourne Classic Vehicle Day**
- Fri, Sat Sun 16/17/18th August- Stafford International**
- Event Some are camping some are hostelling**

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

Hi folks the area news is back after a brief absence mostly due to incompetence on my part but as you all know I don't need to apologise for that because if I did I'd be saying sorry a lot.

So here is a review for the award winning magazine from an award winning area.

Well we've been a group of busy little bees getting out and enjoying the cars and events.

The trip to the Isle of Wight weekend was fabulous, last year we all required webbed feet but this year oh boy did the sun shine and it's always better enjoyed with the sun on your back.

Our pub run to the Fleet at Twynning brought out our newest and youngest supporter, Rhys Eifon Williams came along at only ten days old and slept through most of it all so not unlike a few other members then.

Whilst some were away getting wet at Laon we tripped out to the Star 90 gathering at Gaydon, once again the weather was kind and a picnic (thanks Vicky) up on the grass bank overlooking the wide variety of cars was a lovely way to enjoy the afternoon.

There was a great variety of cars on show and it was great to wander around and enjoy them all.

Jane was also busy at SEM whilst a few of us took to Prescott hill to enlarge our carbon footprint, as always it was very well attended but the imminent threat of inclement weather brought the day to an early close.

SPA, SPA, SPA. Got the message yet, a very favourable party set of on this quest meeting up in Folkestone ready for the off Friday morning.

That's when we got the wet stuff and most of the journey through France and into Belgium was very wet.

All that aside as hardened as we are to the elements we knuckled down and enjoyed all the weekend had to offer, bacon & eggs, BBQ'd goodies, beer, wine and lots of tart, oh yes and there was some racing on too.

Getting to drive the circuit was fantastic and just for good measure the sun shone whilst we did it too.

The pub run was hosted by the Cat and Custard pot, I was going to say Nigel and Jeanna's local but I think ONE of Nigel and Jeanna's locals would probably be more to the point.

A very pleasant evening of chit chat and a little photo sharing from Spa too.

Lastly this month was our trip to the Triumph day at the Ace Café. We massed six cars and enjoyed a gloriously sunny drive to London's north circular and Ace Café corner.

A good full English and a mug of coffee set us up for the casual enjoyment of various Triumphs coming and going. A really relaxing day. We left late afternoon and moved on to the Abbey Road studios for a few pics on the "Beatles" crossing outside. All in a lovely day out.

Here's the list of up and coming trips and events, hopefully we will see you soon.

Andy

- Fri-Mon 12th -14th July Glos area camping weekend, venue TBC.**
- Mon 15th July Area meeting at the Swan, Coombe Hill.**
- Wed 31st July a pub run to The George Inn at Frocester.**
- Fri-Sun 9th -11th August area stand at the TR International, Malvern.**
- Fri - Sun 16th -18th August.**
- Stafford TSSC international weekend.**

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Hi. Does it look like some sunny weather is on the horizon? About time too.. hopefully we can get some events and runs attended without fear of a washout, local communication is a bit scatty just now as I'm having some laptop disasters, so in two days I have a New phone, New Tablet, New printer, and a New car which has drained my senior moments and my technophobia to the limit. I'm Lost!!!

The run to the Gunpowder mills was poorly attended with only 4 cars, Me, Ray, Tony and Ian, a little cool but what an amazing place, the mad professor kept the grandchildren gob smacked, what a laugh, plenty of whoosh & bang.

I will report on The Luton festival of June 9th and our annual run to RAF Hendon on June 23rd (another free day out, in the next Courier.

Kimbolton Charity Classic is a great day out on **July 14th**, lots of wonderful cars, craft and country fayre. To get in at a discount you need a pass from me (3 left), Northants and Peterborough also join us all for this day out.

Panshanger Aerodrome Revival is **August 11th**, so you can dress up period style and have a picnic and some drinks. **Stafford TSSC International August 16/17/18th** camp over, or a day ticket, join in some fun.

Quainton Steam Railway pre 78 Rally is **August 26th** steam rides and full access for £3 per car, can't be bad .

I have 14 volunteers ready to help at **Duxford on September 15th** for our **20th All Triumph Day**, we should have a Merlin engine running and "Sit in a proper Spitfire" as added attractions this year.

Next Pub meet is for a prized **Best Area Car Award on July 22nd** at **The Three Moorhens Hitchin**, 8pm so just a little polish and some sunshine for an interesting evening... It's getting busy at our meetings ...think we need an extension.

Ray and I have been busy fixing a number of local cars and a gearbox to keep you all mobile, if you run into a problem let me know, help is not far away. That's it folks. Regards

Peter

LEICS & RUTLAND Tel. 07530 307371

Hi all. We have had another wedding in our area with the marriage of John & Celia Thorpe at Leicester Cathedral on Saturday 15th June.

John has been around as long as the club has been going occasionally showing off his perfect GT6.

Many congratulations to them both as they start their new lives together and we all wish them the best for the future.

On Thursday 16th June 6 of our area set off in 4 cars for France. An overnight stay in Canterbury and on the 0800 ferry from Dover to Calais on Friday morning. Chris was in his Mk2 GT6, Mike in his 1850 Dolly, Dave in his TR7 with John Edwards as

LIVERPOOL



TSSC AREA NEWS

co-pilot, and me and Pete in the Stag. I decided on the Stag at the very last minute instead of the TR6 as I had a very bad back. This was a decision I was later to regret. Friday morning driving down through France to the Laon Historique we decided to stop off at The Blockhouse at Forêt de Eperlecques. Google this place and you will see how amazing it is. One of Hitler's grander schemes.

On to Laon and after checking in we had a meal at our favourite restaurant at the base of the Notre Dame Cathedral in Laon. An awesome building from every angle.

The day long tour on Saturday around the French countryside through lots of small villages was very pleasant and really is what classic car driving is all about. Even the rain held off for most of the day but it wasn't to last.

The main parade in Laon on Sunday was well attended by classic cars of all shapes and sizes but the general public stayed away in the main due to the horrible weather. This took away the carnival atmosphere of last year but we are not the only country that has suffered from rain lately. We stopped off at some roadside cemeteries on the run.

The first was a German cemetery with 8000 first world war graves all from one battle. It was immaculately kept but not as grand as the Allied cemeteries for obvious reasons. A mile or so down the road we came across the American cemetery of the same battle. Unless you have visited these very moving cemeteries you would not really appreciate how completely immaculate these places are kept. Words cannot really describe them, and these were for fallen soldiers who had died nearly 100 years ago. Very moving. We also found a few tiny cemeteries, some with a few dozen graves usually of a particular regiment in the battle. One small cemetery was nearly all Welsh Fusiliers who had all fallen on the same day in 1918. They were buried where they fell.

Monday we made a trip to an Abbey that had been rebuilt from almost rubble and again was a magnificent building. Derelict from the end of the first world war and rebuilt in the late nineties. This is when the Stag started to really play up with a non-charging alternator. I swapped batteries with Chris and he charged mine back up again but the saga wasn't over yet. At this stage I have to hold my hands up and say it was all my fault.

On the Derwent Valley new year run I had noticed that the alternator could not keep the voltage up enough when the headlamps were on (it was foggy!) so I purchased an uprated alternator that was in my garage by the middle of January. And there it sat! Several trips out with the Stag were uneventful as we didn't travel anywhere with headlamps on, and I always put a battery maintenance charger on the car when not in use.

Prior to Laon I had gone over the TR6 with a fine toothcomb but did nothing to the Stag. The alternator on a Stag is under the vee and I was waiting to use a friends ramp. When I decided to use the Stag of course I had forgotten all about this. I set off back for England on the Tuesday morning and as long as I kept the revs over 2000 it seemed to hold it's own.

Driving in England we got as far as Dartford and had to fill up with fuel and that was it. Dead battery. A quick passing of £100 to an AA man for the biggest battery he had on board and we were off to Leicester with a low voltage indicator but no problems. Needless to say the next day it was off to my friend's house with new alternator.

Didn't need the ramp in the end as the alternator is accessible once the power steering pump is removed.

One other problem was a knocking from the front nearside suspension that turned out to be a broken bracket on the drag arm where the anti-roll bar bolts on.

The other 3 cars and 4 members carried on to Spa and had a great time traveling via Luxembourg and Germany to Belgium. All in all a very nice trip.

A few people went to Wicksteed for the Northampton bash, and a gang of us attended the Rockingham Castle Family Steam and Transport event on 1st & 2nd June.

We managed 2 TR6's, a Stag, 2 Vitesse and 3 GT6's. We even put up our event shelter and no-one sat in it! We were joined for the first time by Steve & Dee in their super

TR6. We hope we didn't put you off us.

We will have had a few other events by the time of going to print including 31 of us going **ten pin bowling on Thursday 13th**, **The Shepshed show on Saturday 15th**, **Trentham Gardens on Sunday 16th** and then of course **The 25th Peak Run**.

Straight after this we have a weekend at **Foxton Locks on 29th/30th**. Busy busy or what? That's all folks.

Keep running on 4/6/8.

Neil.

LIVERPOOL

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Well after a few eventful months, everything was back to normal at our May meeting. Quite a bit was discussed, the most important to relate was the decision to change our meeting from the 3rd Tuesday of the month to the **1st**. When we set up the Liverpool Area in 2009, Lisa and I made the decision to hold our meetings on the 3rd Tuesday, so we wouldn't clash with other well established Areas around us. After nearly 4 years, this clearly isn't the case. Another reason (well, possibly the main one) is to make the Area News you are reading more relevant. At the moment, you are reading about our May meeting in the July Courier, so switching to the **1st Tuesday** enables us to meet the Courier deadline of the 8th. Also (last reason honest) there will be less time between meetings, some months bring about a 5 week gap. So, due to our involvement in the Inter-Area meet at Swettenham in June, our **next meeting is Tuesday 2nd July**.

The Derby Arms has had a lick of paint since our last meeting there, and one of it's walls had lost an argument meaning a more open-plan environment, but all for the better. We were joined by John, who lives literally down the road from our meeting place. He's just taken on the restoration of a tasty looking Mk2 GT6, and as a result was picking our brains and soaking up our seasoned (and rust added) brains for inspiration. I hope we didn't put him off?

On the car front, quite a few of our members have their Triumphs off the road, Lol restoring the paint and replacing the glass in his quarterlights, quite a feat as he's since found that without the correct rubber it's an impossible job! Lee has a new distributor and is fettling his timing. Dave's Vitesse resto is back on after a wobble or two, and Peter's Spitfire failed it's first MOT in years on a few niggly things, hopefully by the time you are reading this, it will be ready to make an appearance?

