



International Family Weekend

17 & 18 August 2013
Stafford County Showground



*Do more with
Your Triumph!*

Triumph Sports Six Club

The Courier 398

AUGUST 2013



August 2013

*If it's August
it must be...*
Stafford!



Best in Show 2012 - Spitfire Mk 3 Chris Tickner
Could it be YOU this year?

*All Triumph
Displays*



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www.tssc.org.uk

The Courier

The Official Monthly Magazine of
THE TRIUMPH SPORTS SIX CLUB

No.398 VOI 35. AUGUST 2013

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NO Document Attachments

Courier Copy By 8th of Each Month

Tel: (01858) 434424 Fax: (01858) 431936

COUNCIL MEMBERS 2013

Bill Bate, Ben Broadbent, David Embery,
Pip Flegel, Derek Holman, Peter Lewis,
Simon Morgan, 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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It's STAFFORD!

BEST IN SHOW 2012

SPITFIRE MKIII OF

CHRIS TICKNER

PIC BY ANDY SOLLIS

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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

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**

DAMBUSTER ANNIVERSARY THEME

**PETWOOD CARAVAN PARK
WOODHALL SPA**

CONTACT GARTH 01529 307302

SUN 15 SEPTEMBER 2013

THE 20TH ALL TRIUMPH DAY

**DUXFORD IMPERIAL WAR
MUSEUM DUXFORD**

**CONTACT PETER
01582 750943**

December 2013

SAT 7 DECEMBER 2013

**TSSC CHRISTMAS PARTY NIGHT
HINCKLEY ISLAND HOTEL LEICS
CONTACT CLAIRE 07971 017012
COLIN 01773 531580
www.derwentvalley-tssc.org.uk**

CLASSIC CAR SHOWS (CLUB INVITED)

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

**THE LANCASTER INSURANCE
CLASSIC MOTOR SHOW**

NEC BIRMINGHAM

0871 230 1088 CODE 2013SC

www.necclassicmotorshow.com

CoMment

BY VIVIEN THOMPSON

TSSC GENERAL SECRETARY

Briefing of the Annual General Meeting Held on the 28th April 2013

I opened the meeting by welcoming everyone then explaining that as we currently have no Chairman that I would Chair the AGM. The Council of Management (CoM) members present then introduced themselves.

The minutes of last year's AGM were agreed with no revisions asked for.

A brief review of 2012 identified that although it had been another financially challenging year for the Club there had been some success e.g. Garth has sourced more new products for the club shop and the shop did show a small profit; areas had excelled themselves once again with many excellent events being organised and the high standard of articles in the Courier was maintained.

A brief review of the accounts was presented. Clarification was asked for as to what costs were taken into account when the shop profit was calculated. Only Garth's salary and employers pension and national insurance contributions are taken into account as those are the only costs that would be saved if the shop were to close. Although the Club had made a loss again it was much smaller than the previous year. This was helped by the shop profit, a profit from Classic Le Mans and savings on the General Manager salary for part of the year which had entailed Club staff and Directors taking on more responsibility and tasks. No other questions were raised and the accounts were formally accepted as a true record of the Club's finances for the year.

David Embery gave a presentation outlining the CoM's business plan. A write up of this presentation can be found later in this month's magazine. This included a briefing by Simon Morgan who is working with CoM and the Club staff to develop a specification for the new Club web site.

Haynes Watts were then once again re-elected as the Club's auditors.

Three CoM members (Jane Rowley, Pip Flegel and Vivien Thompson) stood for re-election and two new CoM members (David Embery who had been co-opted

to CoM for his business expertise and Bill Bate) were all voted to CoM. The Area Organisers who had registered were ratified.

Victor gave a more light hearted insight into a year in the life of a CoM member to give a bit of an idea what we do during the year in addition to attending 5 Board meetings. Frank read out a brief report on membership which although the decline in membership has slowed, there had still been a slight drop over the year.

The meeting was rounded off with presentations to: Gloucester area who were Area of the Year; Trevor Collett was awarded Outstanding Contribution for 25 years as Specials Register Secretary; Alan Heaton was awarded Special Thank You for his unwavering enthusiasm and his years of dedicated service to the Club and his area; Ben Broadbent was awarded TSSC Member of the Year for all his efforts to support the Club including two Register secretary positions.

This brought the AGM to a close. Members were thanked for their attendance and contribution to the meeting and all were wished a safe journey home.

Stafford 2013

The Club staff have worked hard in a very short time and have made a number of changes to the event this year so please come along and show your support. They will be keen to hear your views on this year's changes and for any ideas you might have for future years.

A reminder of the Extraordinary General Meeting (announced in last month's magazine.) to be held after the Area Organisers' meeting on Saturday 17th.



NEWS REVIEW

Your Monthly round up of all News of a Triumph Nature

New Triumph Sports Six Club Insurance Partner & Panel Member



The Triumph Sports Six Club has invited **Heritage Classic Car Insurance** to become a TSSC Insurance Partner and welcome **Member of the TSSC Insurance Panel**. The unanimous feed back at this years AGM was that the Membership appreciated the variety of Policies, specialist knowledge and level of service offered by the existing Insurance Panel Members and were keen that the Club could grow that service by offering a wider choice from a larger Insurance Panel.

To that end the TSSC is pleased to announce that it has negotiated a deal with specialist insurance broker, Heritage Classic Car Insurance, securing discounted insurance premiums for club members.

Triumph Sports Six Club members will receive up to 15% off Heritage's competitive classic car insurance premiums. In return Heritage will support the TSSC by paying a commission based on all member business.

Classic Triumph Insurance is a very personal need and ALL Panel members bring differing products and expertise to the table so that TSSC members can achieve the exact policy required suited to their specific requirements

by discussing this with All of the TSSC Insurance Panel members.

Information on Heritage Classic Car Insurance and Policy benefits is given later in this issue

David Embery

TSSC Council Member

Reminder **TSSC Extraordinary General Meeting at Stafford County Showground**

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



www.tssc.org.uk



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THE
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HQ OPENING TIMES

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**

SEPTEMBER - OPEN AS USUAL

MONDAY - FRIDAY - 9.00 AM - 5.00 PM

The Club Shop will be attending the following Show

TSSC International Family Weekend

Stafford Showground, Sat/Sun Aug 17/18 2013

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

Council of Management Meetings

SEPTEMBER 1 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, Woodside Cottage, 35 Fixby Road, Huddersfield
West Yorkshire, HD2 2JG. or email: gensec@tssc.org.uk

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

TSSC
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PANEL

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www.footmanjames.co.uk

Lancaster Insurance
0800 013 0080
www.lancasterinsurance.co.uk/tssc

Peter James
0121 506 6040
www.peterjamesinsurance.co.uk

Heritage Classic Car Insurance
0800 013 0080
www.heritage-quote.co.uk www.norton-ib.co.uk

The Key Benefits on all TSSC Insurance Policies

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

Feedback from the TSSC Council of Management

by David Embery



AGM 2013 Update

At the AGM in April, Council of Management (COM) gave a very clear message. The membership and COM working together as one will mean we, as the Triumph Sports Six Club (TSSC), can all look forward to a very bright future indeed. **'Do more with your club - Do more for your members'** was the message and how COM sees that becoming a reality for us all is what I want to discuss here.

Ensuring that the Club is financially secure for the short, medium and long term has been and will remain COM's number one consideration. After all, everyone recognises that for any benefit to be delivered to the membership, financial stability is a must.

With this in mind considerable progress has been made in the past couple of years in terms of cost control and improvements to corporate governance. This latest position was reported in full at the AGM with the publication of past year's accounts evidencing successes to date in these key areas compared to previous financial years.

Whilst keeping a close eye on cost control, it is also imperative that the club ensures its income sources are developed and grown so as to allow the club to function on a day to day basis for the benefit of its members without continually having to deplete its cash reserves. There will be short term future indeed for the whole club if we did nothing now to ensure



that this sound principle of financial management was adhered to.

Membership Subscription & Commercial Manager

With the above financial principle in mind, COM has made two very important decisions. Firstly, look at the proposal to increase the membership subscription rate by £5. I.e. UK membership to be £41 per annum by direct debit and £46 for non direct debit payments. **(More on this later!).**

Secondly there should be a Commercial Manager appointed to oversee the Club's growth and subsequent increase in membership benefits.

This is a key point as unlike other clubs in the past, COM does not wish to merely hike up the membership fee and keep the 'status quo'. Instead it wants to justify the increase by investing in the Club's future and financial well being as it moves forward thereby developing benefits for all of its members.

It is recognised that any membership rise at any time is controversial and its impact

considerable let alone at times of general austerity such as the whole country is going through at the moment. However, without the extra revenue our Club will have a very grey future indeed. After all membership rates have been static for at least the past 4 years. Has any one of us had static bills over that time? Having said all of the above, COM always wants to take into consideration member's views and opinions. On this item there was a realistic debate at the AGM and a suggestion put forward from the floor that membership fees should increase on a more regular basis and by more modest amounts rather than large sums on an ad hoc basis.

With that feedback in mind, I am delighted to confirm that the **£5 increase** in Membership Subscription **will be stepped over this and next year.**

Therefore a **£2.50 increase will take effect from 1st October 2013** and then again **£2.50 effective from 1st October 2014.**

Subsequent annual membership subscription rates will be announced by COM at the preceding AGM each financial year.

The intention is that membership fees will rise by a **minimum of £1 each year with effect from 1st October 2015.**

Hopefully everyone will agree that this is a better long term strategy for the Club in terms of how it handles the membership fee question.

Appointing a **Commercial Manager** will enable the Club to gain valuable direction and grow its income streams by offering ever better services to the membership and its commercial partners. This is vital in order to keep any future membership subscription increases to a minimum as income from other sources will help the Club to grow in the stable manner we all want it to.

I am therefore delighted to announce that **'Courier Editor' Bernard Robinson** has accepted this opportunity offered by COM.

Bern has decades of experience with regards to not only our Club but also the wider Triumph

Community. He is respected by all and his experience is an extremely valuable asset to the TSSC as it looks to go forward.

COM has no doubt that Bern will be an outstanding success and I am sure that all members will want to join with COM and wish Bern every success in his newly enhanced role.

TSSC IT/Website Structure

We are currently looking in depth at options that will enhance the current IT structure, Web-Site and Members Forum. I know that not everyone is internet savvy. However, this is an extremely important part of the way the club must move forward and our initial step towards improving membership benefits.

I would like start by paying tribute to the volunteers who in past years have given up their time and effort freely to give the TSSC the web-site and IT services you see today.

On behalf of COM I would like to put on record our very sincere thanks and appreciation to everyone who has been involved at different times. However, as advised at the AGM, the time has come to look at investing in this important area for the club's future development.

Simon Morgan (COM Member and IT Industry professional) is currently helping COM decide what the future structure looks like for its Web-Site, IT and Member's Forum requirements. As soon as we are able to, COM will advise as to what the next steps on this very important issue will be.

As discussed at the AGM there are other ideas, such as tuition DVDs, membership affinity schemes etc that are being considered and worked upon. I hope that as we go through this year there will be more to report back to the membership on these plans.

On that note, COM certainly does not have the monopoly on good ideas and therefore if you feel you have an idea that COM should consider, please let us know by dropping your thoughts to us at info@tssc.org.uk addressed for **'CoM Attention'** in subject panel.

Stafford International Weekend

Our annual 'International Show' is an important date in not only the club's calendar but for all of its membership. As already advised, this year, Stafford is being organised by the club staff and they have had the opportunity to put their ideas into action in terms of what the weekend experience should be for us all. There has been a lot of effort put in by all the staff and their reward will be as many members as possible coming along, even if it is just for a short time. Therefore, could I ask that you place a date in your diary to visit the International held at Stafford show ground **16th, 17th and 18th August. Bern, Garth, Angie, Trudi and all of COM** will be delighted to see you.

TSSC Insurance Panel

We held a discussion at the AGM with regards to the Insurance Panel and whether the membership wanted the club to continue with the 'Insurance Panel' or, as other clubs have done, go down the route of exclusivity towards one insurer. The feeling was pretty much unanimous at the AGM that keeping the Insurance Panel was seen as a key membership benefit. The mandate was therefore received by COM to continue with the Insurance Panel and look to develop it further. Since the AGM a considerable amount of work has been done in this field and I look forward to sharing more exciting news on this with you at Stafford and also in future editions of the Courier.

TSSC HQ & Museum

Finally, **'Do More With Your Triumphs Lubenham!'** is perhaps a fair challenge back to a club, whose key message to its membership is **'Do More With Your Triumph!'** We do have a museum of fine cars, however, very rarely do members visit the museum and COM feels we should look to re-invigorate our displays and make the prospect of members visiting Lubenham in the future a much more enticing one.

TSSC HQ should be in our view, a museum for

its members inclusive of opportunity for its members to display, rather than a mausoleum acting as some kind of time capsule to all things Triumph!

Thereby, it is only right that selected examples of member's cherished pride and joy are made available for display by their owners and therefore appreciated by everyone.

We also need to bear in mind that we need to be fair to the cars themselves that we currently have in the Museum.

Many people have told me over the past 3-4 years that I've been involved with the TSSC that our cars are to be driven and leaving them lying around gathering dust does them no good what so ever.