My Spitfire is back on the road, and myself and Joanne were able to meet up with Cath & Steve at the STAR 90 rally at Gaydon. It was a fabulous drive there and back in mostly glorious sunshine, the event itself was stunning, however a sign of the times was the lack of Heralds & Vitesse's (and to a lesser degree Spitfires). Each was easily outnumbered by every TR variant (except 5's of course!), a shame that lesser value cars such as these are becoming rarer as they are perceived as uneconomic to restore?

That's all for this month, I think there's enough to digest there, don't forget we now meet on the **1st Tuesday of the month, beginning 2nd July**.

Cheers,

Alex

IMPORTANT NOTE

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



M25 EAST . . . MANCHESTER

TSSC AREA NEWS

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Well, hopefully summer is well and truly here by the time you read this. The summer, proper, started for us over the May Day Bank Holiday weekend when we went to 2 shows, both in glorious sunshine. A few burnt bits were sustained ha ha. Our first Club stand of the year was at Battlesbridge. As usual



all the car clubs were in the posh field, well away from the Hoi polloi and we had a much better position this time. It was the first time we had got to see Colin's new engine and under bonnet work. Looks very nice with everything repainted, and no oil leaks either – yet ha ha. We managed 8 cars in total although one of them was an MG as Graeme has gone to the dark side ha ha, he is looking at getting another Triumph so we forgive him. Oh and thanks to Donna for making the area flag, there's another one for you to do if you want.

The shows are coming thick and fast now, the only problem is those 5 days of work in between. Whitsun bank holiday saw us at our traditional show – Enfield Pageant. Once again the



weather was really kind to us over the 2 days. Since we've been having a Club stand here I don't think we've had a duff day. Big mouth – that's jinxed it for next year. All the gang certainly gave the toot stalls a good hammering, bargains ranged from massively oversized footballs to rusty watering cans. On the Sunday we decided to leave the gazebo there all on its own, saved taking it down and putting back up again. Luckily for us it was still there the next day ha ha. It did take a bit of a battering in the wind on Monday and does require some attention due to some heavy handedness, me, pulling one of the fittings off. Donna, get yer cotton out !! We also gave out quite a few fliers for the area to interested peeps, hopefully a few of those will join our happy band.

All cars seem to be running well now after a few of them had issues earlier on, although Neil's Stag does seem to resemble a steam engine sometimes ha ha.

A new show we went to deserves a mention – it was The Hamstreet Festival of Transport, right down in the depths of Kent. Well worth the journey though as, apart from the cars, there were loads of stalls, lots of stuff going on in the arena and aeroplanes. We were treated to some excellent model aeroplane flying displays but the best display of the day had to be 'The Red Wheelies' – They were a group of ladies doing formation driving in the arena on their mobility scooters ! Very amusing and well – it could only happen in England.

Must mention the two massive cakes that Lesley made, they were LOVELY !! She made two as there as supposed to be

more of us but I think we managed to polish most of them off. Everyone, it seems is going seat crazy – Vince being the latest to change his seats to a more modern design. New carpets as well we hear, can't wait to see em.

A few of us have been talking about a trip away, possibly in November. It would be a Saturday morning start and going somewhere (yet to be decided), followed by a night in a hotel and then Sunday spent at Beaulieu Motor Museum.

Another possible trip would be early next year and will be a weekend trip to the Naval Museum at Portsmouth. A very interesting place, amongst other things HMS Victory is there and the new exhibition of the Mary Rose is now open. Hopefully we will be able to get the Dib Dob Bus for both of them. Anybody got any suggestions for trips? Right that's me lot for this month.

John.

July Events

Saturday 6th – Harlow Classic Car Show

Sunday 7th – Maldon Motor Show (Clubstand)

Saturday 13th/Sunday 14th – Ardingly Vintage Show (poss camping)

Sunday 21st - Museum of Kent Life Classic Car Show

Saturday 27th/Sunday 28th – Dacorum Steam and Country Fair

MANCHESTER

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We had a very busy May this year with Scotland, S.T.A.R, Laon, and Peover/Blakemere Run. Unfortunately two of the events were held at the same time so we had Manchester members present at both Laon and S.T.A.R which are both covered in the Area Showtime. I would like to thank Steve Openshaw for organising ferries and hotel in Laon. Spa & Laon were both very good and we will certainly return.

The Peover/ Blakemere Run started with 13 Triumphs and a gorgeous sunny Sunday morning, meeting in Stockport, it was tops down and a drive through the beautiful scenic countryside through the Peovers to Blakemere craft centre. We put our cars on display for the enjoyment of the thousands of shoppers, and then it rained all afternoon. Never mind it didn't stop us from shopping for antiques and ice-cream and left the shoppers who braved the weather looking at our Triumphs. I would like to thank both Les n Ler for giving us a brilliant route I know how much work goes into organising these runs. Tatton Park (Cheshire Auto promotions) is one of our biggest Classic car shows in the North West and the weather during the day did not disappoint, although the nights were freezing as there were at least 20 of us huddled up under blankets, it looked like we had escaped from an old people's home. Friday night was punch night, it tasted like pop but went down like fire water, thanks Gary another great success. Janet (ta Janet) laid on the nibbles from vol au vents to quiche with contributions from all the girls. I would like to thank everyone who contributed to a fantastic night. When it comes to drunk and debauchery in a field no one does it better than the Manchester Area.



Sunday we had the Ian Hartley Trophy an annual event we hold in memory of one of our members who sadly passed away. There were 3 winners Steve Bowden Spitfire 1500 LFY Le

NEWBURY . . . NORTH EAST



TSSC AREA NEWS

with Dave yet, please could you do so, as he needs to know who to wait for and how many tents there will be. We will be meeting in **Thattham at Waitrose car park at 9.45a.m. on the Friday morning, 16th August.**

Meetings

10th and 24th July at the Berkshire Arms, Bath Road, Midgham starting at 7.30p.m.

Events

10 July Cars in the Car Park (Normal Club Night)

14 July Atwell Museum Classic Car Show

11 August Newbury Classic Car Show at the Racecourse

16-18 August TSSC International at Stafford.

Keep 'em flying

Mary and Dave R.



Spitfire MK111 PAL and the Ian Hartley Trophy went to Jez & Debs in their beautiful TR5 all well deserved. The Tatton Park judges were out for hours over the weekend, Mark Blease won the Best 1960s saloon with his Triumph 2000 saloon!! Out of hundreds of classic cars that weren't bad going. Well Done Mark!!

Our June meeting was well attended with 27 members present it was good to see our new members, Pete, Roy and Ann & Wayne back again this month, probably due to not winning a so called fantastic raffle prize. We discussed several events some still to happen this year and some we hope to do next year, like Northern Ireland.

The Area BBQ will be the weekend **9/11th August** camping and B/B is now booked at Wyre side Fisheries Dolphinholme but there are still places available with local B/B, or you are still welcome to do the run and BBQ only. We will be attending the **All Triumph Day at Duxford Sunday 15th September**, camping is available and Mark & Tracy are checking out the B/B situation. Don't forget our very own **Barmy Boot Camp Weekend in July** if it's anything like the Manclins weekend it will be fantastic, packed with fun and games a brilliant weekend!!!! There will also be a new event at Event City run by Andy Rouse in September please let me know??

Dates to remember in July

Tuesday 2nd July Area Meeting 8pm

Barmy Boot Camp 12/14th July

Keep Triumphant

Pip n Frank

NEWBURY

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Have had good turnouts at recent meetings and more club cars are appearing in the car park as the weather improves.

Star90 at Gaydon had a good show of vehicles both Triumph and Standard. Dave and I put the Vitesse on the Club stand; Guy and Suzie were also there to celebrate 50 years of the Bond. We saw Mark from East Berks who bought Malcolm and Josie's brown Spitfire. Work is progressing well on it.

On the same day as Gaydon was the re-arranged Spring Vehicle meet. It had been cancelled at Andover on Easter Monday due to bad weather and was held this time at Greenham, near Newbury. Some of our area went there and the turnout was quite good. It was more on hard standing and there was talk of the possibility of holding it there in the future. We will have to watch out for news of that.

Don't forget to bring your club car along to **Cars in the Car Park on the club night of 10th July**. It will be members' choice of "The car I would like to take home". Remember you must have been to at least 3 meetings in the preceding year to be eligible for an award. The winner will have the big shield for a year and I have now received the 3 little shields for the place winners to keep.

We hope that some of the area will be able to go to the **Atwell Museum at Calne on 14th July**. We have not been before, but they expect a lot of cars and will have a special Triumph section to celebrate 90 years.

If you are going to the **TSSC International** and haven't liaised

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Hi all. Lovely weather at the June meeting brought a fine selection of cars out, none of those in last months' who'll be finished first' list though!

I'm going to start with a mention for Ian Goodfellows' Gentry which stopped in earlier than anyone else on its return from France. A long trip with no problems other than 250 miles in a downpour with only aeroscreens!! It did however make them some new friends, some motorcyclists who were concerned for people having a worse time than them in the rain, and some Puerto Ricans who stopped alongside Ian and Fiona a day later having also seen them in the rain. As ever, Whitney was a big hit. Ian has been wanting to see Mark Ramsey's Rolls Royce for a while and it came down to the meeting later on, beautifully presented, she dwarfed all the club cars there. Tired after driving up from Calais and needing to unpack, Ian and Fiona didn't manage to stay around to see everyone. Mention of Mark's car brings me on to another feel good story. It's being used as transport for the wedding of Helen and Richie on 12th July. Best wishes to you both from all in the Club.

I must also mention another couple of long trips, Andy Dunning is currently on a charity cycle ride from John O Groats to Lands End, good effort fella.

Secondly, Ian and Joan McPherson are taking their Bond GT4S over to Geneva later in June, a proper long trip out, best of luck with that.

Local car news, mine is still in the same state as last months report, bolt refusing to come out, however I borrowed a reciprocating saw and air hacksaw from Martin, so as long as I can find some spare time, I'll win the last battle. No news from Gavin or Chris. Michael had what sounded like a virtually terminal engine problem recently, any sort of load resulted in banging and rattling. Investigation eventually revealed a tiny, tiny, blow between cylinders one and two which only gave way under high engine loads. All fixed now, along with a leaky core plug, he's also painted some engine bits a questionable colour I'm led to believe. Kevan has got his GT6 conversion to O/D completed and is a very happy bunny with the result. Thanks to Geoff for his assistance with the project. Steve Hill is now looking, and hopefully has got as you read, a replacement chassis for his Herald. Sort of arranged help to collect the one he's bidding on already, fingers crossed.

Richie did the Keilder anniversary run and never got out of 2nd gear, others have attended various shows round the area.

We are looking to do a longer run out in **September** this year, a change for the usual Holy Island venue, we're thinking **Eden Camp near Pickering**. Also the show way south that looks like it would be interesting is the **Sywell Classic Pistons and Props, Sept 28-29**. There was (at the June meeting) a spare ticket for the Silverstone Classic, come along next month if



NORTH EAST NORTHANTS . . . NORTHERN IRELAND

TSSC AREA NEWS

North East Continues

you're interested as there's already quite a group going down. Not much else to report, work and family stuff is keeping me away from the car hobby at the moment, and it's still bust which kind of kills enthusiasm as well, sad to say it's probably done less than 100 miles this year.

Anyway, that's it for now. Enjoy the sun while you can, all the best

Mark

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Hello all, Northants has not been here for a few months but now we are back. No problems and the Area is going fine.

The Snowdrop Run earlier this year went well although the snowdrops were still asleep as it was cold and wet so they stayed shut but the tea and cakes were excellent at the village hall. Monthly meetings are well attended at Overstone with 31 at one!

Our Camping Weekend went extremely well. The weather was a bit of a worry at the beginning of the week but in the end the sun shone through and although the wind was a tad cool, everyone enjoyed the weekend. It was themed on Horror, Spooks and Vampires and all things scary!

The children were suitably scared by an unwelcome intruder with a scythe who just could not catch any of them! (too old!). Thanks to Dave, Angie, Tracey and Nigel for organising such a great time. Angies Chilli evening was well attended and the Dutch Raffle went down well again.

Saturday morning a run to Grafham Water was enjoyed, thanks go to Robert and Kevin. Thanks also to the helpers, firstly the chefs, all well known to us!, Jane for hundreds of cup cakes, Helen for her cheesecake, Mike and Debbie for their poisonous punch!, Glyniss for the coleslaw and Pat for trifles and jellies etc. An evening of games followed with Richard and Robin providing the music, enjoyed by all. Sunday morning, the marquee was carried over to the other field where everyone pulled together to set up the Tombola and Raffle Stall. Thanks again to Jane and Lucy for help on the stall. Hopefully I have not forgotten anyone! Judging took place and the prizes awarded, raffle drawn. Thanks to everyone who donated prizes and to everyone who helped.

Robert also organised a run to Woodford Halse village Fete on the 8th June. A run from Northampton with eight Triumphs displayed on the field with two gazebos up to fend off the cool wind. The sun kept popping out and a good day was had again. We left about 6pm and made our individual ways home. Another good day and many thanks to Robert and Kevin.

Next Club meeting on 2nd Wednesday of month, Overstone Manor, 8.30 onwards.

John.

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Well what can we say - the Totally Triumph Classic car show on the 12th May saw the sunshine one minute, hail stones the next and occasionally the sort of winds that could have seen the club gazebo blown all the way to the land of Oz had we not had at least a dozen club members holding it down. The joys of a summers day in Northern Ireland however did not stop

us having an excellent day although I am sure it put a few members off coming along. Nevertheless we had around 36 cars on the day including our friends from the Triumph Classic Car Club in Dublin who are always very welcome.

There are a couple of things that make Totally Triumph very different from the other static events we attend aside from the fact that it is our very own show. The first is that Chic Doig Classic Sportscars comes over from Scotland with his usual selection of Triumph spares. This year he took the opportunity to bring over a restored Spitfire body shell and collect a GT6 body shell to bring back to Scotland. I also noticed a GT6 bonnet plus a Spitfire hard top among the parts he had brought over for local members.

The second thing that makes Totally Triumph special is, of course, our very own Concours. This year the judges had a very difficult job and the standard of cars was very high with only three points separating the top three cars. The results were:

- Car of the Show: Alan Forsythe, Carrickfergus TR3.**
- Best Sports Car: Colin Tait, Dromara, GT6 Mk2**
- Runner up Best Sports Car: Fleming McFarland, Gortin, Spitfire MKIV**
- Best Family Saloon: Philip Annesley, Dungannon, Triumph 1300**
- Runner up Best Family Saloon: Edgar Pike, Triumph 1300**
- Best Modified Car: Brendan Walls, Swords, TR8**
- Runner up best Modified car: Alistair Campbell, Portadown, Grinall TR8**
- Cruised & Used: Alan French, Donaghadee, Vitesse Mk2**
- Runner up cruised & Used: Christel Edwards de-Graauw, 1200 Herald**
- Long Distance Award: Leslie Kennedy, Kilcoole, Stag.**

We did a fairly good trade in T-shirts and other bits and pieces (thanks to Douglas and Alan) and despite the very mixed weather the tea and bun stand raised over £140!

May also saw the areas Donegal Weekend Away Run organised by John Gill and Philip Bickerstaff. Reports are that it went very well and the car show on the Sunday in Donegal town was very good - they were even given a certificate for attending by the organisers.



Photo1: Stephen and Elizabeth enjoying the club run to Donegal

Ultra Speed Hill Climb took place on the 1st June. It is held in the grounds of the Ulster Folk & Transport Museum and

Paul Robinson and Michael Hudson were entered in the pre 1981 road going class. Michael did really well and came 5th in his class beating nine other cars including three MGs and a Sunbeam Tiger. It was very good to see club member Phil Boulton and family from Letterkenny come along to support the Triumph Team.

John Gill obviously has some influence when it comes to the weather. He suggested that we combine the June monthly meeting with a run to Islandmagee to get an ice cream at the Rinkha (former dance hall and now shop).

Brian Spurle lives near by and, despite the fact that he was away for work, we were invited back to his house for tea and buns plus the chance to see how the restoration work is progressing on his Spitfire 4.

Both ideas clearly had considerable appeal as we had an excellent turn out. Sixteen people turned up and I can't remember the last time we had as many Triumphs in the car park. It was also nice to see some more ladies at the meeting. The run itself went very well, the ice cream at the Rinkha was excel-

PETERBOROUGH SCOTLAND CENTRAL WEST



TSSC AREA NEWS

lent and the owners of convertibles enjoyed an evening with the roof down. There was plenty of tea, coffee and very nice chocolate brownies (Douglas seemed particularly fond of these) when we arrived at Brian and Siobhan Spurler's house. Many thanks to Siobhan, Niamh and James for their hospitality and the chance to see the Spitfire 4 - I'm very jealous.



Photo 2: Some of the Triumphs in the car park at Nortel for our monthly meeting.

Still to come in June is the Kilbroney Old Vehicle Show and the Vehicles of Yesterday at Mountstewart. More details on both next month. In the meantime enjoy the good weather and your Triumphs.

Jaegai & Paul

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Well spring seemed to come and go in an instant this year. March was just an extension of winter with snow up to the end of the month, and April was just cold and wet. May tried its best to be spring-like but suddenly here we are in June and summer has begun! I have to say as I set off for the Red Lion for our monthly area meeting it didn't really feel like 'flaming' June at all. The evenings are still decidedly chilly and so it was no surprise that our eager bunch of Triumph enthusiasts were all tucked up inside the pub rather than enjoying a balmy summer's eve!

That said it takes a fair bit to put the Peterborough group off these days and our attendances since the move to West Deeping have been consistently up around the twenty mark. So I think that speaks for itself and we thank Marie and her team for making us so welcome.

It also speaks volumes for the friendly camaraderie that is building amongst our group. We do all seem to be getting on and that appears to be translating into much more activity with the cars as well. We often hear the cry from club HQ that we must use our cars, or risk losing them (or at least the spares back up we depend upon to keep them running). Well I think the Peterborough area can stand proud at the moment and say: 'we do use our cars!'

At this meeting we had Brian and Graham reporting on a rather cold and wet trip to Spa in Belgium. Sav was keeping pretty quiet about his experience - I think the very thought was making him feel cold again! Brian even had to scrape the frost off his windscreen one morning - and we moan about our weather!! Despite the elements everyone made it there and back safely so another well executed trip.

Next up we had Andrew reporting on the journey he and Yan, plus Colin and Jane, with friends made down to Laon in France for what sounds like a superbly well organised classic car event. The French do seem to do this sort of event very well with the town centre being closed off to all but the classics and everyone being very welcoming. Again the weather wasn't perfect - but at least they weren't camping (sorry Sav)!

On the domestic front Peter and Linda reported on a very enjoyable Northants Camping weekend at Wicksteed Park. Richard was also there in body, although he did appear to be struggling with the mind bit a little. Perhaps a sherbet or two too many it has been alleged. I couldn't possibly comment as I wasn't there. It all sounded like great fun and certainly one to be recommended as it is local too.

Tina and David both attended the Rutland County Show. This may not be the biggest show of its kind by any means, but it was certainly much enjoyed and there was plenty to do and a decent turnout of classic cars as well.

This was also the case at the Bourne Classic Car Show which Doug reported on.

This sounds like it is building year on year and with a new layout featuring the classic cars spread in amongst the trees on the site it sounds like a very picturesque setting.

So all in all a really busy month for our little area group, and there's plenty more to come. **The Baston Car and Bike Show on July 7th** is one that Doug is helping to organise. Angie will be coming down from TSSC HQ with the club stand again so it would be really nice to try to support this one if we can and make a really big Triumph splash!

The following weekend (**July 14th**) is the **Sporting Bears Charity Classic at Kimbolton**. We have always had a decent presence at this one and I would say I handed out about half of the 16 tickets I ordered at our meeting. If you were not able to attend the meeting but would like to go to the event, please get in touch asap and I'll keep a ticket back for you.

Towards the **end of July** we also have the **Silverstone Classic and the Nene Valley Railway Classic Car event**. We'll talk about these at our July meeting but suffice to say for Silverstone do surf the internet for ticket deals - they are out there in the cyber-ether! Doug mentioned the Silverstone Auction Rooms and suggested if you buy an auction catalogue, you may get one or even two free tickets to the show making them very cheap indeed.

I think I have probably exceeded my word count already for this month. However I cannot go without mentioning two further things.

Firstly, thanks once again to Peter and Linda for yet another taxing/vexing/frustrating but ultimately very entertaining quiz. I have no idea how they come up with them virtually every month but they are great fun and very much appreciated.

Secondly do come along to our **July meeting** and join in with all the fun we have! We will be meeting on **Monday July 8th at The Red Lion, West Deeping, near Stamford**. Any time from around 8pm will be great and let's hope for some lovely warm weather and a car park full of Triumphs. See you there! Cheers

Paul

SCOTLAND CENTRAL WEST
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The June meeting had a double figure attendance with 1 Spitfire, 1 Herald and 2 Vitesses, 1 Ducatti plus assorted moderns. Dress code was shirt and tie of course (most of us come direct from work). Lochinch was back to normal with no changes to the parking area yet. I was told all was fine with us meeting there. The bingo club was back too. There were four club cars present, Michael, Iain, Martin and Dennis. The rest of us seem to have fallen victim to various gremlins. I have just had to purchase a new gearbox, which I have still to fit. John is working on a new bonnet and Dave and Brian have engine malades. So we are all busy. The next few shows may have different cars attending. It was dry so we were all outside until the midges took hold. Iain kindly brought a boot full of excess spares, and we all got something useful, thanks Iain. We went over details for the coming shows which are spaced out over the next few months (hopefully allowing the cars to be rebuilt as necessary). The two teardrop caravans are almost finished and will be out and about soon; an interesting addition, to the group.