Well if that is true for our cars outside of the Museum then COM feels that we should take that advice on board as well for the cars it currently has in the Museum.

With the above points in mind we are currently looking at a scheme whereby selected cars will be made available for members to purchase, who can then take them on and campaign them for the purpose for which they were intended.

Funds raised will be re-invested back into the Club for better membership benefits and the cars themselves will then be available for a wider audience to enjoy. As I have said, there are still details to be worked out with regards to this whole scheme so look out for more to follow in future editions of the Courier!

I think that I have covered the important elements of the Business Planning approach, which I outlined at the AGM and COM is now adopting.

I hope you have found the information of interest. If you have any comments then please do pass them to the Club for COM's consideration.

Of course, if you want to speak to any COM member in person, we will all be available at some stage over the weekend of the International Family Weekend at Stafford.

Look forward to seeing you there!

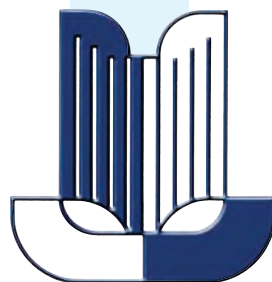
David Embery

Member, Council of Management

Welcome to NEW MEMBERS

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

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



THE
TRIUMPH
SPORTS SIX
CLUB

Michael Snell	Avon
Hannah Hoare	Avon
Colin Fowler	Avon
James Beesley	Avon
Andrew Hodgson	Berks
Spit Bitz	Berks
David Taylor	Berks
Lee Farmer	Bucks
David Banes	Bucks
Michael Weedon	Caithness
Peter Jones	Camb
Edward Matthews	Cleveland
John Billing	Cornwall
Larry Martin	Cornwall
Keith Chaplain	Derbys
Philip Tennant	Derbys
Mark Martin	Devon
Paul Browne	Essex
David Matthews	Essex
Jack Reddish	Essex
Barry Mortimer	Essex
Jacqueline Boreham	Essex
Jon Bradford	Essex
Andrew Stott	Flintshire
Robert Andrews	Glos
Alan Briscoe	Hants
Aidan Donegan	Hants
Mark King	Hants
Brian Staines	Herts
Tomas Brignell	Herts
Brian Ivory	Herts
Russell Wadsworth	Herts
Gerard Van der Westhuyzen	Herts
Mark Guest	Herts
David Gunn	Highland
Glenn Bates	Kent
Brian Law	Kent
Robert Sloper	Kent
Peter Smith	Kent
Antony Wooton	Kent
Jozef Szkoda	Kent
Elaine Coyle	Nth Lanarkshire

Cath Halstead
Mr Fairclough
Trevor Rushby
Robert Podgers
John Siggers
Paul Taylor
Peter Dufton
Richard Sands
Oliver Roskill
James Thomas
Eric Rousseau
George Easten
Scott McNeely
Stephen McAinsh
Ian Smythe
Peter Byrne
Oliver Cuss
Tony Upton
Robin Ainsworth
John Heath
Mark Duszynski
Darren Houghton
Justin Smith
Tim Gifford Nash
Nick Westwood
Karl Harris
Simon & Juliet Wallace
Barry O'Sullivan
Neil Younger
John Shanks
Martin Newman
Andrew Mitchell
Robert Shipley
Tom Harvey
Harry Elliott
Pauline Rosser
Roger Pauly
David Hopkins

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Leics
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West Sussex
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East Yorks
South Yorks
Luxembourg
USA

CONCOURS



Tel. 07827 891471

e-mail. tonys@slsdesignconsultants.com



***Tony Simpson
and Steve Taylor***

Concours 2013

The International Weekend Concours is the most prestigious in the Triumph calendar covering 15 categories giving all types of cars the opportunity to receive an award, with the most prestigious being the Car of Show. This event attracts the finest cars from all over the UK and beyond, making an award from the TSSC International Concours a real achievement.

Last year's concours was extremely well attended and in many cases the competition in terms of score marks was very close in quite a few of the classes with only a few points separating the awards positions.

So come on you guys (and gals) have a quick read through my tips article (you can find that in June 2013 Courier or Online at www.tssc-international.co.uk) and see where you can pick up a few easy points and put yourself into the trophy winning places. Hopefully the above should give you all a few hints & tips on being successful in the TSSC International Concours, so get your booking forms off today, remember entry is Free!.

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

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

We could always do with some additional

judges, so if you're interested in getting experience, please get in touch at the contact details above and we can pair you up with a more experienced judge. You'll find the experience extremely rewarding we're sure.

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

Many thanks to all the **Concours Sponsors** of all the Classes this year, **your support is greatly appreciated.**

TSSC International Concours Sponsors 2013

Master Class

Best In Show

Best 2000/2.5

Best Bond

Best GT6

Best Vitesse

Best Restoration

Best Unrestored

Best Stag

Best Herald

Best TR

Cruised & Used

Modified/Modern

Best Spitfire

Best Small Saloon

Best Special

People's Choice

Lancaster Insurance

Triumph World & Autoglym

Chris Witor

Practical Classics

Rimmer Bros

Chic Doig

Peter James Insurance

Yorkshire Triumph

E J Ward

Jigsaw Triumph

Moss Europe

Heritage Classic Car Insurance

Classics Monthly

James Paddock

Arnage Motor Care

TSSC

Lavenham Press

INTERNATIONAL CONCOURS ENTRY FORM 2013

ABOUT YOU

Name

Address

County

Postcode

Country

Telephone No

e-mail

YOUR CAR

Model & Series

Colour

Registration

Annual Mileage
(Cruised & Used
entrants only)

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

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

CONCOURS CATEGORIES

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

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

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



THE
TRIUMPH
SPORTS SIX
CLUB

Photocopies of this form are
acceptable

e-mail: tonys@slsdesignconsultants.com

TSSC INTERNATIONAL CONCOURS RULES 2013

GENERAL

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

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

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

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

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

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

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

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

THE CLASSES

The following classes will be held:

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

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

Master Class: Eligibility for the Master Class comprises winners of all classes from the 2012 International Concours event.

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

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

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

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

Car of Show:

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Dave Rumens

Clutching at Pivot Points

H

ello folks. August is with us and this month is the main TSSC event of the year. That is the **International at Stafford** on 16th 17th and 18th

where it's a chance to meet old friends and chill out for the weekend. This year's theme is the 50th anniversary for the Bond and 2000 Saloon. If you have a Bond and or a 2000/2500 Saloon please take them to Stafford. So don't miss it!

When we get a problem with our cars the last thing on our minds is to take a photograph of the cause. I am just as guilty as like most of us I just want to

get the fault sorted out and the car back in a useable condition.

So when one of the local Newbury area guys, Malcolm Hannington, sent me a picture showing the cause of the clutch failure on his GT6 it was too good an opportunity to be missed as it shows one of the classic problems you can get with the clutch operating mechanism or as it's more commonly known, the **"Clutch Release Fork"**.

Let me first say that the GT6, Vitesse and 1850 Dolomite all use the same clutch operating mechanism, so yes, this does apply to the Vitesse. The problem is metal fatigue mainly caused by age and mileage.

The clutch pedal fails to function because the operating arm wears through the fulcrum pin at the pivot point, [Picture 1](#), and then jams, or to use a more technical term, seizes. As this arrangement and possible problem is common to three Triumph models spare forks hopefully



Photo 1.

should still be available. In Malcolm's case the clutch pedal of his GT6 would only push a quarter way down its travel. Luckily he had just got back home when it happened. How lucky can you get? Thanks Malcolm for the picture as it clearly shows the problem.

The other Triumph models that use the six cylinder engine, 2000/2500 saloon and TR5/TR6, use a different clutch operating mechanism. This was a carry over from the Standard Vanguard and TR3 both produced before the Vitesse, which has an arm on the outside of the bellhousing which is connected by a rod to the slave cylinder mounted on the lower rear edge of the bellhousing. All of this

takes up quite a lot of room relative to the space available in the Vitesse where both the chassis and gearbox tunnel clearances are very limited around the bellhousing. As a result

Photo 2.

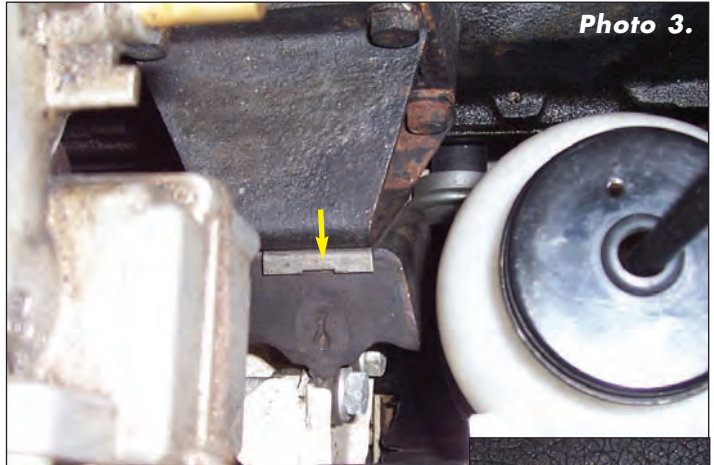


I believe this could not be used and a different set-up was created for the Vitesse. Though the 2000/2500 saloon and TR5/TR6 looks to be a better engineered arrangement it, too, has its own age and mileage related problems which can be more involved to fix than the simpler set-up used on the Vitesse. One final point is to also check the fulcrum pin for wear and replace it if required. The fulcrum pin generally wears in one area, if no replacement is available the only option is to remove the pin and rotate it to the un-worn position and then refit it.

There is nothing more infuriating than an intermittent knocking noise coming from under the bonnet. These noises can of course be caused by many things which normally means they are difficult to find. One lucky Club member did locate the source of the noise which turned out to be the sump knocking on the steering rack mounting clamps. The member asked me how they could increase

clearance between the clamp and the sump. [Picture 2](#) shows the clearance when using the aluminium clamps. If your sump is knocking on the clamp the first thing to check is the condition of both the engine and gearbox mounts. If these are worn they can reduce the clearance and can cause the engine to move or wobble more than it should do. If the mounts are in good condition then the clearance can be increased by raising the engine by using shims between the engine and engine mount, [Picture 3](#). These are the same type, [Picture 4](#), as

Photo 3.



used on the front lower suspension wishbones to set up the correct camber angle. But be warned because the engine bonnet clearance is tight the amount you can raise the engine, before fouling the bonnet, is very small.

Photo 4.



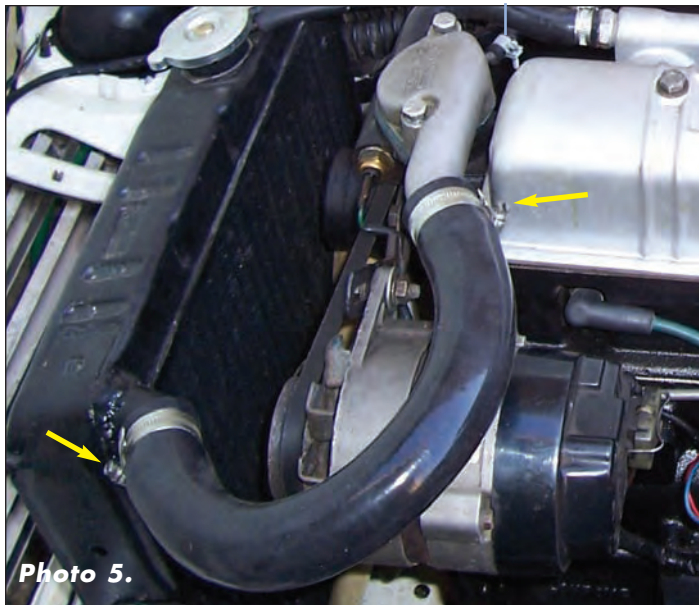


Photo 5.

bolt, this change took place in the 2 Litre (Mk1) production from engine number HC2988, [Picture 6](#). All Mk2 2 Litres would have had this fitted in production. I have seen quite a number of Mk2's with a stud fitted and can only presume this has happened during a rebuild. All concours judges should note this point as it should be worth a few points if the bolt is still there and I guess minus a few if it is not!

Either way it could be an expensive bonnet repair if you hit a bump causing the engine to jump up and the front stud damages the

bonnet. It is also a worthwhile modification to carry out on the earlier cars, but whatever you do, don't tell those concours judges!

Well that's my stuff for this month.

See you all at Stafford.

*Safe Driving and keep them running on all Six
Dave.*



Photo 6.



Sir Stirling Moss
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Mark Blease

Celebrating 50 Years

August is already upon us, Stafford 2013 grows ever closer, and plans for the weekend's celebrations for the Triumph 2000 and the Bond Equipe are forging ahead. It's easy to forget just what a milestone Triumph's entry into the large saloon market was - when it was launched in 1963, along with its arch-rival the Rover "P6" 2000, they revolutionised the luxury car market in Britain, inventing the "executive car" and proving that you didn't need a thirsty and cumbersome 3-litre engine to enjoy prestigious luxury motoring.

Saturday

We're hoping to put on a fantastic display of big saloons and estates in Bingley Hall to mark the occasion. Although it would be good to get as many Mk1 models on display

as possible, it would also be great to get examples of as many different years and models as possible to show the gradual metamorphosis the range went through over its 14-year production run. Remember it's all about variety and not condition, so don't worry if your car isn't a pampered prize winner, all are welcome in Bingley Hall, from barn finds to everyday transport. It would be appreciated if cars for the display could arrive before 9.45am, so that everything can be safely in place before the hall opens at 10.00am.

There will be a couple of prizes on offer for the oldest and youngest cars on display, as well as some impromptu awards on the day!

I'm also going to have some information posters on hand to highlight the different years, models, the progression of the range and point out some of the more rare original model features.



The Triumph 2000/2500 Register have also been invited to join the celebrations, and will no doubt put on a cracking display of club cars.

Sunday

Sunday is concours day! Recent years have seen record numbers of "big sixes" entering the competition, but since this is OUR year, let's aim to break all the records!

The TSSC International concours is one of the

BIG SALOON Register



Concours Winner 2010

largest all-Triumph competitions, and Tony and his team will again be organising the contest. Entries close at 5.00pm on Saturday and judging commences at 10.30am on Sunday, with the prize giving at around 3.00pm.

Despite what you may think, entering concours isn't scary! Tony & Steve have published a very informative guide to concours preparation on the TSSC International website: www.tssc-international.co.uk. The best advice I can give is to

remember that preparation time at the show is limited, so try to get as much done beforehand as possible.

Having entered the concours last year late on Saturday afternoon, with a car that had only just returned from a week's holiday in a rather wet and muddy Wales, I can vouch for how difficult it can be to get your vehicle spic-and-span in such a short time!



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Concours Winner 2012

day. Concours is a really good excuse to give your car a really deep clean, and can be good fun. Yes, there will be a judge with an intimidating clipboard, but he will be friendly, very knowledgeable and above all happy to answer any questions you may have.

And will we see a big saloon in the Master Class this year.....?!

I'm really looking forward to what should be a cracking weekend. See you all at Stafford!

Mark

Interior cleaning, inside the boot and the all-important engine bay can all be cleaned in advance with just a last minute refresh on the

forward to what should be a cracking weekend. See you all at Stafford!



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Guy Singleton



The Big Challenge

OK fellow Equipe Owners – it's now time for **The Big One** – the challenge is on – can we get more Equipes at Stafford than Triumph 2000s? Please make a special effort to bring your Equipe along to the event, the main day for the

At Midsummer Madness we had three Equipes – OK two of them were mine! But Dave Westgate also came along in his Bahama Yellow 2 litre Convertible – it is always interesting to see this unusual colour – my convertible was resprayed in Triumph Saffron which is a different shade of orange, or maybe burnt orange. The cars are pictured outside the Steam



Equipes will be on Saturday when they and the 2000s will fill the hall (both I and Mark Blease are ever hopeful!!!).

Museum in Swindon which is well worth a visit for all genders and ages. (but the Boss & kids could go shopping in the outlet centre leaving



you to enjoy it in peace!!!)

I recently received the photo below of a 4s in

was *"one of the early Triumphs assembled here in Nelson"*.



Whilst on the subject of 4s's, I see that two recently sold on ebay – one partly completed and fitted with a 2 litre engine; the other an original looking 1965 car which I saw a few years ago. I hope the new owners are – or become – Club members and hope to



the 'World of Wearable Art and Classic Car Museum' in Nelson on New Zealand's South Island. The curator, **Julie Pettit**, was asking about the bonnet which – as you can see – is an interesting mixture of Bond and Herald. I don't know if it is fibreglass or steel but it certainly looks the part.

According to information on the Museum's website (<http://www.wowcars.co.nz>) *"The Museum is housed in a modified warehouse*



meet them, and the cars, soon.

Finally, I have heard that **Dennis Rathbone** is looking to sell his 4s. He is hoping to bring it to Stafford so if you are interested you should



that was originally used as a CKD storage area for a car assembly plant that began in 1965. In the early days it was Standard/Triumph, later British Leyland and in the mid nineties, had been taken over by Honda." Their online gallery includes a 1967 Triumph Herald which

be able to see him and the car there. The photo I have included here is a few years old.

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Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
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Colin Lindsay

Bumper Cars?

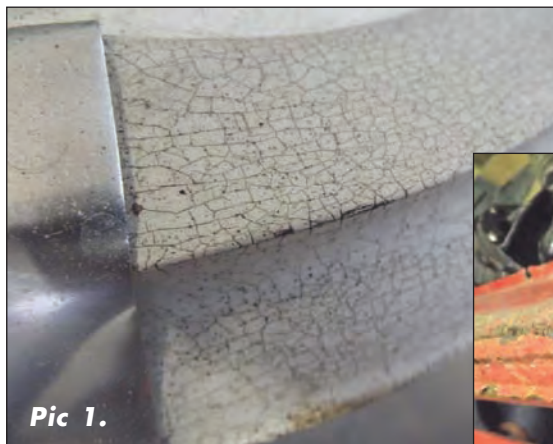
I've been asked more than once about removal or refitting of rubber bumpers from Heralds, and I suppose how easy either is going to be depends on the condition of the car and the age of the bumpers. Rubber bumpers were introduced around 1962 and I must admit there's an argument both for and against – I like cars with or without. The problem is that if you've had bumpers fitted for any length of time they can become grimy, ripped or cracked, and that white powdery residue plays havoc with clean trousers. This set on my 1200 estate ([pic 1](#)) was fitted



Pic 2.

flexibility and will be rock hard – the best method of removal is to gently and carefully cut them apart with a sharp knife or saw, paying attention to both paintwork and fingers...

You'll almost always find that the retaining strip behind is rotted away ([pic 3](#)) and if you're not careful you can pull it clean off, which then causes problems in



Pic 1.

in 2003 and despite my best efforts with cleaner, rubber feed and car polish have crazed quite noticeably. The problem is that once they become brittle like this, any attempt at removal will cause rapid disintegration ([pic2](#)); they've lost all



Pic 3.

refitting; more often than not the valence is rotted through as well. The strips are available new but



Pic 4.

I've found that the profile can be shallower than the original ([pic4](#)), which means that in order to get the bumpers to fit you may have to shim them out slightly with small washers – not maybe a bad thing as this will allow moisture to drain away and so not rot out the new strip. Originals were spot welded but rivets or good low-profile self-tappers will allow the bumper an unimpeded fit once the strip has been screwed in place.

Refitting is not as simple as sliding a new set



Pic 5.

on – in fact sliding them is almost impossible, despite the enticing profile of the bumper ([pic5](#)). With the overrides in place the angle is too great and so the only option is to clip them on; easy enough once you work out the method. You can use either the one- or two-sided method; the former means getting one hand on each side of the bumper and by pressing down with the

thumbs, curling the fingertips in under the outer bumper edges and clipping it in under the strip



Pic 6.

as you go along ([pic6](#)). My preferred method is to use gravity and so clip the top edge loosely behind the strip for the entire length until it hangs of its' own accord, then starting at one end, using your thumbs to keep the bumper tight to the strip, pulling the lower edge outwards and downwards until it stretches far



Pic 7.

enough to clip around the lower edge of the mounting strip ([pic7](#)). Gently work along the bumper stretching and clipping a small length

Pic 8.



for strenuous bending or any adaptation. Cleaning usually just requires warm soapy water; I usually give mine a coat of polish along with the rest of the bodywork and it brings them up nicely. At the time of writing a full set costs around £160 so looking after them is a must.

Of course, there's always an alternative and the one major thing on my Christmas wants list is a new set of period chrome Cosmic bumpers...

at a time. Either method is sore on the thumbs! It helps if you use copious quantities of lubricant, I use Waxoyl as it also provides rust protection in behind the fitted bumper.

Straight pieces are relatively easy, although some of the front sections may require trimming to size. I use a fine hacksaw and remember to measure twice and cut once! Corner pieces, especially at the front, can be a real nightmare especially where some of the less

correct kits have supplied the wrong profile. The rear side valences are not the same profile as the front corners and so the same piece will not fit both; something I discovered when trying to fit a kit recently to a 13/60. The unfitted profile should match the curve of the metal valence ([pic8](#)); there should be no need 30

I've only ever seen one set in the flesh and boy do I want them.

These are not the same as the ribbed Vitesse



versions but smooth shiny chrome and follow the bulges of the valences.

Maybe someday I'll walk to the autojumble at Stafford and be blinded by the shine?

Here's hoping!!

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Phil Willson



Nasties & Accessories

This month I will cover a small number of random items that I hope will either be of use or interest. I will start with a couple of Herald-related nasties that could happen to you. Both items came from the 1200 Estate that is pictured at the end of this article. The first is an engine mounting



Picture 1: *Innocent looking engine mounting*

that didn't really look too bad, just a little tired. However, on undoing the fixing bolts it just fell apart. Given that these things are readily available for less than £10 each then it's a good idea to replace them regularly if there is the slightest doubt.

This one was only held together by the weight of the engine and could easily have given way completely if, say, the car had hit a large bump.

By the way, when changing engine mounts you have to raise the engine just a fraction to remove the load on the mounts. The obvious



Picture 1a: *NOT So Innocent!*

way to do this is to put a jack of some sort under the sump but you must first put a wide piece of wood, preferably hardwood, under the sump so that the load is spread.

Most home car jacks have a small head which will bend the sump inwards and could cause internal engine clearance problems so the load should be spread over the whole of the base of the sump if possible.

Another potential problem area is the fuel tank on the Estate car. All tanks can suffer from the accumulation of rust etc. on the bottom but is less of a problem with the saloon and convertible because the pick-up pipe comes in from the top of the tank and doesn't go right to the bottom where the rubbish is. It does get nearer when the tank is set to the 'reserve' position but in general there isn't an issue. The tank and rubbish is fairly easily drained through a plug at the base. However, the outlet on the Estate tank is at the very bottom and the build-up can easily affect

the fuel delivery. There is a filter that prevents rubbish getting into the pipe but this is easily



Picture 2: Blocked Estate tank outlet assembly

blocked, as can be seen in [picture 2](#). In this case it meant that hardly any fuel could be drawn through it and the engine was starved.

It happened to my car as well back in the 90s so this is not an isolated incident.

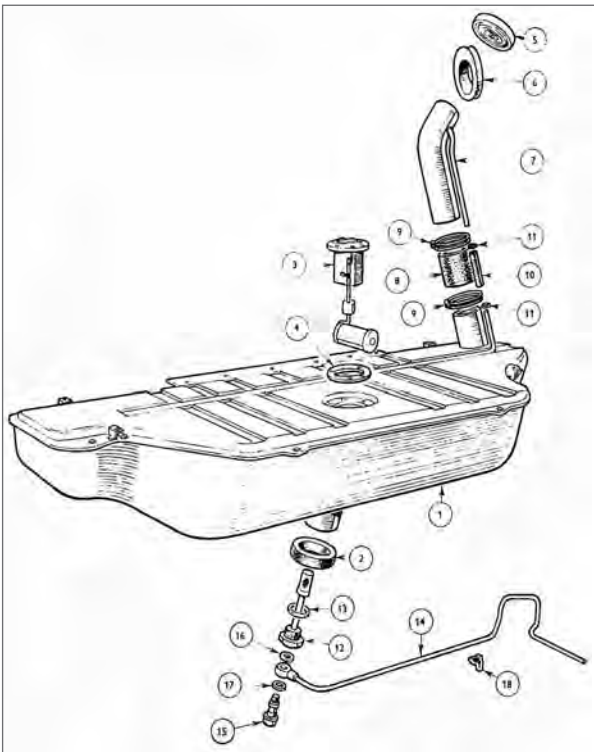
The unit is removed from underneath by first undoing the banjo fuel pipe union and then the 1.5 (38mm) main nut. Providing the tank isn't too rusty then this should come out OK but it is very tight. *If the tank is weak in this area then this job could go badly wrong and a replacement tank will need to be sourced.*

As ever when working on the fuel system, drain or syphon out as much fuel as you can first and be ready to catch any spillage when you start undoing things. Don't get it in your eyes or mouth etc. and avoid any naked flame. Petrol is essential but it's nasty stuff! On reassembly, ensure that the seals, parts 13, 16 and 17 in the diagram ([picture 3](#)), are in good condition.

While on the subject of the Estate fuel tank, can anyone recommend or advise me of a supplier of the rubber jointing hoses on the filler/breather tube, please?

These are 2 inch (50mm) lengths of rubber that need to be petrol resistant ([see items 8 and 10 in picture 3](#)). The internal diameters are 1.75"/44 mm and 0.5"/13 mm respectively.

Now for a visit back in time to a couple of accessories I uncovered recently during a sort out. The first is something called a Telu Log and I think I bought mine during the oil crisis of October 1973, but the product dates back to the Fifties. Rather than use a note book, it enabled you to keep tabs on fuel and mileage using the dials. From this you could calculate fuel consumption on your Sinclair Cambridge calculator (which dates from August 1973) or you could use your abacus or slide rule! It came in blue, red or black and had a built-in magnet to hold it to your dashboard – a bit of a problem for a Triumph Herald. Not for me though as had I



Picture 3: Component parts of Estate car tank



Picture 4: *Telu Log, lettering rather worn*

lost my convertible by then (written off by my brother) and had moved down market to a Mk 1 Capri. I noticed one of these devices on the dash of one of the Specials at the South of England Meet in May this year, so they are obviously still in use by some.