We have been out to Bridge of Allan. This was a good show with varied displays and autojumble. We met at Balloch and



SCOTLAND CENTRAL WEST SCOTLAND NORTH EAST . . . SOMERSET

TSSC AREA NEWS

Scot Cent West Continues

after a quick pit stop we were off. I was leading too (oh dear). To be honest it was a straight road and I had been last year. So a Merc (me) and two Spitfires (Dave, Ian and John) made up the convoy. I did venture into the parking area which was a sea of mud, the Spitfires stayed on terra firma. The mud was a problem and got worse with traffic, still good to see round the cars and stalls. Good to see the Triumphs and Bond out, and get to speak to you. I know our meeting is a bit far for some further north or east. Might see you at Stafford.

The next venture was a surprise invitation from an ex TSSC member and TR Register member to attend Tatton Park in Cheshire. Another 3am start for me to get a lift to Cheshire. What a change to be travelling in the daylight (we always go to the two Stoneleigh shows in the dark). We were a little early so we even got to a car boot sale too. Tatton Park is massive. A lot of Club displays, jumble and traders. A lot to take in. The TSSC stand looked good and I managed a quick chat with Pip, Frank et al. Different show, had a great time. Cutting through the event traffic we headed for Knutsford for a meal into the land of Lamborghini and Bentleys. Hmmm. We even met some fellow Scots coming back from another show, so there are others who travel the distances. Back to reality, we were home in the daylight too. Not too much Triumph stuff about at the shows though.

There will be reports on Hamilton next month and whatever we get up to at Dave and Karen's. Do you think I will be allowed to tune the Stag?..? No I don't think so either!

Back to the Area events list.

The Alexandria Motor Works may be holding more events, due to popularity of Drive It Day, news as soon as I get it. We will be finally finalising the **Mugdock Camping Get together at the July meeting**. The weekend is arranged so please come and visit us; you can camp if you wish. A small fee will be applicable for camping. We have the facilities to ourselves; remember it is a public park though. Why not try it and see. We need to build for the future. Families, wags, dogs, kids all welcome, walk, cycle, run. Garden centre, café, bar, shop etc. We need cars on display for 12-4 on Sunday.

I have booked **Erskine Hospital Show**. If you can please come and support it. Join the Club stand, all very welcome.

Stafford - you know the drill **Friday to Monday**. Come with us for a great weekend away.

Kirkintilloch Canal Festival is taking shape. Sunday, cars in Main Street display. Please try out this family orientated event. It is also on Saturday with non-car events at the Marina, evening entertainment is Re-Take That and Big Vern and the Shootahs, might be some of us there in background. For **Sunday 25th August**; we will have the Main Street closed off for the car displays. Details to follow.

If you have photos or ideas for the Camping Get Together please put them forward. We are looking for Area photos to show what we do. There will be some Triumph films too.

Selkirk is a possibility for camping again weather permitting with Cumbria.

If you have any spares you no longer need please bring them to the meetings or give me a list and I will pass it on. More on my gearbox saga next month plus other assorted drivel... Bet you can't wait.

Dates for 2013.

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 Eglington Country Park - 14th July
NOT Attending as Club going to Erskine.

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 **Wednesday 3rd July**.

Please come and say hello at the meetings or shows if you can. Summer's here!

Gregor G.

SCOTLAND NORTH EAST

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Hi, The recent rallies attended since my last news have been Crathes Rally and the Fraserburgh Rally both these have had a good turn out of Triumphs but only a few TSSC members.

Next month I will report on our Triumph Day which was held on the 23rd June, I am getting a bit of stick from my wife as this is also our wedding anniversary.

Our monthly meetings in the Summer will be held at different Inns and Pubs throughout Grampian so come along if you can.

Our next club night meeting is on the **25th July** and was to be the Feughside Inn which is now unfortunately closed. Please see our Grampian Triumphs Club Website <http://www.brmmbrmm.com/grampiantr.bb> for an update of the meeting venue, it will be on the "Stop Press" page.

Events for this and next month which some of us will be attending;

30th June Speed Fest at Alford, a great event with some rare cars.

13th-14th July Glamis Extraganza, this is the premier event in Scotland.

25th July Classic and vintage Gathering at Alford.

4th August Garioch Rally at Oldmeldrum, always a good turn out of Triumphs.

11th August Historic Wheels at Brodie Castle, Forres.

17th-18th August Deeside Steam and Vintage Rally at Milton of Crathes.

Also if you are a Stag owner and a TSSC member us Staggies and TR7's (well they have 1/2 a Stag engine) meet at 8pm on the **3rd Wednesday of the month at the Broadstrail Inn, Elrick**, you are welcome to join us.

That's all for this month.

Danny

SOMERSET

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Hi all. Well summer is finally here, our annual drive to Pecorama was graced with wall to wall sunshine. Myself, Derek and Martin made our way to Beer to meet up with the usual large contingent from Devon.

Pecorama is always a great event if you like miniature railways, gardens and a very steep walk to the beach. We managed to do the return journey without getting lost once, which is quite an achievement with me leading the way.

A few events for your diary

13th-14th July Sedgemoor Vintage Show at Pawlet
14th July Powderham

3rd-4th August West Somerset Railway Steam Gala at Norton Fitzwarren

10th-11th August Bridgwater Classic Car Show at Morganian Rugby club

26th August Rotary Club at Weston Super Mare

SOUTHERN . . . NORTH STAFFS



1st September Thornfalcon Classic car Meet
2nd-3rd November Restoration Show , Bath and West Showground

TSSC AREA NEWS

For those of you who are not aware we enter a stand at the **Restoration Show at the Bath and West Showground each November** if you have any ideas for a theme the please let myself or Derek know or come along to the next meeting and share your ideas.

Our regular meet at the Seven Stars was again well attended with 12 Triumphs outside and Henry's Jag. We had a new recruit this month in, Tom and his dad, welcome. Tom has a 1500 Spitfire which he bought for the princely sum of £150, although it does need a little work. Welcome to you both.

Next meeting 8:00 July 9th at the Fox and Goose
Cheers for now

Steve and Derek.

Up and Coming

- 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**
- 3rd Rogate Village Fete**
- 4th Goodwood Breakfast Club, Thoroughbred Sunday**
- 2nd-4th Stroud Vintage Transport Show**
- 6th Regular Meet, Seven Stars, GU32 3PG**
- 11 White dove Show, Kingsley 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**
- September**
- 1st NO Goodwood Breakfast Club**
- 3rd Regular meet, Seven Stars, GU32 3PG**
- 15th Surrey Classic Vehicle Gathering, The Rural Life Centre, Tilford, GU10 2DL**
- 19th Roaming meet, Tichbourne Arms, SO24 0NA**
- 22nd, Chichester College Classic Car Show,**
- 28th 29th The Kingsfold show**

SOUTHERN Tel. 01252 722432
<http://triumphsouth.20m.com>

Hi all, first off, more apologies, some of the shows that were on during May will not have reports on. This is due to our leader having a senior moment and not putting quill to parchment and sending them to me.

On the 23rd May, Neil, Lee, Paul and son Barny and I went to Spa in Belgium for the Spa Classic with the Locksheath Classic Car Club. John Davey, Nick Revels and Neil had organised this brilliantly with ferry, camping, eats and track laps. The weather was a mixed bag of rain, sun, sleet, fog and hail over the long weekend but the sun shone when it really mattered.

We all took our cars round the track on the Friday afternoon in glorious sunshine (videeing as we went) and on Saturday Neil



showed a few Peugeot 205's how to parallel park with John's AC Cobra just off the Eu Rouge.

Sunday morning there was a parade of Triumph cars, but unfortunately the weather was atrocious for the 100 + cars doing the parade. This was soon made up for the sumptuous lunch (as much as you could eat) we had in the Drivers Club restaurant.

Monday we were lucky enough to pack up in the sunshine and the forecast was 18c, but not as lucky for Lee as his Spitfire broke down about 10 miles from the campsite.

After long deliberation and Paul and Barney going to buy him a new coil (and getting lost on the way back) it was decided that the electronic ignition had failed and he would have to be loaded back to Blighty.

As we had spent so much time with Lee we had to make a move to catch the ferry at 4pm. Neil volunteered to stay behind with Lee as we pressed on.

As we were nearly 2 hours behind schedule we had to get wriggle on and once we had got through the road works on the Belgium part of the E42 we could get going.

As we got nearer to Dunkirk there were plenty of Brit holiday makers to toot and wave at as we sped past, just making the ferry with 25minutes to spare.

I got home about 8.30 Monday evening with Neil and Lee arriving in the early hours of Tuesday. Good times and many thanks to the organisers.

The SVPC show at Queen Elizabeth Country Park was again a well organised event. We had 11 cars on show and I think it was a first showing of Dave Moore's recently refurbished GT6. There was the usual mixed bag of stalls to mull over and the sun shone, result.

That's it for this month folks and by the time you read this Mark and Vanessa, Mike and Barbara, Wendy, Robin and his wife and Jackie and myself will be enjoying the hospitality of the Cornwall area along with a few pints of Betty Stoggs, pasties and (liquid) sunshine.

Take Care

Mark

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It was a dark and windy night and the rain was bouncing off the windscreen as I drove to the George & Dragon for the North Staffs May meeting I thought hear we go again, rain, rain, rain. So much rain that no Triumphs made it to the meeting and numbers were down, I handed out details for the 4 area meet to take place on 6th June and hoping that it's sun, sun, sun for this our first visit to the event.

It was only the week before that we had some welcome sunshine for the Star 90 weekend and I thought that Summer had arrived.

What a fantastic range of Triumphs were on display on the Sunday at Gaydon and what a great turn out. I'm sure you would join me in thanking all those involved in organising the event for all their hard work, and hope that similar joint events can take place in the future.

Last month I lamented about warm sunny summer evenings and driving through country lanes in an open top car, well it happened. Well at least part of it did, I was just missing the open top part as the weather turned in time for the 4 area + one meet



NORTH STAFFS SUFFOLK . . . SUSSEX

TSSC AREA NEWS

North Staffs Continues



at the Swettenham Arms. I'm not sure of the total number of cars as there were a number of classics that just happened to be at pub for a meal, one being a nice Jaguar XK120, but over 30 cars turned up and the car park was full with classics and only a few modern cars. Later a range of 6 or 7 Caterham kit cars also turned up to add to the entertainment, I just hope we have more of these perfect summer evenings.

I promise to try not to keep talking about the weather in the future, but we brits can't help it can we.