Something else that started to come in during the Seventies was the introduction of heated rear windows using an element built in to the

by a company called Linwood and I obviously never got around to fitting it. It says that it is '*Indistinguishable from manufacturers original fitting*', which is pushing its credibility a bit far as an original element would be buried in the glass. A heated rear window uses a fair bit of current but as it should only be on for a short amount of time then it is just about suitable for dynamo-fitted cars providing you remember to switch it off again once the window is clear. Does anyone remember the earlier idea of a rectangular sheet of clear plastic with an adhesive strip around the edge that you stuck to the inside of the rear window? The principle was a bit like double glazing where air is trapped between the glass and the plastic and was less likely to steam up as its surface was marginally warmer than the glass. I remember that this actually worked quite well considering how low tech it was.

Finally I would like to welcome my new next door neighbour, Antony, to the TSSC. I just have a feeling that he sought me out deliberately as he has brought with him a 1500 Spitfire for restoration. He has never done anything like this before so is looking for help and advice. Luckily I like working on our Club cars!

Actually, where I live is a bit of a Mecca for 'our' cars as there is a Stag just over the road and, just around the corner, is another TSSC member, Glenn, with a 1200 Herald Estate, a 1500-engined Mk 1 Spit and a TR4. We could almost start our own club!



Picture 5: *Linwood heated rear window kit.*

rear screen glass. Smiths introduced a stick-on heating element as an accessory and it proved quite popular, although its application required a lot of care in order to be successful. The one shown here, which cost me £5.60, was made



Picture 6: *Tails of Two Triumphs!*

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Suzie Singleton

A Proper Summer?

A bit of a shock to the system, isn't it, when we suddenly get a heatwave / proper summer here in the UK! I hope it's encouraging many of you to get those club cars out – particularly those early

although the cars might both be blue, Guy and I came home almost as red as Molly dog – who spent much of the afternoon sitting under Doris to get some shade – and in the process cleaning a lot of the dripping oil off of Doris' diff – and so needing to be dumped into a bath almost as soon as we got home.

Spitfires, to give them a run out. Perhaps even to get a few appropriate photos of said cars to send in to include in these pages. We're well into the show season now with the TSSC International at Stafford coming up in just a few weeks so hoping to see a good turnout there.

We've been enjoying the sun here, taking various of our cars out and about and actually having the sun shine on our annual BBQ – rather than huddling under gazebos from the rain as we've had to do for most of the previous 10 events!

Last week, at the beginning of this current heatwave we took Sybil, our Spitfire4 and Doris, the 1924 Standard Kenilworth to a local village fete at Milton Lilbourne and displayed them along with a good variety of other local classic and vintage cars, many of which only come out to one or two events each year. It was a real scorcher and,



You may remember that in June's article I featured **Mark Krisson's** restored Spitfire 4 which is for sale. He has updated me to say that it has now passed it's Mot and is almost completely finished. He has had some interest in the car so I hope that the car, with Mark or a new owner, will 'come out to play' at a show soon and enjoy the sunshine.

Mark wrote to me again recently to say "*I came across this original advert from April*

APRIL 1966

320

PHOTO: RITA TAYLOR

SPITFIRE MKII

TR 4A

Two new triumphs from Triumph

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Triumph Motor Cars Ltd. 1966 2.4L
 Triumph TR4A 1500 cc
 1500 cc
 1500 cc

TRIUMPH

A member of the British Motor Corporation

1965, advertised recently on Ebay. I thought, "Hello, that's the 2 cars I've got!" So I arranged for my cousin Rich, who's a bit of a whiz with a camera, to pay a visit once the Spit was done, and hey presto, a 2013 recreation in Felixstowe of a 1965 Triumph advertisement."



There's a thought – how many more of the Spitfire – and other models – adverts and brochures can we recreate?

If any of you have done something similar we

would love to see the results.

I was pleased to receive an email from **John Curtis** who lives near Le Mans with his Spitfire Mk2 which he's owned for many years. You may remember that John organised the Classic British Welcome held on the Friday of the Le Mans 24 hour race. We went over last year for the event as it was John's last one, and because he had chosen to feature Triumph as the theme. We had great time there and a very warm welcome from everyone. John wrote to tell us that at this year's event, run by the new Event Manager, **David Williams**, he was presented with a very special gift for his 10 years building the event up to what it is now - 'a lovely painting by **Francois Bruere**, the official artist of the ACO'. The painting



features John's 'Mk2 in all her glory with the "flying" version in the background and in the far background the Le Mans 24H Circuit'. A very fitting memento for him I think.

I've just realised that with my last item I've inadvertently strayed into this year's informal theme - that of international Spitfires - so I have

another now to share with you. This is the cover photo from the Triumph Standard Review magazine dated February 1966. The caption for this photo was very much a comment of its

time – and what these days would probably be considered rather a non-PC one!



"A Japanese setting for a Coventry built Triumph Spitfire - and a very attractive girl!"

And, finally this month, a quick trawl of ebay has shown quite a few early Spitfires on the



market, from those ready for the road to others needing some restoration. If you're selling one



of these cars, or even buying one, I would love to hear their stories. Also, if you do sell a Club car, whether through ebay or any other mar-



ketplace, do remember to introduce the buyer to the TSSC and encourage them to join for all



the reasons we're members in the first place – the informative articles in the Courier every



month (excepting mine of course!) – the camaraderie and information available at national level and at local area meets and all the other benefits of belonging to a Club full of such enthusiastic members.

IN THE SEPTEMBER ISSUE OF PRACTICAL CLASSICS

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TRIUMPH
Restored just in time for a drive to China - no really!

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53 cars inside

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e-mail:

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Paul Lewis



SPA in a TR - 2

We awoke Saturday morning, I say awoke as the temperature had dropped to -2 degrees over night so not a lot of sleeping was undertaken, more shivering. Some cars even had a slight frost on their windscreens.

were being prepared for the racing. Being at a classic racing event means that you can wander quite freely around the cars and into

Gary & Injectors



area's that when the Formula 1 is on, are off limits. The racing was excellent as we watched the different classes race around



Rain and Frost!

After eating a hearty breakfast I decided it was time to sort out the starting issue and tune the carburettors. The SU carbs on the TR are easy to set up and it wasn't long before the car was purring as it should. Gary in his TR6 had developed a misfire from the fuel injector and spent a few minutes fixing this fault.

After another cup of tea we lowered the hoods on the cars and made the short 5 minute journey to the race track. The advantage of being a member of a classic car club is that you get free parking in the circuit. The cars were parked in our dedicated area and we wandered around the competitors cars as they



Starting Straight

the first hairpin, down the hill and up past en rouge. It's quite different when you see the circuit in the flesh as you appreciate the

contour of the ground. Some lucky club members also paid to take their pride and joys around the track during some of the open sessions.

(Pictures 1-3, Welsh members cars)



1.



2.



3.

As the time approached evening the weather started to become overcast with a few showers. This made it very interesting on the hairpin just after the start line and several cars were finding it difficult to stay on the track. At this point we decided we had seen enough for the day and drove into the local

village for some food. Back at the camp site we cracked open a few beers and chatted away until the small hours as the rain started to fall.

We awoke Sunday after a heavy night of rain and plodded through the mud to the showers. The night had not been as cold mainly due to the overcast weather that evening, or it could have been the amount of layers that I went to bed wearing. We drove to the track again showing our passes at the gate and lined up with the rest of the Triumphs ready for a lap around the track as part of a Triumph anniversary procession. When the time was ready we were marshalled into the international pit lane



Pit Lane Line up

and formed up in 3 rows. The fog at this point had descended on the circuit but



Ready to Go!

there were smiling faces from inside the cars as we prepared to drive the circuit.

After finishing through the finish line to a chequered flag we were again marshalled back to the car park.



Compulsory 'Pose' Photo

Another venture around and a few more races watched we embarked back to the local village again for another meal and some beers. As we left the town to go back to the camp site the weather started to brighten up.

Monday morning was the same routine as Sunday but this time it was time to pack and take a nice drive back to the Channel Tunnel. The weather had turned warm and the hoods were again lowered as we packed the cars. After the compulsory 'Pose' photograph of all three cars we set off early so we could enjoy the drive. The drive back was trouble free all the way to the channel tunnel, we swiftly passed through the French customs and then

massive amount of play in the steering (vertical movement). Stephen had been driving and had commented that *"he thought that was normal"*. On investigation I found that the bush that goes through the bulkhead had disappeared. Luckily it was lying on the chassis rail. Out with the tools and the said bush was back in its proper place just in time to load on the train.

We said our goodbyes on the train as Gary and John were travelling back to Portsmouth and I was going back to Nuneaton. Arriving at 2100hrs at home I unpacked my belongings as Stephen then continued the journey back to Swindon. All 3 cars had proved that it's a pleasure driving our marque throughout



Fixing the Car before the Train

were held up for nearly 45 minutes at the UK customs. Arriving in the queue before embarking on the train I noticed that I had a

Europe with minimal breakdowns, modern cars are more reliable but definitely are not as much fun and certainly do not get the same interest from passers by.

All of us thoroughly enjoyed the trip and conversation about next year's pilgrimage has already started. Very tired I went to bed Monday night thinking about the following weekend about my trip to Tatton park, this time in the TR8.

Paul

ISSUE 206 AUGUST 2013

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Great 8!

Bought and restored 25 years ago, this ex-works demo Triumph TR8 was revealed as one of the first RHD EFI cars

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PLUS STAG RESCUE
Floorpan repairs and Stromberg carbs

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How to work on an old rig and restore a C130. Meet the man who can.

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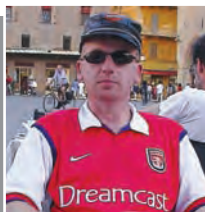
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Engine Misfire Update - 3

TR4A Intermittent Misfire on the
238 mile round trip to the
Cardigan Show, May 8th 2013

After repeated phone calls to the engine specialists, late in the afternoon I eventually received the expected bad news, *"your head is not repairable, that will be £43.70 please!"*

So back onto the internet and after a lot of haggling I managed to source a complete and refurbished cylinder head from Germany for around £1500 + surcharge as they wanted my old head no matter what its condition was. They had a site 172 miles away from my home (I would have preferred to pick the new head up when I dropped my old one off, but for some reason they couldn't accommodate this) and I managed to make a deal that would see the cylinder head delivered to my house directly from Germany and I would not have to pay the surcharge if I delivered my old head to the address 172 miles away (probably cheaper than sending it by courier due to its weight and a lot less hassle than sending it), unfortunately by the next day for some reason the cost had risen to £1900!

May 9th

I picked up my broken cylinder head from the engine repair specialist and returned home to find two welcome e mails. The first

was an offer from Gilmour Engineering of a reconditioned cylinder head with unleaded conversion complete with valves for £1350 including vat and delivery and for this price my head was not required.

The second was the offer from TR Shop London of a brand new old stock cylinder head that had been converted to lead free and also complete with valves for £1530 including vat and delivery, this was also a straight purchase without a reconditionable head required in part exchange.

I had a good think and in the end I decided to opt for the new head, only because I don't expect to ever get the opportunity to buy an original new head ever again.

I made the phone call and the deal was struck with next day delivery a real possibility.

May 10th

The cylinder head arrived early in the afternoon (thank you Lukas) and after cleaning the protective coating off it I started the re assembly process. I then noticed that the new head didn't have the manifold location dowels and no matter what I tried including warming the old head and also using a "freezing" spray on the dowels, I could not remove them without damaging them. I did think of cutting up the shank of a 5/16" drill, but as I was taking the 13/60 to the Pencoed show two days later I was in no real hurry and besides after spending the amount I had on the new head I wanted the job to be as good as I could make it, so I made a phone call and asked for as fast a



TR4A cylinder head studs

delivery as possible for the two dowels plus a few other items. I then removed the spacers that were keeping the wet liners in place, coated the engine block face with Wellseal, slid the head gasket onto the few head studs that I had put in position to ensure that the gasket lined up then coated the head gasket with Wellseal and slid the head into position. Next I had to sort out the remaining head studs, There are 10 studs and 5 different lengths, 3 are 5" long, 1 is 5 9/16" long, 2 are 5 3/8" long, 2 are 9" long and 2 are 9 1/2" long, so it's easy to get the 5 9/16" mixed up with the 5 3/8" ones. With the head studs locked in place I fitted the cylinder head and torqued the head nuts to 102 foot pounds working gradually up and starting from the middle nuts as directed in the workshop manual.

The next parts to be re installed were the pushrods and rocker shaft, I then set the valve clearances to 0.010" (another operation that is made easier with the water pump removed as I can easily get a spanner on the crankshaft nut to turn the engine over, I have an electric fan so there is no mechanical fan with the extension on my car).

This took me 3 hours.