We have a couple of shows coming up in June, the big one is the Pageant of Power Chommondely 14th-16th June, unfortunately I won't be attending that one and on the Sunday 16th of the same weekend is our local Transport Festival at Trentham Gardens, and the following Sunday 23rd Weston Park Car show and something for the ladies (Upstairs, Downstairs tours in the house).

Enjoy your cars in the sun whilst it lasts. BFN

Dave

Events

Sun Aug 11th Classic Car and Transport Show
Shugborough Hall

Sat- Sun 17th - 18th International Family Weekend
Stafford

Sat Aug 31st Eccleshall Show

SUFFOLK Tel. 01206 250360
e-mail: Suffolk@tssc.org.uk

First Tuesday of the month and sunny again, that's two in a row! Certainly brings the Triumphs out.

Unfortunately Chris couldn't make it otherwise we would have had cars ranging in age from TR3 to TR7.

Mike brought along his Dolphin Grey Herald Estate, virtually its first outing since passing the MoT at Easter and fixing of post-MoT carburettor problems. This car has just had a major restoration that is still ongoing. It has had its respray but still needs flattening and polishing, various bits of trim need fitting, interior needs finishing including rebuilding the rear seat (or acquiring a good replacement maybe, not a common part though). And probably a host of other little bits to finish.

Mike Brown brought along his GT4, which is a 1500 Spitfire with a GT6 bonnet, and it's a very nice looking car. Several mod-

ifications on this car including an oil cooler with an air scoop which all fits under the bonnet very neatly.

Welcome to Alan who came along in a black TR7 that he only bought 2 weeks previously. This car has had an engine implant at some time and now sports a 3.5 litre, fuel injection Rover engine from a Rover Vitesse. All fits very neatly under the bonnet with space to access the various engine ancillaries. Alan reckons it needs a little work, but it still looks a nice car.

Lindsay is making progress on his Vitesse restoration. He had the radiator and header tank tested and the radiator can be restored to full working condition with a new core. However the company would not touch the header tank as it had too many leaks and a split. I guess they were concerned that the brass has gone brittle and might just break up if they tried to repair it. Again, another rare part and a fruitless hunt so far for one that is better. **STOP PRESS** – Colin may have sourced one for him. At the time of writing this even Lindsay doesn't know this.

Graham came along again in his very nice Magenta GT6. This has really good panel alignment, gaps and shut lines. He bought it like this, really good bodywork on which much money and effort had been spent but with poor mechanicals. As he said, these were easier to fix.

Chris didn't come this month as he was celebrating his wedding anniversary and had gone out for a meal. We reckon he had missed a trick here; he could have brought Rachel to the Sorrel Horse for a meal AND attended the meeting at the same time. There was also much speculation as to how many cars Chris might have bought on eBay in the intervening month, either for himself or as a trade for bodywork repairs on the others of his fleet.

Well, it's this time of year that we have the "Fill the Car Park" event and nearly every year it is postponed due to poor weather. Well this year, at **July's meeting**, we are having a "Flood the Car Park" event, hopefully with just Triumphs and not H2O. Will this bring us better meteorological luck? Anyway, bring your Triumph to **July's meeting** – that's an order.

The next meeting is **2nd July followed by the 6th August and 3rd September**. So, see you at the **Sorrel Horse, Barham on 2nd July** at 8:00pm or even earlier if you can get there.

Peter

SUSSEX Tel. 01444 450941

So a busy month! Several of us went to STAR 90 at Gaydon, Pete, Clive, John B and myself. It was an interesting weekend! We camped at Stoneleigh and we were surprised how few people were camping.

Perhaps all the recent weather has put people off. It was very cold camping on Friday night in fact I have never camped in such cold conditions either that or I am getting old!

On the Saturday we went to Prodrive for the track session which was interesting. Clive and myself took our cars round and it was good fun. Clive was trying too hard and spun a bearing on his Toledo which was a shame. I ended up with an intermittent misfire towards the end of the session. Pete then decided to take his Spitfire out and found he enjoyed it but his car wouldn't go fast enough!

On the Saturday evening we went to Leamington Spa and Clive's favourite, a Wetherspoons? A very good night was had by all and a big thanks you to Pete for doing the driving.

Sunday we went over to Gaydon for the car show proper. It was packed. I have never seen so many Triumphs all parked together! It was good to see all the clubs co-operating and working together. We decided to leave early and try and get Clive's rattling car home but it was no good we had to park up in services and call the RAC to take him home.

Meeting on the 5th June was well attended with probably 15

THAMES



TSSC AREA NEWS

cars. The two extremes there was Tim's lovely 948cc Herald Coupe from 1960 and Colin's TR8 3.9 litre from 1980. So these two cars were separated by 20 years and 3 litres difference in engine size! A good evening was had. Doug was there trying to break/fix his 2000. William turned up in his nice 1500 Spitfire. Bob turned up again from Brittany (now that's dedication coming all the way from France fro a club meeting!

I have also heard that the Gatwick area meeting is no more? If so don't forget that we are not that far from where the Gatwick meet was and we are a friendly bunch too.

The next meeting on the **3rd July in Ringmer** and is the "**bring your partners evening**" and several people are planning to get there early to have something to eat. So be there from 7.30.

There will also be a contingent of us traveling up to **Stafford in August**.

Martin

THAMES

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Welcome back to yet more drama, tragedy & Triumph! Still no Vitesse, who knows when it will be back but on my last visit, the painting was complete and looking wonderful so just needs to be assembled and delivered (this happened on the 5th of June but more on that next month). We had a great time on the IoW in John's TR7. SEM was a bit frustrating as getting Saturday up and active is going to be hard graft, we had the games all set up but getting members to take part was a nightmare. But the Sunday was great. Aston Clinton was another great day thanks to Trevor giving me a lift in his Herald 13/60. There are lots more shows coming up so please remember to book them up and let us know.

SOCIAL EVENINGS AT THE FOX & CASTLE

9th MAY SEM eve and it's a quiet evening at the Fox & Castle, to keep Julie & Me company we had John C, George B, John P, Mick & Julie C. Just John P's TR7 in the car park tonight. Work on our Triumphs has been: - Mick's Spitfire is having an engine rebuild. I have refitted the hub to the Vitesse, now ready for its repaint.

23rd MAY it's a chilly evening outside; inside the warm pub tonight we have Mark M, Graeme C, George B, Rob W, Mike H to keep Julie & me sane. Mark's Vitesse Mk2 saloon was the Triumph in the car park. Work on our Triumphs has been:- Graeme has fixed the oil leaking from its rocker box. Rob's got an oil leak on his Mk1 2000 gearbox to cure. My Vitesse is now all shiny & red again.

SHOWS & EVENTS

24th IoW camping weekend Was from the 3rd of May this year. John P kindly lent us his TR7 convertible to use over the weekend. We had a lovely trip down in the sunshine and got to the campsite in good time. The caravan we rented this year to save costs was very comfortable. With the TR7 unloaded we headed off to get supplies. Back at the campsite we pop over to the campers in the lower field and meet up with George & Chris, Mark S was putting up his tent. Tony & Penny were also in a caravan. Later we got our chips for supper and returned to the club house to mingle with friends.

Saturday morning we line up the TR7 in the convoy to the Needles Pleasure Park. We had a very enjoyable trip there although the weather was overcast and windy, most of the rides were closed, but we wandered around the shops that were open and watched the glass works demo. We visited Yarmouth for lunch and walked around the town. Then we stopped at Godshill before returning to the campsite. That evening we joined Tony & Penny for a meal at the Pointer Inn.

Sunday's convoy to Calbourne Mill was blessed with some

sunshine and we were lucky to get all the Triumphs into the mills grounds. Here we had tea and cake followed later with a ice cream in the sun. We made our way to the Garlic farm and then on to the Dairymen's Daughter a pub and selection of farm shops & crafts. We made it back to the campsite in time for the BBQ and made the most of the sunny evening. After a power nap we got ready for the evening quiz. Our team this year was Tony & Penny, Julie & I from Thames. Mark S from E.Berks & Peter & Shirley from Essex. We were named the Piston Slappers and managed to come third after a three way tie for second, third & fourth. In the raffle only Mark S got lucky with £15 co-op voucher.

Monday came too early as usual as we packed up our belongings and loaded up the TR7. We said our farewells before shooting off to Oasis and other shops for souvenirs. We had a pleasant ferry crossing and a good trip home, the TR7 was faultless over the weekend. We had a wonderful time on the Island many thanks to the organisers for a smashing time and we will be back next year.

10th /12th May SEM. With my trusty Transit loaded I picked up Shane on the way to the show ground. There we unloaded the equipment and started to set up. First was roping off the camping area and displaying show signs. Next we set up the marquee roof leaving the legs and sides when more helpers arrived. Our folding caravan and awning was next on the list followed with assembling the Herald for Saturday's entertainment. With more helpers to hand we finished putting the marquee together. Julie & Emma did the chip shop run that evening which we enjoyed in the marquee. Later we had some drinks around George's fire pit.

Saturday Morning Shane and I set up the marker post for George to white line between. We have some auto jumblers and the Engine tuners set up and try to encourage those there to try out the games. That was the hardest part of the whole weekend. That evening we had a BBQ and invited the campers to join us in the marquee for some quizzes. The feely quiz was mostly guessed correctly, but Mike & Julie's car quizzes had them at it for a good part of the evening (well done).

Sunday came quickly and it was not long before auto jumblers and Triumph started to fill the lines in the field. The weather was kind to us and we had a lot of local members to help out during the day thank you all. The day went well with some little hiccups but not any real problems. At the end of the day it was all quickly dismantled and packed away before it rained to much and didn't we sleep well that night!

Aston Clinton I managed to get a lift with Trevor T in his Herald 13/60 saloon for this show. Once there we joined the TSSC stand where we met up with Danny in his Stag, Carl in his Mk2 2000 saloon Simon in his TR6, Dave, Nikki & Laura in their Herald 13/60 convertible & George in his Vitesse Mk1 convertible. Off stand we met up with Peter & Kate in their Spitfire and Helen & Duncan in their Herald. Of the seven hundred vehicles on show there were four Heralds, ten Stags, four big saloons, two Gt6s, four Spitfires, three Dolomites, a Vitesse, a Roadster, four TR4s, one TR6, two TR7s. The TR Reg had six on show and Stag OC had eleven showing. The weather was good and there was lots to search through in the auto jumble and craft stalls. We had a great day out.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **July on the 4th & 18th and in August on the 1st ,15th & 29th** Please come and join us for a warm welcome or call me on 07773 623807.