May 11th

With an early start I managed to re install the water pump, rocker cover, breather valve, heater valve, water hoses and fill the radiator up with coolant using a 50/50 water to antifreeze mix. This sounds like it

was quick and easy, but with having to clean old gaskets and sealant off (yes I should have done that on the 9th!) it took me a few hours as I'm not the tidiest of workers and a lot

of that time was spent looking for the correct fittings, although in my defence there was one very tired looking exhaust stud and although I had a selection of spare studs they were all 1/4" and I needed 5/16" and so I had to cut up a long 5/16" UNF bolt that was only partially threaded and cut a m8 thread on the other end as I couldn't find my 5/16" UNC (or UNF) die, rooting around for these took me an hour. I also took the opportunity to dismantle and maintain all the ball and socket joints on the carburettor linkages which I will write as a separate report. Then right on cue the postman arrived with my dowels, so after fitting them I cleaned the old gaskets off my exhaust and exhaust manifold and fitted it using new gaskets and exhaust sealant on the manifold to exhaust gasket. Next on was the inlet manifold closely followed by the carburettors and linkages.

It was then that I realised that I could not reconnect the steering shaft as it was now the "wrong side" of the carburettors, so I had to remove the shaft from its bottom coupling to get it back in place. With that done, I fitted the spark plugs and crossed my fingers. The engine started on the third turn and revved up well.

I took the car for a 12 mile test run and after 5 miles it was "missing like a pig" and suffering from bad pre ignition. So back on my drive I set the ignition timing statically at TDC then adjusted it with the engine running until it sounded "happier". I then checked the colour of the spark plugs and the mixture was very weak, so I enriched the mixture after which I re balanced the carburettors.

With this done I took the car for another blast up the M4 from junction 30 to 32 (a round trip of about 12 miles) and the car

Thanks TSSC Members!



Spiro's immaculate TR6

went well, but there was slight pre ignition when I turned the engine off.

I checked the dipstick to see if any coolant had contaminated the engine oil (this would mean the figure of 8 gaskets had been disturbed) and it seemed fine. The level of coolant in the radiator had fallen, but hopefully only because of an air lock when I initially filled it.

I wanted to take the car on the Carmarthenshire road run the following weekend so I hoped that I would be able to get some miles on the clock during the week to settle in the new head and then re tune the timing and carburettors.

Please note: by Pre ignition (my layman's definition) I mean that the engine "runs on" after the ignition is switched off or if I am under the bonnet, the feed to the coil pulled off.

This work took 5 ½ hours.

The Saga carries on next month (sorry) !

Whether 6 cylinders or 4 a TR is more!

Bern

And now some of the e-mail Letters and queries I received this month.

Hi Bern,

I just wanted to drop you a line to thank you and all the S. Wales TSSC members who I have met over the last few months. I have had a great time with you all and was extremely pleased with the warm receptions I have received. After just two events, I feel as though I have been a part of your group for years! I look forward to many more encounters with this great bunch of people.

Kind regards

Spiro

Well, after that nice note from Spiro it would be remiss of me not to give him and his car a mention in the Courier.

Spiro's TR6 is absolutely immaculate, it is a very rare shade of Delft Blue and was one of the last 100 UK registered TR6 's manufactured. Spiro bought the car in Feb 97 and has carried out a Full nut and bolt restoration from Engine to Gearbox all stripped down and rebuilt, the interior has been upholstered in Nimbus grey.

The car has now covered over 17,000 miles since its rebuild completion in 2005 including a trip to Greece.

Spiro's TR has won the following –
 Car of the Show Gaydon 2005/6
 2nd place non standard section
 TR Register Concours
 Novice winner TR register 2006
 Best interior TR register Concours 2008

Spiro is a skilled mechanic and has quite recently set up his own business Classic Cars Cardiff, repairing Triumph TR's from his base in Sully, S. Wales. His reputation in this area is first class and he has recommendations from many TR owners.

If you need Spiro's services I will pass on his contact details.

Bern

'Timely' Advice

Hi Bernard,

Thanks for your advice on changing the plugs to a cooler number 8 after you heard my engine running on at the Swansea Festival of Transport. Did this this afternoon and car was certainly better. I then retarded the ignition a small amount and it was very lumpy ticking over, so I advanced it a little from its original setting, and the engine ran much smoother than originally. I took the car for a run over about 5 miles to get it hot again and when I switched off it stopped very well with only a tiny bit of overrun. I think it will take a few more runs before I claim it to be successful though!
 Thanks for the advice.

John

Hi John,

Thanks for letting me know and subsequently giving me permission to print your message in the Courier.

Did you adjust or check the points on your car? I ask as I fitted a set of points to mine a few weeks ago when I was fine tuning it after the head problem, they closed up by 0.004" after 12 miles!! I soon re installed my Lumenition Optronc system (thoroughly recommended).

Cheers

Bern

Hi Bern,

I haven't checked the points yet, but I read an interesting article on over run which stated that if you have a modified engine, the example given was - if there was an increase of 50 bhp made to the engine then the plug gap should be reduced by 0.004". My engine has been upgraded from a 100bhp to 145bhp , I don't understand the logic of this though.



I have attached a photo, Regards,

John

Hi John,

Regarding the logic of decreasing your spark plug gap by for your upgraded engine, I think it is because the article you read was based on you intending to use the extra performance and so the plug gap needs to be adjusted accordingly, my basic understanding is that the recommended spark plug gap is designed to be adequate for cold starting and smooth driving on a car that is in need of an engine tune up. If you drive your car normally and tune the engine regularly, you can increase the spark plug gap by about 0.010" for better performance and better fuel economy. However, if you drive at full throttle most of the time, you should reduce the gap by about 0.010" for better performance. Ultimately, you'd need to run your car on a dynameter to find the best spark plug gap, and the right ignition timing for your engine. I hope that this is of interest you. Cheers

Bern

www.tssc.org.uk/specials
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Trevor Collett

Fruits of Somerset

This month a short history of one of the less well known (and that means it's hardly known at all!) marques of Triumph-based kit cars.

It was in the summer of 1990 that the AWE first appeared, I brought you pictures of the prototype in the October 1990 Courier. In March 1991 we had the story of **John Houghton** and his AWE build and that same car featured in September 1996, with another owner, **Nigel Laycock**.

In 1994 **Alan Wilkinson**, of **Alan Wilkinson Engineering** in Yeovil, hence **AWE**, sent me

some photos of an example he had recently built. This car showed some differences from the early ones, notably a reshaped front grille and an opening boot lid. This frontal treatment was, in my opinion, an improvement over the slightly quirky shape of the radiator surround on the early cars.

A boot? On a two-seater kit car? Someone will invent glass windows on the doors that wind up and down next. A lockable boot is undoubtedly a very handy feature, whether you're using the car as everyday transport or purely for weekend fun. The AWE is an individual looking sports car that you could call



"Thirties style"; it is not a replica of a mainstream car, but definitely has influences from



MG products of that decade. The construction of the car seemed to be pretty straightforward. The main body tub is good old glass reinforced plastic, with built-in floor. This is plonked on a Triumph chassis, Herald or Spitfire, and the kit contained all other major body parts, such as bonnet panels and radiator surround. All the important mechanical bits, of course, are Herald or Spitfire (you don't really need six cylinders in a car like this... do you).

That is my very, very short summary of how to build an AWE. For a only slightly less short summary I can reproduce some text from the 1990 printed information written by the company; many of the steps actually apply to the building of the other Herald/Vitesse based cars we know and love:

WORK PROCEDURE

The body of the donor vehicle is removed completely: all gauges, brake/ clutch pedal assemblies retained for examination. The chassis frame is modified by removing the outer rail and centre support channel from each side of the chassis. The fore and aft outriggers (Herald) are shortened to match the new body size. In the case of the Spitfire a new rear outrigger has to be welded in place. The front cow horns are cut off.

The rear chassis rails (boot support) are cut

off. The seat belt mounting brackets are cut off.

The remainder of the chassis to be renovated as necessary.

WELDING:

The front fender stub pieces are positioned on the chassis end and welded. The AWE chassis rail kit is set up in position and welded in situ.

The chassis, in the area of the gearbox bellhousing, is scalloped and welded. A blanking plate is welded to the rear chassis box section. The propshaft

is shortened and rewelded. The rear gearbox mounting is modified for reduced height. The steering column is lengthened by the addition of an extension piece.

Bushes are to be welded into chassis rails for handbrake kit fixing.

Following the general renovation of all mechanical parts, and the assembly of engine and gearbox to rolling chassis, the body tub is offered up to the chassis, drilled and bolted in position. Foot pedal assemblies can be assembled before or after. The radiator frame is bolted to chassis front. The radiator and surround is then assembled. The bonnet set is then trimmed to suit, hinges fitted and the bonnet assembled. Mudguard brackets are positioned and the mudguard/body mouldings drilled and are then bolted in position. The front fender is offered up to the stub chassis ends, the moulding drilled and secured in position with fixing screws. Seat runners can be salvaged from the Herald and by reducing the overall width can be assembled to the bucket seat moulding. Seat belt mounting brackets to be refitted by welding/bolting.

It is assumed that at this point the builder would carry on the construction of the vehicle in a manner that would satisfy his or her own specific requirements.



full wings and running boards.

I've really no idea how many AWE kit were sold or how many actually made the road; **Steve Hole** in his A-Z of Kit Cars estimates 15 made between 1990 and 1998. You know, I've never seen one in the flesh; anyone reading this got an AWE, or have any

Well, have you ever read a more succinct description of how to build a motor car? Makes it sound so simple!

At some point in the marketing of the AWE two model names were promoted: "Pintail" for the version with just cycle wings around the wheels and "Redwing" for a version with the

recent pictures of one?

Come to think of it, even if you haven't got a AWE, send me some words on and/or pictures of any kit car or special that's made with Triumph bits.

Trevor



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Just 2 Weeks to go!

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 to date.

BINGLEY HALL

All the usual Stafford Highlights will be available again this year such as:

Main Hall - Displays

Jigsaw Triumph Jubilee Project

An ambitious jubilee project that will endeavour to recreate the 1964 entry of The Standard Triumph works team and enter a team of three Triumph Spitfires into the **2014 Le Mans Classic**.

The team which will include the ex-works Le Mans Triumph Spitfire, ADU 1B, alongside two FIA prepared and papered replicas.



The team is aiming to raise funds and support to assist with the entry fees and associated costs for the three cars and

the team. The team will be **attending the Stafford International** where there will be the chance to see the cars and talk with the drivers. There will also be a selection of regalia and memorabilia on sale with all proceeds going towards the entry fund. You will **Find Jigsaw's Display in the Main Hall at Stafford** and this will be the first time all 3 Spitfires will be displayed together in the UK, so don't miss this stunning Debut!

For more details on the Jubilee Project:

www.jigsawracingservices.co.uk

The Shropshire Spitfire

See the progress made so far on the Shropshire Spitfire. As you should all know by now, once complete the Spitfire is to be auctioned off with the proceeds going to the Severn Hospice.

David Embery and the Shropshire team will be on hand to accept donations and rumour has it they may even attempt to Fire up the rolling chassis. Give them your Support please!

TSSC Bring & Buy

This year at the TSSC International as an extra service for members and visitors, a **Bring and Buy Stall** will be operated in the main hall by the ever friendly Roger Haywood and the West Midlands Area. On this stall you will be able to exhibit for sale, all those parts and spares which you have been promising yourself, or your wife, that you would get rid of years ago.

There will be £1 charge for exhibiting the items for sale on the stall, and if the item is sold for less than £9.99, no additional fee. Above that there will be commission on a sliding scale.

For example if the item is sold for between £10 and £19.99, £1 commission, £20 to £39.99, £2 commission and so on.

Commission charges will be on display on the stall.

Now is the time to have a sort out, create some space in your garage, **BRING IT TO STAFFORD** and generate some cash to spend at this years International Weekend. **There are certain Terms and Conditions.**

1. Items are submitted at owners risk, TSSC will accept no responsibility for any loss or damage.
2. Related items may be presented as one lot, e.g. a pair of headlamps, seats etc.
3. All descriptions and prices must be completed by the seller.
4. If any goods or proceeds are not collected by 4pm on Sunday 18th August 2013, the TSSC reserves the right to dispose of said items/cash as it deems fit.
5. All unsold goods/monies collected will only be returned on production of the sellers receipt
6. The TSSC are not responsible for the condition of any items sold and offer no guarantees or warranties on any items purchased.
7. A maximum of 5 items per seller at any one time.
8. The price stated on the ticket is the price the item is to be sold for on the day. We will not take offers on any items held

Roger Haywood
AO West Midlands

Trade Support

Trade support is vital to the success of the show and we are pleased to say that the **Triumph Traders** have once again turned out to sort all of your restoration and running requirements

The Traders attending (Many of which have been long term TSSC Members as

well) look forward to meeting you all in the main hall with a huge selection of New and reconditioned parts.

Please support these traders as you can also gain from their technical knowledge and experience gained from decades of experience.

RB Mobile Classics will be on hand to **Oil your Trunnions or even a Hub Pulling or Front shock/spring assembly Service.** Richard would appreciate you calling him in advance if you require this, call him on **07766 354449.**

TSSC Insurance Panel

The TSSC Insurance Panel Members will all be at Stafford in the main hall ready to discuss any Insurance queries, problems or quotes you may require.

Don't forget they can also provide cover on your Modern cars as well and have options such as Multi Vehicle on offer.

So Pay them all a visit and see if you can save yourself some money.

The **TSSC Insurance Valuation Service** will also be provided all weekend.

Around the Showground

Don't forget there will also be some **Autojumbler**s plying their wares outside Bingley Hall along with some **"Cars For Sale"** on display

For the Kids and dare I say it? and **'Big Kids'** we have a selection of Inflatableables including **Bouncy Castles, Kids Assault Course, Bungee Run and even a Gyroscopic Chair** to test your senses!

There will also be **Area Displays Outside** for you to see their Cars and what other Areas get up to!

So we hope that with all the above plus everything else we confirmed in the last Courier we should all have a Great Weekend and look forward to seeing you.

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

www.tssc-international.co.uk

Angie, Trudi, Garth & Bern



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CLUB SHOP NEWS

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by **Garth Jupp**

Standard Triumph Review

Although this was introduced in the new catalogue in April this year, the gremlins got in the works when it was sent for duplication and packaging and the product was delayed somewhat. However we now have plenty of stock, these interesting archives of the old in-house Triumph publication are available as a double DVD set for £10 and £3 P+P

New Old Stock

We have been fortunate in being able to acquire a very small stock of NOS distributor caps to fit the four and six cylinder Delco

distributors fitted to GT6's and the earlier Spitfires, some of them are still in their boxes. We have sixteen GT6 distributor caps, they are made by Delco, Lucas, or SU Butec all well-known and respected brands, if a little dusty and the boxes a little dog eared. These are available for £9 each plus P+P

We also have six Spitfire 4, & MKII-IV genuine Delco made distributor caps, these are not in boxes. These are priced at £7 each plus P+P

Reminder

Please remember that to get the [membership prices](#) on the web shop you **HAVE TO BE LOGGED IN**, if it doesn't say "**Hi (your name goes here)**" Then you are **NOT** logged in. If you are not logged in you will see the non - members prices.



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www.tssc.org.uk/stag

e-mail. benbroadbent@btinternet.com

Ben Broadbent



Online Buying Pitfalls

Hello, again, just a few short weeks to the International event at Stafford, I do hope there will be a good number of Stags entered in the Concours this year. All the details for the event are in the Courier and Club website, so make sure you're there **August 16th to 18th at Stafford County Showground.**

Over the years I've had a few annoying experiences with buying components Online, fitting them and then finding the quality of a component is very poor. Well, regular contributor **Bill Philpot** has provided his experiences for this month's article. Here is what Bill had to say:-

Last year I'd noticed that when reversing my Stag into a parking spot that my front wheels had a nasty habit of toeing in and showing a lot of negative camber, giving the look of very worn or bent suspension. Bearing this in mind, I presented my car for an MOT test in April 2012 and she failed on split ball joint boots and worn track control arm bushes.

In Jan 2012 the MOT regulations changed regarding split rubber boots on ball joints and track rod ends. Previously, a torn or split boot was an advisory as long as the boot prevented the ingress of dirt, so I thought I'd go the whole hog and buy a pair of track control arms from a reputable supplier which would rectify both issues in one go.

I replaced both track control arms, re-presented the car for a retest and that she passed.



Pic 1.

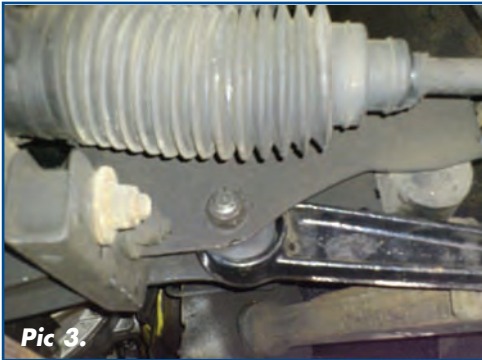
Fast forward 12 months and some 1500 miles and we're at April 2013 – MOT time. Imagine my surprise when my car failed the test on track control arm bushes showing 'excessive movement' and the ever-present fault of negative camber and toe in when reversing was still with the car. (Picture 1)

Once home, I placed my car on my lift, sent it up and removed the front wheels. I checked the condition of the arms bushes to find they had started to slide along the eyelet. (Picture 2) Also



Pic 2.

when I looked at the bush after reversing it was clear that the bush was very soft and was



allowing the arm to move outwards away from the engine side of the mountings. (Picture 3)

I also checked for movement and found them to give the appearance of being worn out. I



immediately phoned the supplier and asked if they'd ever had any trouble with the quality of their new control arms to which they insisted that they'd never heard of any. To be fair, they



said they would send me a new pair of bushes for me to fit to my arms, which they duly did.

I was slightly peeved because I would now have to do the same job as last year again.

So, with the car in the air and the front wheels off, I started by undoing the bottom ball joint nut and used my ball joint splitter to free it from the hub, (Picture 4) I then undid the drag strut nut and bolt (Picture 5) and removed it followed by the antiroll bar link, (Picture 6) before finally



undoing the nut and bolt at the bush end.



(Picture 7) With a bit of a wiggle (on the arm – not me) the arm came free and I had a closer look on my bench.



These bushes were so soft I managed to push them out of the arm by using a valve spring compressor. (Picture 8) which is not the recommended way of removing them, but goes to show how soggy & loose they were. Comparing the new bush to the old bush was like chalk and cheese, the new bush seemed

very firm and difficult to squeeze whereas the old one was very spongy and easy to squeeze.

To refit the new bush to the arm I sprayed a bit of brake cleaner to the outside of the bush, to act as a lubricant, and had to use my vice to press it in with a couple of sockets. Once fitted, I refitted the arm in the reverse order of removal but didn't fully tighten the bush end nut and bolt. The reason for this is that if you tighten the nut and bolt up whilst the suspension is at full droop, once the car is back on its wheels this bush would be subjected to a stress situation as the suspension compresses with the cars weight. This is a common mistake that people make so to stop this happening, always tighten up the inner track control arm bush with the car sat on all four wheels so that the bush is in the 'neutral' position and not stressed whilst standing still. (My trade tip for this job) So the wheels were refitted and the car lowered onto them and once these inner nuts and bolts were re-torqued I backed the car off my ramp to see lovely straight wheels with only a little hint of negative camber - which is I assure you, quite normal.

A brief road test gave me the impression that the steering seemed more responsive and direct and was far better than it had ever been.

The moral of this story is that whilst suppliers can provide Triumph owners with a vast selection of spare parts at reasonable costs, some of them really aren't anywhere near the quality one would require for their pride and joy, so be careful and check before buying parts – especially if shopping online.

Thanks Bill, I've experienced this poor quality problem with steering racks on my old Stag, the steering rack had to be replaced 3 times, Buying Online can be a risky business, I spoke to **Club Shop Manager Garth** and he had this to say about buying Online:

Buying Online from the Club Shop

For some years now the Club Shop has had an online web shop, which is due to be updated to give you all a far better online shop with ALL the products in the online shop and the stock levels will be linked to actual stock we hold at HQ, so no more ordering things we have run out of.

However until the new shop is built and online, please be assured that anything you buy from the existing welshpool, is we believe to be the best quality of product we can find. If you should encounter a problem with the form, fit or function of anything you receive from us, your **first port of call must be to contact the Club Shop either by phone or email.** Do not try to modify the item as you will immediately make it extremely hard for us to sort the problems out for you.

We will do our best to resolve the problems for you as quickly as possible, but bear in mind sometimes we have to send the faulty item back to the supplier for either a fix or further investigation which can take a little longer than a straight forward replacement in the case of an obvious fault or failure/breakage.

If we find there is a major problem with a product then we will withdraw the rest of the stock from sale and either get the supplier to address the problem, or as we have done in the past if the supplier is not willing to accept that there is a problem, find another supplier who can supply a product of quality that we are happy with and would fit to our own cars. This level of support unfortunately is not available from some online suppliers or sellers who use online auctions, but the Triumph Sports Six Club prides itself in being able to give this level of support.

Remember cheapest is not always the best choice, the old adage is worth keeping in mind, if it seems too cheap to be true, then it probably is.

Garth Julep

Well, a big thanks to Bill for sharing his experiences and Garth for stating the Club's Shop position on quality of components.

Disclaimer: Bill's comments offered here are from his vast experience as motor engineer, but are only provided in good faith, not as a guide for undertaking any work on a Triumph Stag. Also this article is without prejudice and no specific Online suppliers are implied.

For full technical details of undertaking any work on the Stag, please refer to the Triumph Workshop Manual.

Hope to see you at Stafford,

Keep those V's purring

Ben

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Pip Flegel



5 Areas Meet

By Steve Cropper (Liverpool Area)

It has become a tradition that the **Liverpool, Cheshire, Wirral and North Wales** areas hold a joint June meeting, with each area taking it in turns to host the event. This year it was Henry Jones and the Cheshire Area doing the honours, and the venue was the lovely Swettenham Arms pub in the picturesque village of Swettenham, between Holmes Chapel and Congleton on Thursday 6th June. The pub car park is overlooked by the ancient church of St Stephen, and the village is also known for the Quinta Arboretum,

created by the late Sir Bernard Lovell, FRS, founder of the world-famous radio astronomy laboratory at Jodrell Bank a few miles away. A function suite at the pub is named in his honour.



There was an excellent turn-out for the meeting, with members from the **Staffordshire** Area also joining the event. The pub appears to be something of a classic car magnet, as apart from our Triumphs we had a Ferrari 360 Spider, Jaguar Mk2 saloon, Jaguar XK120 coupe, a whole gaggle of Westfields, and not forgetting an Ariel Leader and a Triumph Daytona from the two-wheeled classic fraternity.

Everyone passed a convivial



evening in warm sunshine, comparing cars and chatting, and consuming as much of the excellent range of real ales on offer as the law permits. The meeting was a great success, and thanks are due to Henry and Wendy for setting it up, and providing detailed directions to this remote Cheshire gem.

Best regards

Steve Cropper



Cornwall Camping Weekend

By Mike Crewes - TSSC Cornwall AO.

No one is very sure how long TSSC Cornwall have been holding their Camping Weekend on the last weekend of June, but it is well over 20 years. In recent years it has gone slightly unnoticed, but this year we revived it with a new site. For many years we have been searching for an acceptable site in North Cornwall and this year we achieved it. Pentire Haven is at Kilkhampton within a few miles of the Devon (English) border and right on the A39, Atlantic Highway. It's facilities are second to none, it also has static caravans and the local pub does B & B, what's not to like?

The weekend started on Friday evening. I arrived a bit late to find a misty and deserted



Bosccastle Harbour



Everyone enjoys a Barbecue!

campsite, so we dropped the barbecue and headed for our B & B at the pub. Lo and

It was lovely to have time to explore Boscastle, particularly since we realised that we had last been here in 2004, six weeks before the flood and in the pouring rain! The rebuild looks fantastic with many completely destroyed buildings rebuilt exactly how they looked before the flood.

Regrouped we headed the short drive to Tintagel, seat of King Arthur and lunch. We spent a couple of hours here, many refreshing their pallet with Tintagel Beer (my favourite). The mist was now rolling back in, so we headed straight back up the A39, taking in Morrison's at Bude, ready for the evening barbecue, a highlight of the weekend. It is



behold, there were the group all eating the hugest Cod and Chips I have ever seen. We had a nice evening meeting old friends and new from far and wide. Saturday dawned

usually with great ceremony that the barbecue is lit, then we all sit around chatting and making barbecue type jokes (yes, they're all very old) until cooking begins. This is a very



quite bright and soon we were off on our run out. Through the back lanes to Bude, along the coast road through Widemouth Bay and into the narrow 'interesting' roads to Crackington Haven (this is now mandatory!!!). Before too long we were parked in Boscastle for an hour.

communal affair and a lovely way to spend an evening with friends. It usually goes on long into the night and this year was no exception, helped along by Mark bringing his famous ribs for a late supper. Eventually to bed and Sunday morning. Most of the locals pack up



Sunday Lunch at the Hoops

on Sunday morning, but many from afar stay on to enjoy our lovely county. Soon we had lined up for the photos and then on to our pub lunch at The Hoops, just over the border. This is our traditional goodbye, so having taken a while to do this we gradually went our separate ways.

The Cornwall Camping Weekend is a low key

affair, but we do try and show you some of our beautiful county. The sites we choose always have first class facilities (we are very discerning) and we make sure that everyone is welcomed. So if you fancy coming next year it will be from **Fri 27th to Sunday 29th June 2014** – put it in your diary now; oh, and it's likely to be at **St Ives** – what more do you want!





www.tssc.org.uk/acclaim

e-mail. benbroadbent@btinternet.com



Ben Broadbent

Rad Flush & Goodbyes

Hello again. Just a few weeks to the Stafford International, possibly the last of its kind. So be there and enjoy the weekend. This year we celebrate the 50th Anniversary of the Big Saloons, the powerful Triumphs that were a joy, I'm hoping for a large display of these wonderful cars. Likewise, the Bond Equipe is 50 years old this year, and again a large display is promised. The sad news is that we are entering the 30th anniversary year of the demise of the Acclaim, and therefore the Triumph name. In the summer of 1984, the last Acclaim rolled off the production line, and with it the Triumph name.

Back in the June issue of the Courier (396) I mentioned I was having Head Gasket symptoms with my Acclaim. Mayo on the Oil

suggested I first try a radiator flush, so I turned again to the article from Acclaim Guru, **Andy Ellis**, here is Andy suggestions;

Acclaims can display head gasket symptoms when the problem is just a blocked radiator. I recommend the following procedure after purchase and also once every two years whether experiencing problems or not.

1. Obtain some off the shelf radiator flush (make sure OK for alloy heads) or, like me, just use some Washing Soda (not Baking soda!).