Upcoming events are

July

7th Heathrow Classic Vehicle Show Heathrow



Thames Continues

- 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
August
- 3rd/4th Lingfield Steam & County Show Blindley Heath
- 11th White Doves Collectors Transport Show
Kingsley Hampshire
- 17th/19th TSSC International Family Weekend Stafford
- 17th Capel Village car & bike show Dorking
- 18th Cranleigh Classic Car Show Cranleigh
- 24th Rudgwick Steam & County Show Horsham
- 24th Wings & Wheels Dunsfold
- 24th Egham Surrey Royal Show Egham
- 31st Camberley Car Show Camberley

Mickey & Julie

NORTH WALES Tel. 01691 600215
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What a start to the season for enjoying our classic cars. Snow cancelled some shows and meetings, then the thaw brought floods in some areas. In between, however, we have had a few good shows and drive-in days.

On a close-to-home problem, our brother-in-law, John, came up to collect his Dolomite Sprint which had been stored here during the winter months, in its carcoon with fan assisted air-flow, battery conditioner and wheel chocks. The car started perfectly, but the clutch had seized solid, and refused all attempts to release without dismantling it. We took the car over on a trailer to CJC Motor Services at Minera, Wrexham. They do all of our MOTs, and are good mechanics. They removed the gearbox to release the drive plate from the pressure plate, cleaned it up, and re-built it. The car was then put through the MOT and road tested, ready for its return to the Midlands.

Triumph stalwarts Graham and Barbara missed our monthly Tuesday evening meeting because of the dreaded after-cruise bug. Maybe they should have cruised in their Herald instead! Dereks immaculate TR3 is developing his arm muscles after being used to the power steering in his daily drive Jaguar.

Several of our group attended Sleep airfields classics, military and aircraft day on Saturday 18th May. A day enjoyed in far better weather than was forecast. The same went for Anglesey classic show, which we attended the following day in our Stag, together with Julia in her Spitfire. We travelled the A5 through some of Wales most beautiful country in the sunshine.

Thursday 23rd May was a very interesting visit to the Jaguar factory at Castle Bromwich, a trip organised for our group by MG owner Malcolm. In small groups we were shown the assembly process for the XK, XJ and XF models, completely manufactured in aluminium with such precision, and with quality checks throughout. Each car is already sold before it is manufactured, and prospective owners can go and check on their cars progress.

May 26th was the Prestatyn run, with a choice of short (75

miles) or long (145 miles) routes. Nearly all of our Chester and Wrexham group chose the long run, and what a pleasant drive it was in glorious sunshine, starting in Mold and finishing at Prestatyn. Roger Bryant, together with Mick, in his lovely Vitesse had a somewhat worrying extra drive around to find a petrol station that was open on a Sunday. One that they found open had run out of petrol! In the end, it seems that the Vitesse was running on fumes, but they did find a station open, and all was well in the finish.

On Tuesday 28th, Bob's OFFAL run was enjoyed by 24 people, meeting at the Ponderosa on the Horseshoe Pass at 11.00 a.m. for coffee, and then a well planned 44 mile drive up hill and down dale, twists and turns, with Snowdonia on the skyline for most of the run, then the Irish Sea and Liverpool Bay in view and finishing at the White Lion in Llanelian yn Rhos, near Colwyn Bay, for a very good lunch.

Saturday 1st June was our usual meet at Chester for a drive to Tatton Park for their Classic Car Spectacular and Giant Auto Jumble. A really good day out in fine weather, if a little



windy. Our pitch was ideal, as we were against the back of the hospitality marquee, so this acted as a great wind break for our ladies to get out the tables and chairs, and to set about their usual wine tasting, whilst we fellers set off amongst the cars and auto jumble. A most enjoyable day. Less of our group attended on the Sunday, but a good day was had by all.

Tuesday 4th June saw our combined meeting of Triumph and MGs very well attended, as usual. We have two new members, who are MG owners, but you can't have everything! We will work on recruiting more Triumphs. A very full itinerary was discussed, some days are double-booked, but we make sure that we attend as many events as possible. Graham and Barbara had an interesting experience on the way to our Tuesday meeting. Whilst trying to avoid all the pot holes in the road, i.e. driving around them, Graham was spotted by the police, and was pulled over and breathalysed. This was negative, of course. Just a reminder, our group meets at the **Plough Inn in Gresford at 8.00 p.m., on the first Tuesday of the month.** Hope to see you there.

- Forthcoming events:- July**
2nd July:- Monthly meeting at the Plough Inn, Gresford.
12th July:- Chippy Run - Meeting at Halfords, Chester at 7.00 p.m.
14th July:- Caerwys Show.
21st July:- Bodelwyddan Castle, Rhyl.
27th & 28th July:- Llangollen 60s Weekend.
28th July:- Capesthorpe Hall, Macclesfield.
30th July:- OFFAL.
August
4th August:- Arley Hall and Gardens, Cheshire.
6th August:- Monthly meeting at the Plough Inn, Gresford.

SOUTH WALES



TSSC AREA NEWS

11th August:- North Cheshire Car Club Show, Vauxhall, Ellesmere Port.

17th & 18th August:- International Family Weekend, Stafford County Showground.

18th August:- Bersham Veteran & Vintage Rally, Bersham, Wrexham.

24th & 25th August:- Coventry Festival of Motoring, Stoneleigh.

25th August:- Capesthorpe Hall, Macclesfield, SK11 9JY.
27th August:- OFFAL.

Regards,

Helena and Roger.

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CARMARTHENSHIRE ROAD RUN 19/05/2013

After all the hours including a 3am start the previous day trying to get my TR4A running well enough to take it on the Carmarthenshire road run I was very relieved when the car started in the morning and although I had to spend a few minutes at every stop checking the spark plugs colour and trying to rid the car of its pre ignition issue, it ran like a dream.

Jack & I met Gareth Action Man Dyer and Stephen the Hammer at Pencoed. Gareth was jealous to see us taking advantage of the fantastic pre arranged weather with our roof down, so he whipped out his plasma cutter and converted his Volumph to a convertible leaving the roof in McDonalds car park so that he could tack it back in place on our return leg of the trip. We then drove to the second rendezvous to meet Gwyn, Tim and Babs in their Dolly (looking excellent after all their hard work welding and painting the front end, a fantastic job). We were a bit disappointed that no one else turned up as there had been an indication of a strong turnout, so my TR, the Dolly and the Volumph headed off for the start line at Whitland where we met Mark Davies in his Healey 100. We all checked in and were presented with our very collectable Monte Carlo style rally boards.

There were approximately 100 cars assembled with the Whitland Classic Car club marshalling the cars into position and at 10am the local MP was there to make a speech and wish us all a safe journey.

Our four club cars kept in formation with Gwyn carrying out the map reading duty with the Dolly up front. It was a fantastic route through some beautiful scenery and we had lunch in a lovely picnic area and took the opportunity to talk to other entrants who we know from past events. The run was just over 90 miles and ended at the Carmarthenshire County Show Ground where we all received a certificate to show we had completed the run.

After a few more refreshments we left Mark to return to his home in West Wales then the Dolly, TR4A and Volumph headed back to S. Wales with a quick stop for petrol and for Action Man to re fit his roof en route.

It was an absolutely marvellous day out in great company and as we drove eastwards down the M4 the sound of the TR's engine was like music to my ears, but not quite as nice as the sound coming from my radio, ONE NIL TO THE ARSENAL, ONE NIL TO THE ARSENAL!!! We qualified for the Champions League again! The day couldn't have been much better and of course what we lacked in numbers was more than made up for by the quality of the company.

PENCOED CLASSIC CAR SHOW MAY 12th

Paul and Barbara G in their Vitesse, Mark in his Frog eye, Young Eddie, Andrew, Mo & Louise in their 13/60 saloon, Myself & Jack in our 13/60 Convertible and Mike "the cake" and his cake in their Spitfire MKIV met at Cardiff Gate Services then made



our way to the second rendezvous point at Pencoed McDonalds where we met with Terry in his Vitesse, Rob & Pete in their Vitesse 6, Chris Brereton in his Spitfire 1500, Mikey J in his GT6, Paul "Johnny Breakfast" Price in his Spitfire 1500, Gareth "Action Man" Dyer, Stephen "The Hammer" & Mal in their Volumph (Herald under repair), Geoff Bluett and partner in their GTfire and Ant in his modern (Herald under resto), a total of 22 members and 12 club cars.

We left at the designated time (9:15am) and drove the short distance to the venue where we were marshalled into a prominent position, with our Gazebo's erected along with staking out



our area adorned with club bunting, flags and regalia, Jack & Rob started their "cookathon" and kept us all topped up with food throughout the day, our appreciation was shown with

"three cheers" at the end of the day.

At about 11am the rain came down, but we were all very happy in our Area Gazebo's and were more than happy to welcome potential new members Derek, Geoff and Owen in for a coffee and a chat. Mike the cake craftily switched my raffle tickets for his, he walked away with first prize of a scented candle, I won second prize of a fully restored MGB roadster which I declined to claim. At about 2pm the traders started to pack up and leave which sparked a mass exodus of the cars on show, a shame for the organisers as they work hard every year to make this a great event. We carried on eating and after all the bacon rolls, hot dogs etc, Action man produced a platter of scones with jam & cream, Mo produced a container full of Welsh cakes and Mike the cake produced a (guess what) cake. Young Eddie had purchased a great new table (perfect size for a Herald/Vitesse boot and extremely sturdy) for the club and would not accept any payment, the area will show it's appreciation by giving Young Eddie extra raffle tickets at our end of year raffle.



Although the weather could have been much kinder we had an absolutely marvellous day with a great comradeship between all members, we also had the largest and most pro-



South Wales Continues

fessional looking club stand which was complimented on by the organisers. After we had packed everything away and were driving home Jack and I were discussing what a fantastic bunch of people we had spent the day with, and the exceptional amount of members present was more than surpassed by the quality, thanks to everyone who made the effort.

MAY 22nd CHIP SHOP RUN

Even though the weather forecast had threatened bad weather and all through the day there had been dark clouds, gusts of wind and heavy downpours, nine cars and 18 members congregated at the rendezvous point! It was nice to see Ken and Matthew attend their first area run.

Rob & Pete led the convoy in the sunshine along a great coastal route through Llantwit Major and Ogmore on A and B roads and we all arrived at Porthcawl in great spirits. Rob had heard of an even better Chip shop than our usual Porthcawl venue so we strolled past Beale's and went to Finnegan's where we were all impressed by the quality of the food. Some members elected to eat their takeaway in their cars while the rest of us ate as we walked (I fell over a few times as I find it difficult to do two things at once).

We then took a "5 minute walk" along the promenade (and returned an hour later) and had a laugh at Gareth Action Man Dyer doing his Bill and Ben impersonation from behind the storm wall (even funnier because it wasn't intentional).

I was surprised by the good turnout as this was our 5th event this month with another major show in 4 days time in Sully, then another major show in West Wales 6 days after that!

Thank you to all those who turned up, those that arrange these events really appreciate your support.

Vale Of Glamorgan Show May 27th 2013

Jack and I in my TR4A met Paul & Barbara G (TR6) Mike the cake (Spit MKIV) & young Eddie and Mo (13/60 Saloon) at Cardiff Gate Services at 8am then travelled to Junction 33 to meet Gareth action man Dyer & Stephen the hammer (Volumph) Paul Johnny Breakfast Price (Spit1500) Ant (modern) Rob & Pete (Vit 6 convertible) and Gerry (double front Rover 75).

We then travelled in convoy to the show and set up our Gazebo's and area regalia. Rob and Pete had packed the food and drinks in Pete's Spitfire, then brought their Vitesse!!!! Mike TC and Pete volunteered to drive back to collect the provisions while the rest of us continued to set things up. When they returned Rob & Jack started their cookathon while the rest of us had a good chat and had a look around the show.

It was a great day and we were soon joined by Bert & Gwyneth, Andrew & Louise and Graham, the sun was shining and we hoped that the bad weather that had been forecast for just after lunchtime would not actually materialise. We then had a representative from Fairwater Garage (which our area has close links with and who only charge our members the trade price for an MOT) Martyn Taylor & his wife Nicola with one of their son's Oscar and it was nice for all the members present to get the chance to talk to Martyn.

At about 3pm the weather started to cloud over and people started to leave the show, but we bravely stayed and after all the burgers, bacon rolls and Mo supplied Welsh Cakes, Mike TC unveiled his latest creation, a blueberry jam and cream sponge which was decorated with edible car motifs (I had a Herald on my slice).

With the showground now nearly empty we started to pack up

and just got the final things put away before the rain came down. I led the convoy in my TR4A (pre ignition now having returned with a vengeance) and we made our way through the heavy bank holiday traffic with Rob & Pete, then Paul G joining the outside lane and taking the lead. About 2 miles before we reached the M4 I saw Paul & Barbara G pushing the TR6 onto the dual carriageway's hard shoulder so I pulled up in front of them. "The clutch has gone" said Paul. Lucky for us we had the TSSC TR4 - 6 Register Secretary with us, "check you have clutch fluid" he said, the master cylinder was empty with no sign of it having leaked out. "its your slave cylinder, was the problem sudden or had it been building up?". "It felt odd this morning and has got progressively worse" said Paul. "OK, perhaps the seals will hold enough fluid to get you home if we bleed it" said our Reg Sec. Action Man Dyer then coupled the TR6 to his Volumph with our tow pole and we headed to a lay by which was a few hundred yards away. Rob & Pete were not aware of what was happening, but Eddie and Mo were waiting for us, I told them to go home as the situation was in hand and there was nothing they could do to help and space was short in the lay by, it was safer for all if they went, reluctantly they said their goodbyes.

Our Reg Sec then gave out his instructions - "Paul G, under the car and crack open the slave cylinder bleed nipple" - "AO, pour brake fluid into the master cylinder" (first sign of madness?) - "Paul G, when fluid flows through nipple, nip it up" - "AO, keep master cylinder full". With this done our Reg Sec pumped the pedal a few times and kept his foot on it. - "Paul G, loosen nipple until fluid comes out then nip it up when it stops". With this completed the TR6 once more had a clutch! So very quickly we set off again, PJB turned off for his home westwards along the M4 while Myself, Action man and Mike TC escorted Paul & Barbara to their home near Risca and had a cup of coffee (but no cake) before we returned back along the M4 to Cardiff and Pontypridd respectively.

Despite the hiccup with the TR6 and my disappointment that I still haven't eradicated the pre ignition issue on my TR4A it was a great day out and what we had in numbers was more than surpassed by the quality! Thanks to everyone who made the effort. Roll on 6 days time and the Pembrokeshire Classic Car Show.

Bern

WESSEX

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I must begin this month with an apology. Apparently my choice of words in last month's report has caused offence. In hindsight, I accept that maybe I should have used less emotive language but, in my defence, my wording was borne out of some considerable frustration at the position we find ourselves in. Since we are a car club, before we go about putting on any event which is for the mutual benefit of all our members, quite correctly, our first and foremost consideration is the safety of all concerned. This concern extends not only to those participating in the event but also to the general public - no matter who they may be. Hence, we are required to conform to the provisions of various legislation designed to achieve this goal. I have no problem with this, and neither do the majority of Classic Car owners - all we ask is that we are treated equally with other groups and the same legislation is applied across the board. Unfortunately, this is not the case. Since we wish to be responsible, and to ensure our 100% safety record remains intact, it is us who will have to move the date of our Run. This is despite the fact that we have held our Run for over 20 years without, I am glad to say, incident.

As I say, I am sorry if my choice of words caused some offence

to fellow classic car enthusiasts but I hope you can at least understand my position.

This last month has seen us out and about:-

On Sunday 12th May, Martin & Pauline (Spitfire 1500), Alan & Fran (GT6), Roger (Herald 13/60 and myself (TR7), had agreed to meet up at Ringwood at 8.30am. Which we did - almost. What we didn't appreciate was that since Roger works for the railways his idea of being on time comes with an in-built "time lapse"! We eventually got away closer to 8.50am. We were due to meet up with Keith and Rex with their TR8's at Winchester Services at 9.00am! Needless to say we were a little late but we all got there safely. We were due to meet up with other members of the TR Drivers Club at Basingstoke and when we arrived they had already claimed our spot. All that was left for us to do was to put up the Gazebo and enjoy the day.

Overall this a good show for it's diversity of vehicles which range from all sorts of classic cars all the way up to military and commercial vehicles. We even managed to come across a reasonable example of an Amphicar, although I am not sure if it has left dry land to go sailing for a while! Unfortunately the weather slowly deteriorated during the afternoon any by 3.30 people were starting to pack up and leave which we also did. Well that is apart from Alan and Martin who we left sitting in their cars waiting for their respective other halves to return. We found out later that they had gone off into the town and were sat comfortably in Marks & Spencer enjoying coffee!

Over the weekend of the 18th - 19th May, a group of us ventured up to Coventry for the Star Anniversary Rally. The idea was that Martin & Pauline (Spitfire 1500), Richard & Janis (TR7 V8), and Neil & Myself (TR7). Would travel up on the Saturday morning. Well that was the plan - on the Friday evening I got a phone call from Richard advising me that his gearbox was making some very loud screeching noises and consequently was out of the running. So, after some quick checking of insurance policies it was agreed that he would borrow my Acclaim for the weekend!

We set off for Coventry early on the Saturday with the idea that we would visit the Coventry Motor Museum in the afternoon before motoring on to the Hotel where the event was based. Overall, the journey went very smoothly with no hiccups. That is if you allow for the confusion caused by Richards Sat Nav which got itself rather confused in the centre of Coventry - it got us there alright, just the wrong side of a large shopping complex! We decided to make the best of it and parked the cars in the adjacent multi-storey and set off on foot for the museum to find out that we could have parked up in front of the museum entrance - if we had managed to find the correct road!

The museum itself was fascinating telling the story of the motor industry in and around Coventry right up to its demise.

We eventually arrived at the Hotel around 5.00pm with time for a short rest before the Gala Dinner which was being held to celebrate the event. We had a very good evening meeting up with some old friends in the Triumph fraternity with added entertainment courtesy of Graham Robson's question and answer session with David Richards and Fred Gallagher who both, in a past life had been co-drivers for Tony Pond, and Fred Gallagher.

The next day was the show at Gaydon. So after a good breakfast we set off for the short journey to the heritage centre. Upon arrival we were able to park up together amongst what must have been the largest gathering of Triumph cars for a long time. Jerry was motoring up for the day and we met up with him shortly after arriving.

Overall we had a very good day spent ambling amongst the cars and also the museum. After which all that was left to do was motor on home which we did again without a hitch.

The month ended with our normal meeting at which we had a

reasonable turnout including Neil and a small group from our neighbours in the Southern area. We were even able to spend some time admiring the various Triumph's in the car park - before the midgies started biting!

Looking ahead:-

Sunday 9th June. Dorset Jaguar Enthusiasts show at Lulworth Castle - we are joining up again with our friends in the TRDC to put on a club stand.

Monday 24th June. As in previous years, a number of us will be venturing out into deepest Dorset to attend our neighbouring Area's monthly June meeting.

Saturday 6th - Sunday 7th July. Whilst a little ahead, Janet has kindly offered to accommodate a number of us for a week-end's camping.

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.

Finally, What is a low mileage Herald worth? The picture below is of a car which is up for sale locally.

It has approximately only 100 miles on the clock! Bit of a sad story - I believe a chap bought the car in 1967 for his daughter's 21st birthday but she was killed in a car accident the week beforehand. The car was left under cover in the garage for



over 30 years. Yes you are right - the asking price is £18,995 - for that you even get the original cross ply tyres!

That's about it for now - hope to see you either at the monthly meetings or out and about with your Triumph!

Trevor

Here we are again with the July report and let us hope that with the summer finally arrived as I write this on 5th June it will last throughout July and August.

This report is mainly a recap of what has happened over the last couple of months. Sunday April 7th saw five of our cars turn up at "The Bridge Inn" in Port Sunlight for a mini show organised by "Mine Host" in aid of local charities. In fact it turned out to be more than a mini show as more than fifty cars arrived of all different makes and the event proved quite successful, raising a fair sum for charity.

April 21st was National Drive It Day. We mustered twelve cars



WIRRAL . . . WORCESTER NORTH YORKS

TSSC AREA NEWS

Wirral Continues

carrying eighteen bodies, all alive and well I might add, and after a devious route around the Wirral visiting points of interest we fetched up at the "Hilltop" pub in West Kirby for an excellent lunch. Bettine and I started in the "Spitfire" with the hood down but the rains came and it was hood up and National Drive it in the Rain Day.

The evening of April 30th saw eighteen of us in attendance for a run round the leafy lanes of Cheshire and we finished up at the "Ship Hotel" in Parkgate. A good mix of cars showed up, Various Triumphs, an immaculate Ford Granada, a Caterham 7, and yes we even allowed an MGB Tourer to join us.

Sunday May 5th was yet another damp day, surprise, surprise, but nevertheless four stalwarts braved the weather for a run over to North Wales and enjoyed a hearty lunch in "The Raven" pub in Llanarmon. Likewise rain put paid to an evening run we had planned for Wednesday May 15th.

However the sun shone on the righteous at last on Sunday 19th May for a show in Royden Park organised by the Wirral Classic Car Club and wall to wall sunshine was enjoyed by a dozen or so of us in eight Triumphs.

Next on the Agenda is Burton Village Fete on Saturday June 8th and Cholmondely Pageant of Power on June 14th. On June 22nd take your pick, Kelsall Steam Rally or the Aldford Village Fete which is often declared open by the Duke of Westminster on whose estate the village is situated.