2. With engine cold apply as per instructions or put a handful of Soda in the Radiator filler cap. (picture 2).

3. Turn heater ON, start up engine, drive once around the block then let engine idle until cooling fan comes on.

4. Wait for radiator to cool, then drain. If drain plug is stiff do not force it, pop off the bottom hose instead. (picture 3).

5. Flush with a hose or just pour a gallon or so of water into the radiator filler.

6. Refit bottom hose / close drain tap.

7. Refill with clean tap water.



Filler Cap (picture 1). The Triumph Acclaim Appreciation Group on Facebook gave me some useful tips and encouragement. It was



8. Repeat steps 1-6 above. More gunk will come out.

9. If you have actually been having overheating problems, replace the thermostat with a new one.

10. Refill radiator as per Haynes using correct antifreeze mix.

Thanks, again Andy. So I decided I had to give it a try. I got everything together, applied the radiator flush and drove round the block. An hour later I opened the bonnet, but I could not find the radiator drain, nor could I undo the bottom hose, so after a brief consultation it was suggested I disconnect the hose at the



bottom of the engine. (picture 4) Again, I could not shift it and I was running out of time to complete the job. It would have to wait for a later date. The next day I managed to remove the bottom hose and flush out the radiator. Quiet a lot of debris flushed out on the first flush, but very little on the second flush. I then followed the remaining steps of Andy's list, without fitting a new thermostat.

The head gasket symptoms seemed to ease, and I drove the car around the block a few times, again without any problem.



A sad farewell occurred the next week. I had advertised the car on eBay (picture 5) and it sold very quickly, the buyer came to collect the car. We completed that formalities and he drove off towards the local ferry terminal. The next day he reported that he had driven it home to Ireland without any overheating problems. So Andy's suggestions had worked. Again thanks Andy. (Disclaimer, Andy's suggestions are from his own experience, and are not intended to replace the procedures provided in the Triumph Workshop Manual. If in doubt, please consult the Triumph Workshop Manual for the Acclaim.)



So yes, no Triumph on the road, oh dear what will I do. Now where did I leave that restoration Spitfire IV project! I know its all in bits, and in different garages, but where? (picture 6).

Time to make a few phone calls!

That's all for this month, take care and **JUST DRIVE IT**, without any worries.

Ben

RAISING THE COMPRESSION RATIO

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

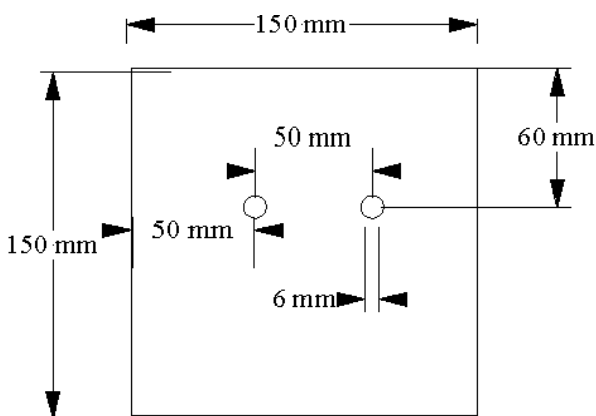
by John Davies

Firstly a Typo correction from last month. The Editors text translation programme missed the Super script on the following:
The formula for the volume of a cylinder is rendered " $V=\pi R^2H$ " when it should be in fact " $V=\pi R^2H$ ". Apologies if that led to any confusion.

Combustion Chamber Volume (CCV)

There is only one reliable way to measure the CCV, and that is by pouring a known volume of a liquid

you may remember seeing and using in school chemistry. They are available on the 'net, and plastic ones don't break easily. Also buy, or make, a burette stand, to mount the burette

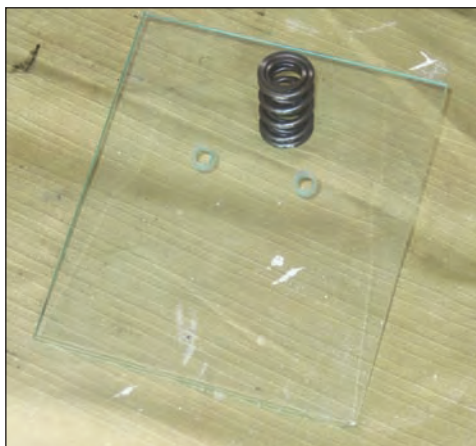


Glass square for buretting combustion chamber.
All edges, corners and holes bevelled.



DIY Burette Stand

into the chamber until it is full! To do this accurately you need a chemist's burette, that 68



Glass Square when made

vertically on the bench.

You also need a sheet of glass a bit bigger than the cylinder bore, with two holes in it. Two holes make getting bubbles out easier! Opposite is a diagram of the square I use. Your local glaziers will have lots of pieces this big in their scrap bin, but ask for plate glass, $\frac{1}{4}$ " (6mm) thick so that it is durable. Get them to chamfer the edges and corners to protect your fingers.

Buretteting the Combustion Chamber Volume.

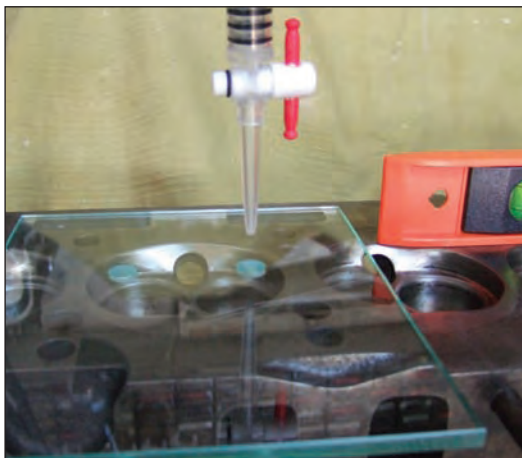
Put the cylinder head on your bench, chambers up. Arrange some chocks to make it level, secure and high enough to allow the valves to seat. Put the valves in place, with a little grease to seal them. Don't forget the spark plug!

Place your glass square over the chamber, again with a little grease around it to seal it to the face of the head. Both holes should be over the chamber.



Position your burette so that it will drip into the chamber via one of the holes, and fill the burette. Water is useless, as it will not 'wet' the metal and leaves bubbles to confuse your measurements. Some people use paraffin but it gets everywhere, and I hate the smell, so I use 'Liquid paraffin'. You should be able to find this in 100 ml bottles at your local pharmacist who may

think that you wish to use it to treat your constipation! Liquid paraffin is a light mineral oil, that wets metal surfaces but is water soluble, so it is easy to clean up and doesn't smell!



Make a note of the volume of liquid in the burette, and open the tap to run it into the chamber.

Go slowly, to avoid bubbles and splashing. When the chamber is nearly full, add the liquid drop by drop. You may have to tilt the head around a little to persuade the last bubbles to leave.

The very last bit of filling is into the thickness of the glass cover, so you may need to practise a bit, and to find an endpoint at which you decide that it is full. Use the same endpoint for each chamber, or you will not be able to tell if they are same size.

Read the remaining volume in the burette and work out the volume you have run in.

That is the Combustion Chamber volume!

Measure each chamber. Even more important than the actual volume is that all the chambers should be the same, within $\pm 0.5\text{mls}$. There are about 15 drops to the millilitre, so you should be able to measure the volume to less than $\pm 0.1\text{mls}$.

Alternatives to the burette.

Disposable medical syringes are an excellent alternative. Try and get a 20mls size, for the major filling, and a 1 or 2ml size for final topping up, so that you can measure down to 0.1mls.

Plastic syringes should be thrown away after use, as the liquid paraffin will slowly damage the seal on the plunger.

How to use the measurements.

Now you can work out your present **Compression Ratio (CR)**, that you want to change.

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

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

While it may interesting to know exactly the present **CR**, you may think that we knew that already, from the model, year and possibly engine number of the car. Sadly, not so! The previous owner may have modified the engine, or have fitted an engine from a different model. If you assume that the **CR** is the same as when it left the factory and that it will be safe to skim 'X' thousandth of an inch off the head, you will risk ruining the cylinder head. Now that you know the true **CR**, you can work out how much to skim to raise the **CR** precisely to the level that you want.

Calculating the skim to achieve a raised CR.

First, work the **CR** equation backwards from the **CR** that you want, to the smaller **Combustion Chamber Volume (CCV)** required to get it. All the other quantities will stay the same.

Sparing you the algebra to turn the equation around:

$$\text{NEW Compressed volume} = \frac{\text{Stroke Volume}}{\text{New CR} - 1}$$

The **Gasket Volume** and **In Block volume** will not change if you skim the head, unless you deck the block as well, so subtract them from the **NEW Compressed volume**:

$$\text{New Combustion Chamber Volume} = \text{NEW Compressed Volume} - \text{Gasket Volume} - \text{In Block Volume}$$

Then:

$$\text{Volume to be removed by skimming} = \text{Measured Combustion Chamber Vol.} - \text{New Combustion Chamber Vol.}$$

Now work the formula for the height of a cylinder $V = \pi R^2 H$ backwards, from volume V to height H.

Again, sparing you the algebra:

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

Or

$$\text{Height} = \frac{\text{Volume to be removed}}{\pi \times \text{radius squared}}$$

This is the height or thickness that must be skimmed from the head!

Yes, I know that this equation assumes that the combustion chamber is circular, when clearly it is not!

However, the difference from a circle is small enough not to matter.

For **R** use the average of the widest and narrowest width of the chamber, but remember to divide the width by **2**, to get a radius.

If you want to be as accurate as possible, measure the area of the chamber directly. Place a piece of graph paper over a chamber, and rub your dirty thumb, or a soft pencil across the edges. This will imprint an outline of the chamber on the paper. Count the squares of the graph paper, and multiply the number of squares by the area of each square.

Use this in the above equation, replacing the πR^2 with 'Area', and calculate

$$H = V / \text{Area}$$

Units.

You can use Imperial or Metric, but burettes are always calibrated in millilitres. Be very certain that you use the same units all the way through, to get an answer in centimetres or decimal inches. NASA crashed a Mars probe by making just this mistake!

$$\text{One thou'} = \text{one thousandth of an inch} = 0.001''$$

$$10 \text{ thou'} = 0.254 \text{ mm, or one quarter of a millimetre}$$

$$1 \text{ millilitre} = 0.06 \text{ cubic inches}$$

**Next Issue, the
Domed Piston, camshafts
and Appendix**

THE TSSC - IT'S ALL DOWN TO WAVES!

LET ME EXPLAIN...

by John Griffiths - Ex TSSC President

The TSSC back in 1976, we were in **Wave One**, although we didn't know it! The cars we were interested in were largely being used as normal everyday vehicles. We were slightly ahead of the game creating this Classic Car Club, as the cars were generally perceived as interesting and desirable, but not collectable. During this time normal depreciation applied.

Cars were actively traded.

Owners joined the Club for social reasons and also to make the cost of running the car cheaper and easier. We attracted a young, aspirational audience.

During the 80's the new Classic Car movement got underway fuelled by the birth of "Classic Cars" magazine and followed by many others like "Classic & Sports Car" etc.

The late 80's / early 90's became **Wave Two**, a false dawn, a time of excess and "yuppies"; a time when investors got excited about the growth in the value of collectable cars like Gullwings, E Types, DB5's, etc.

The market started to overheat and an investment bubble formed which took everyone by surprise. The market was full of traders, not classic car enthusiasts.

Less expensive cars got caught up in the wave and whilst values increased a bit, everyone thought their car was the next big thing. "Classic Cars" magazine debated if "also-ran" cars could be regarded as collectable classics. We saw interest in 1600Es, Capris, Morris Minors, 2.4 Jags, Rover Aunties, Sunbeam Talbots, Imps etc.etc. blossom.

The Vitesse, the GT6 and the Spitfire suddenly became more than just an everyday car. Although most still were, people were taking



more pride and interest in them and values stabilised, even started to rise. The supporting trade market for parts, repairs and restoration started to build and flourish.

During the late 80's & 90's the TSSC grew fast on the back of this interest.

But the Classic Car Investment bubble burst as fast as it came and the movement reverted to enthusiasts.

The traders left, many with big losses.

Wave Three was the next period, a long period of consolidation and decline. Less interesting cars with little value were largely forgotten or rusted away. (Marinas, Oxfords, Gazelles, Cambridges etc.)

Our cars like so many others got scarcer, as many were scrapped. Values fell hard for basket cars and ownership became more selective. Values held up for collectable models with history and condition.

This was also a period when youngsters no longer had to start with a low cost old car. New interesting and safer cars were

available on very low cost finance and the attraction of owning and preserving an older car fell to a unique band of enthusiasts. Young people have generally lost the skills and indeed the desire to repair and restore obsolete things.

This is a throw away consumer led (Marketing) based society.

Better preserved cars continued to be maintained but for many the restoration costs were more than the cars were worth. Few cars survive long term unless there is financial reason...fact! The TSSC began to decline in membership and profitability.

The young market had gone.

Wave Four

So are we entering yet another new stage? **Wave Four** as I have called it.

I would suggest we are.

Perhaps we can consider this the real classic car period. A period more associated with maintaining values, making classic ownership self financing.