These events will of course have come and gone by the time you read this but all our **July happenings are in the Wirral events list** so plenty coming up, lets hope that the summer remains with us and you can get out and enjoy tootling around in your Triumph. That's all for now folks, back in September, where does the time go?

Cheers

Ray

WORCESTER

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What did we do this month? Well a few of the highlights were Prescott, Star 90, Classic Spa and a pub run. As you can see we are just far too busy enjoying ourselves to actually write about it, so you will just have to come along to our next meeting and ask questions!

Just for those who can't make the first Monday of every month I suppose I'd better pad it out a bit. The second weekend of May is booked every year for the Prescott Open Classic, this is a fantastic event held by the Cheltenham and Cleve Vale Rotary Club and everyone is made welcome. This makes for a huge variety of marques and models with something to interest everyone. We get to do the photography at the event so meet a lot of the drivers who always say what a brilliant experience it is to drive up such a historic track. I have driven it a couple of times but they threw away the stop watch and got out the calendar to time me. Unfortunately the weather closed in at dinnertime (remember it's breakfast, dinner and tea around here) but most people managed to get their two runs in and some even braved the slippery afternoon conditions.

The next event was Star 90 so off to Gaydon we went, it was heartening to see such a good turnout of all the different models on the carpark and surrounding areas.

The weather really helped as it stayed dry and sunny for the

whole day, we finally managed to have a picnic without resorting to umbrellas and maccs.

Congratulations to Jane Rowley (Gloucester AO) who scooped a prize with her well turned out red Spitfire, definitely deserved.

Off then to Belgium and Classic Spa - what an utterly fabulous time was had by all! The run down was miserable in the rain but when we got there it at least dried up for a few hours so we could set up base camp. First BBQ of the weekend was sorted and set the tone for the rest of the weekend - I don't think anyone went hungry or thirsty! The racing was excellent, the atmosphere relaxed and informal, there was plenty to see and do and the bar had the best vantage point - what more could you ask for? The run back was in glorious sunshine and we were enjoying it so much we missed our first crossing and had to wait a couple of hours for the next but we all arrived back safe and sound.

Just to round off the month a couple of us joined up with the Gloucester Area at the Cat and Custard Pot (well I had to go just because of the name), where we saw some of the Spa photos, checked out some of the gossip and generally just made sure we all had the same story should anyone ask!

I think that's it for now, we have a few outings lined up, so come along to the next meet or get in touch via phone / mail and I can let you know more details.

Bye for now

Vicky

NORTH YORKS

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Well we thought we got past winter for our May camping weekend on the 17th. We returned to our favourite spring haunt at High Laning camp site in Dent; as ever it started raining Friday evening and didn't really stop until Saturday afternoon, but it didn't dampen our spirit! Dinner at the Sun, Friday evening was excellent!

Saturday saw a very wet run out to Kirkby Stephen via the Lune Valley (no not the M6, the road? No track on the opposite side of the valley!)

We visited the Stainmore Railway, at Kirkby Stephen East Station, they own a little bit of the railway where "Snow Drift at Bleath Gill" was filmed in the 50s.

Keith then led us on an interesting set of roads to the Tan Hill Inn, unfortunately the first road had become part of a stream, which it seems Spitfires are afraid of! Christine offered to blast through in her (not quite) classic Vectra support car, just to see how deep it was, however discretion won and we all turned around which in itself was interesting as the road was only one car wide, and followed another route into the clouds. Return from the Inn was via Buttertubs pass to Hawes; all lots of fun. By the time we got back we only had time for a coffee in the cafe, then back to the Sun PH for dinner.

Sunday was much better, although the sun (big yellow thing, not the pub) never quite made it out, the day was a lot better, making packing up quite relaxing.

All in all, a super weekend; even if some cheated and stayed in B&B, maybe given the weather they were the sensible ones.

We've had another monthly meeting Venue change, still **2nd Monday of the month**, but we are back at the **White Swan at Deighton**.

See you all at the next meeting

Grace.

NOTE to ALL:

**If I don't reply to your email
I Haven't received It!! Bernard Ed.**

WEST YORKS



WEST YORKS

Tel. 01484 541185

www.tssc.org.uk/westyorks

TSSC AREA NEWS

I'm writing this following our West Yorkshire Dales run. Although we didn't have lots attending, we had a respectable number and had what turned out to be a lovely day for a pleasant convoy run with a stopover at Grassington and final destination of Kilnsey Park. It was like a throw back to West Yorkshire events of the past. So thanks to everyone that made it and supported the run.

One of our friends from the Lancashire Area won the Peoples choice, so well done to the proud owner of yellow Vitesse YWQ 953G second place was joint between Martin's Stag, SAG 801M and our Stag, NPD 567P. Thanks to everyone's charitable donations we seemed to add significantly to the charity fund raising this year for the Macmillan charity

During the run we realised that next year is going to be an extra special event as it's TSSC West York's area's 25th run, so watch out for something different for this.

We discussed a number of options at the Area meeting, so planning starts here.

As it's the busiest time of year we've got lots of other Area events coming up, so there aren't many spare weekends, however at our Area meeting we did talk about having another Sunday meeting so watch out for dates coming up.

See you next month and hope you've got Stafford in your diary for the Clubs International Family Weekend event.

Regards.

Victor

IMPORTANT NOTE

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

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Includes FREE entry into the Classic Motorbike Show**



* Calls cost 10p per minute plus network extras. All bookings are subject to a single transaction fee. All information correct at time of publishing. See website for all information. Tickets include showguide to the value of £7.50
** Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket member. Club single tickets save £5.00 off the Sat/Sun door price Club Family tickets save up to £35.00 off the Sat/Sun door price compared to buying individually Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club will also benefit from a commission.
*** When you buy a ticket to the Lancaster Insurance Classic Motor Show.

Manchester Area's
Holiday Weekend

12th - 14th July 2013

**bARMY
 BOOT
 CAMP**

**LAST CHANCE
 TO ENLIST!**



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: _____

Email: _____

Car Make: _____

Model: _____

Registration Number: _____

TSSC Membership Number: _____

Pitches available for tents, trailers and caravans. There are some limited B&B in the area too.

For more details:

Contact Pip & Frank on 01524 791607, email pip1272frank@homecall.co.uk, or consult the Manchester Area website at [Http://www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

Item	Rate	Please Tick
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to 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 Reqd	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



THE

TRIUMPH
SPORTS SIX
CLUB

ALL TRIUMPH DAY at DUXFORD

SUNDAY September 15th 2013

Gates open 10 am - Close 6pm

£12.00 per person

IWM Duxford

Discounted Admission

Normally £17.00 per person

Under

16's go Free!

Discount entry
kiosks Close at 2pm.

Sorry, No Dogs,
Fires, BBQ's - CAA
Airfield Regulations

Location

Jct10. 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

FREE TRADER SPACES!

Traders must **Pre Book Space**

Any Enquiries 01582 750943

To qualify for discounted admission, arrive before 2pm and be in your classic,

Or present this advert or your valid car club membership card.

Camping Now Available at Apple Acre Park Fowlmere www.appleacrepark.co.uk

BOOK CAMPING DIRECT via Email: tony@appleacrepark.co.uk Tel: 01763 208354

Triumph Sports Six Club

Co-ordinated by Notts and Derwent Valley Areas of the TSSC.



Christmas Party Night 2013

Saturday 7th December 2013 at the Hinckly Island Hotel.

3 course meal followed by 80's/90's disco only £30 per person.

A £10pp deposit required by 30th June to reserve your place, with the final payment required by 31st October 2013.

Complete the form below and send it to:

Claire Hill, 12 Ivy Grove, Kirkby in Ashfield, Notts. NG17 8JL.

Please make cheques payable to **Derwent Valley Area TSSC.**

For more information contact either:

Claire Hill on 07971 017012 or

Colin Wright on 01773 531580.

Details can also be found on our website www.derwentvalley-tssc.org.uk

Accommodation at Hinckley Island Hotel is available at the discounted rate of £50 for a double room and £40 for a single. Contact their Central Reservations team on 0800 652 8413 quoting "Christmas Party Night" to book your room.

Please reserve me places for the TSSC Christmas Party Night on 7th December 2013 at Hinckley Island Hotel. I have enclosed my deposit of £10 per person.

Name..... Membership No.

Address

.....

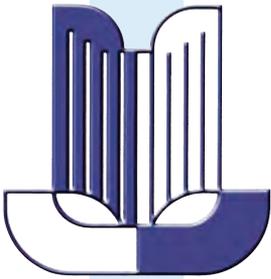
..... Postcode

Home phone Mobile phone

Email address (required to keep you updated).

Does any of your party have any special dietary requirements? YES/NO. (If so please provide details overleaf).

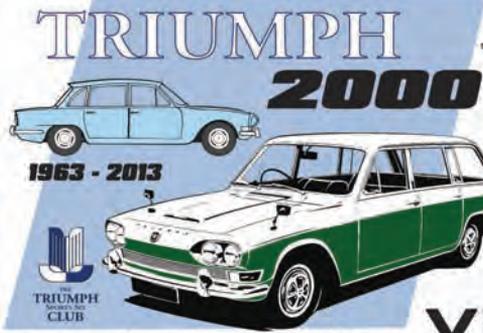
Deposit received	Final payment received	Tickets issued



THE
TRIUMPH
SPORTS SIX
CLUB

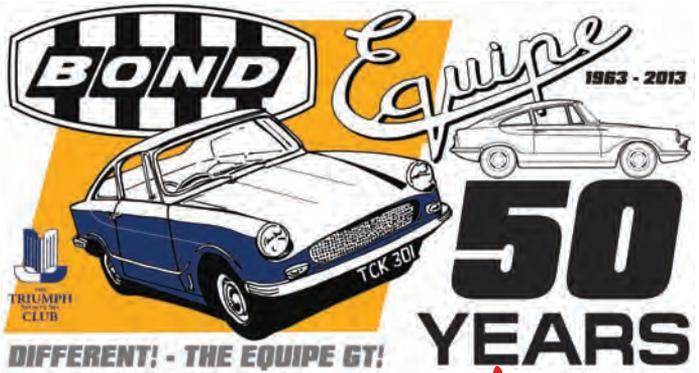
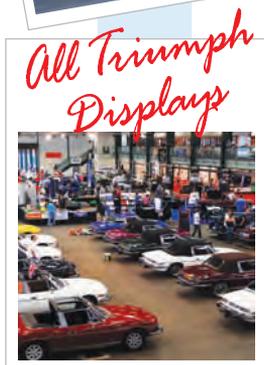
International Family Weekend

17 & 18 August 2013
Stafford County Showground



50
YEARS

Join the Power Elite!



50
YEARS



Show
Sponsored by
LANCASTER
INSURANCE

*Do more with
Your Triumph!*

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