The best World classics entered this Wave first, but "ordinary", affordable classics will follow. This is when cars slowly become worth restoring on value terms. The numbers in existence have fallen to such a level, that demand starts to push prices higher, so the cars are not just owned for enjoyment or financial constraints.

This shift has also been given a push by the politicians!

The economies across the Western World are in a mess beyond our wildest imaginations. This is largely due to irresponsible spending on credit by governments and citizens. Living beyond our means for at least three decades.

There is no easy way out.



In an attempt to rescue us all and maintain the impossible dream of ongoing growth, emergency rock bottom interest rates have been fixed for years providing no returns on cash (negative when viewed in relation to inflation), currencies have and are being devalued and inflation has started to impact on our financial security. The result is a renewed interest in

tangible, physical assets which are becoming more treasured. Things that retain value and security and provide lasting enjoyment.

Unlike Wave two which created a bubble in the Classic Car movement, this time we are seeing genuine and widespread interest growing in all sorts of physical possessions like paintings, clocks, wine and of course fine cars.

The Historic Automobile Group International or (HAGI) – (www.historicautogroup.com) publishes market analysis and monitors the price trends by monitoring the sales figures of 50 representative collectors' vehicles spanning all makes. Of course these figures relate to top-class classic cars over the 100,000 euro mark, but what happens at the top tends to filter down. For example the value of a Mercedes Benz 300 SL Roadster in 1st class condition, has risen by an annual average of 19.3% over the last 10 years. A seriously solid investment.

So what do I see happening to our cars and the TSSC?

I suspect that the more collectable cars in the TSSC portfolio, and those with history & condition, will continue to increase in value along with the current market place in the order of 8% per annum (maybe even more, albeit with some volatility). Cars like most things go through periods where favourites gain and forgotten cars fall. But long term, I see the market as very positive for our cars, many of which have reached, or are fast approaching 50 years old. The stock of cars will remain fairly stable from here on in, but buying interest against this depleted stock of "good" cars will continue to intensify.

If you consider the value a nice Vitesse MkII Convertible now to be c. £7500, let's see what cumulative interest does to values over the next ten years.

2013:	£7,500
2014:	£8,100
2015:	£8,750

2016:	£9,500
2017:	£10,200
2018:	£11,000
2019:	£11,900
2020:	£12,800
2021:	£13,850
2022:	£15,000
2032:	£32,000

Yes the price doubles and at 10% annual growth, the value increases to c. £20,000 in ten years.

I don't expect this to happen in a straight line or indeed to all the cars in the TSSC (sorry!) and it will probably only relate to cars that are maintained in first class condition. But the growth in value makes quality restoration worthwhile. It makes ownership worthwhile for more than just the pleasure of owning and driving a classic. Investors and enthusiasts will start to view the cars differently. Up until now, it has just been interesting to see a fully restored GT6 or Mk111 Spitfire, but that is in my opinion changing.

Sentiment and perceptions are altering. Certain cars will start to gain a right of passage as vehicles of genuine historic interest. Some of us thought that was the case 40 years ago, and we were right in a way, but we just had the vision before the market could accept it.

I am sure some of you will disagree with me and say this has already happened. That is a fair comment amongst a knowledgeable few, but you can check what I am saying by looking back at cars that have already been through this process, like the Healey's and TR's.

After a difficult period of trying to adapt to these massive changes I see this as a positive for the TSSC, so long as the Club acknowledges the changes. It must understand the profile of its audience and future audience(s). This is and will remain generally an older, higher spending, more affluent audience that will have different demands to previous periods. Market research will be core to understanding this. The TSSC to capitalise and remain successful must align its offering and tailor its cloth accordingly.

Summary:

Wave One: Normal Car period.

Wave Two: The false dawn – bubble.

Wave Three: "7", consolidation & decline

Wave Four: True Classic status and worth.



Paul Richardson©

Quality Control & the Rig Test



From its inception in 1903, The Standard Motor Company developed a reputation for producing high quality, reliable cars, and those members of staff I interviewed who'd worked in the company before the second world war made a point of highlighting the fact with a measure of pride. **Arthur Ballard**, who joined the company's drawing office in 1932 and was mainly concerned with body engineering (Arthur became Chief Body Engineer in 1955) related, *"When I joined the company, I was shown round the production facilities and machine shops and quite honestly everything was superbly set up. In fact, just about everyone I met in the drawing office told me that no expense was spared in equipping the company with all the latest machine tools for production. James Percival, who hired me, filled me in on car production, and spent about ten minutes telling me all about Sir John Black and how he'd masterminded the company's survival through the depression mainly with production of the Small Nine saloon.."*

After relating his opinions on **Sir John Black**, who he considered a gentleman and a first class leader, Arthur said, *"I think the thing that rang out to me about the company in the first year I spent there was the emphasis made on quality control throughout all the manufacturing processes where everything was double checked, and by hand held micrometers in engineering in those days. You see production checks and quality control moved up a gear or two when specifications and measurement could be dealt with by computers from the mid*



Arthur Ballard - Chief Body Engineer

sixties, and I remember we had some pretty advanced automatic measuring equipment made by Ferranti in our company eventually. But we still had problems occasionally like the time Triumph 2000's developed a whistling noise from the front of the car at about sixty miles an hour.

That turned out to be caused by a fault on the radiator grille pressing that altered the aerodynamics and caused the whistle."

Pondering some of the problems relating to general car development at the Standard Motor Company after the war I decided to research comments made by other engineers and staff I interviewed about production policy and engineering design in the period.

Quality Control & the Rig Test

This revealed that several staff both in the sales and engineering departments mentioning that 'road conditions' played a major factor in the design of the Vanguard produced after the war. This was due to the fact that the Vanguard was built specifically for the 'world export market' and had to cope with adverse road conditions, especially in developing continents like India, Australia and Africa etc., where the long roads between major cities were largely unmetalled, rough surfaced and not generally user friendly to the motor car. This involved

*training in our apprentice training school involved a generalised study of the Vanguard's overall design and how our company's **Rig Test Section** played an invaluable roll in the general development."*

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The Standard VANGUARD and TRIUMPH cars are made in England by the STANDARD MOTOR COMPANY LIMITED COVENTRY ENGLAND



Graham Sykes - Design Engineer

considerable upgrading of the general design of the Vanguard – which proved an exceptionally reliable car that sold in vast numbers in over seventy eight countries.

Design engineer **Graham Sykes** said. *"During my apprenticeship, I came across a folder in our technical library containing reports on Vanguards having been driven on various long distance endurance tests organised by our overseas companies. One of these was a ten day trip round Australia, starting and finishing in Sidney, and the car suffered no mechanical or suspension problems. Several other reports described Vanguards doing long distance runs successfully throughout Africa as well. There's no doubt about it the Vanguard proved to be a very reliable car and part of my engineering*

*After explaining that the company's **Rig Test** section played an invaluable part in the development of the Vanguard chassis and suspension, Graham remarked. "As far as the manufacturing facilities at Standard Triumph were concerned they were second to none in the industry, and I remember several instructors who sometimes lectured in our training school were actually employees of local machine tool companies like Wickmans and Coventry Gauge and Tool. However, getting down to brass tacks, the only effective way of ensuring any part of a car was produced accurately in our machine shops was the responsibility of the machinist who checked the accuracy of machining processes by hand. This was the way all industry worked until the advent of computerised machine tools, and I remember my father, Jack, who'd worked as a machinist at Standard from the late twenties, explaining the vagaries of machine tool operations when things like parting and facing tools used on lathes were shaped by hand on grind wheels.*

Dad was eventually put in charge of the machine tool maintenance section at Canley, and you see pure craftsmanship was the order of the day then when the micrometer was the main tool for checking accuracy, and our rig test section was responsible for ensuring the durability of parts."

The company's Rig Test section to all accounts was all enveloping and included impact test equipment for suspension wishbones, machines for testing wear rates on steering ball joints, and the endurance testing of road springs and shock absorbers. Other rigs tested steering ball joints and the department contained rigs to test the torsional strength of a complete chassis. Apparently, this was prompted when a main chassis member failed on a prototype Vanguard after nine months of road testing. The new test rig devised by Chief Technical engineer, **Lewis Dawtrey**, replicated in two days exactly the same chassis failure as that on the prototype Vanguard chassis. This prompted chassis modifications after which no further problems came to light on the modified chassis after tests on Dawtrey's new test rig. Valve spring failure at high engine speeds was another problem experienced and the rig test section contained stroboscopic test equipment for observational analysis of valve spring surge etc. The analysis of 'vibrations,' both in engine components (which was undertaken in the experimental engine test section on test brakes) and body chassis units was also analysed in great depth by Lew Dawtrey and his staff in the technical department. A test rig devised by Dawtrey to test the integrity of body/chassis mountings caused the whole body/chassis unit to vibrate at various frequencies, and **Ray Henderson** remembered of this rig that a particular high frequency setting had to be avoided otherwise a humming noise developed within the body shell – and the door locks gave way!

The ultimate test for prototypes is the M.I.R.A. (motor industry research association) test facility, Nr, Coventry, where various 'circuits' offer a full selection of trials for the motor car including the notorious 'Belgian Pave' circuit on which the cobbled, bumpy surface is generally recognised as the ultimate test for

chassis, suspension - and exhaust system mountings. The MIRA banked circuit has also proved an invaluable asset to the motor industry on which high speed endurance testing takes place.

The company's quality control department played an invaluable part in the company's car production. However, with car production involving the manufacture of many thousands of specialised parts for engines, transmissions and bodywork, plus parts supplied by outside suppliers, like brakes and clutches things can go wrong sometimes. **Graham Sykes** related the following example with a smile.

"A particular problem I remember relating to quality control with suppliers that gives the perfect example of what can happen if such departments don't keep a weather eye on things took place after I'd moved into vehicle development under John Lloyd. We had a serious problem with the new Herald 12/50 which received some very bad write ups in the motoring press because of poor performance which was way under the figures we had publicised. I was duly moved to the engine development department to sort out this problem, which involved much detective work based on why did we get a particular power figure when we developed and tested the engine, and why is it now different. It turned out that the air filter composition had been changed by the air cleaner manufacturer due to poor specification control between both companies."

To conclude, another problem that arose on the Herald, which was in no way any fault of the company, had some serious implications. Apparently The Standard Triumph distributors in Mombassa had reported some serious problems with the suspension settings on new Heralds, which although obviously set properly at the factory before shipping, were found to be completely mal adjusted by the African importer when pre delivery checks were completed before cars were delivered to the customer.

Design Engineer Ray Bates related that this problem had become so regular, and obviously potentially serious, that he was sent out to Africa to investigate it!

Ray related of the experience.

Quality Control & the Rig Test

"I was sent out to Africa and took Marshall Door with me to investigate Herald suspension problems whereby camber and toe in settings and suspension geometry in general became mysteriously wrong on new cars and had to be reset. We were based in Mombassa for this investigation and spent a month driving on very rough roads between Mombassa and Nairobi and suspension settings set to normal on Heralds remained spot on throughout all this testing. Determined to find the answer to the problem, I decided to take a trip to the docks at Mombassa to witness the unloading procedure of Heralds and noticed that the cars were being unloaded from the ship by a hoist and sometimes were dropped to the ground from



Ray Bates (left) pictured at the Standard Triumph Distributors in Mombassa discussing suspension setting problems experienced on imported Heralds.

was dropped to the ground in rig test utilising a bomb release mechanism Lew Dawtrey

designed during the war. The suspension problems experienced in Africa were replicated exactly in Rig Test and steps were put in place to ensure cars were unloaded properly at ports of entry in Africa."



Photo of a Herald under test on a rough road between Mombassa and Nairobi during tests undertaken by Ray Bates to find the answer to mysterious variations in suspension settings.

about twelve feet in the air!

I phoned John Lloyd back at the factory and John organised a similar test whereby a Herald

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Spetere



1500 1979. Pageant Blue. Overdrive. MOT Jun 14. Minilites. SS Exhaust. 18,000 on rebuilt engine, recon box and diff. Orig tools. Hanbook. Lovely condition. TSSC A1+ Val £5,700 Price £3,150. Garaged. Steve (Mid Wales) 01597 823871 or 079000 98934.



MKII. Good condition inside and out, garaged, owned 18 years, not run 5 years, extra parts, soft top, tonneau, overdrive, wire wheels, twin stainless exhaust. Collect only. £1,600, A. Parfitt (Stotfold, Herts) 07798 720708.



Mk3. Overdrive, 1970. Red with just 6,500 miles on jigsaw stage 1 engine. Taxed (free) and MOT to May 2014. Huge history file and lots done. £2,750. Paul (Alresford, Hampshire) 01420 562201.



1500 1977 Overdrive. SS exhaust. Reconditioned unleaded engine and complete drive chain, new tyres etc. MOT July 2014. Tax June 2014. Solid body. £3,250. Tony (Staffs) 07582 735675.

1500. Hard & soft tops, tonneau. Bare metal respray. 68K. Current owner since 1988, garaged. Summer use only. MOT

2014, Tax Dec 2013. £3,800. Judith (York) 07971 876860.



1500 1979. Inca Yellow, Good Condition, Low Mileage, Tax/MOT Sept 2013 £3,600. Phillip (Cambridge) 01223 834110.



MKIV 1974. MOT to July 14, 6 months tax, electric ignition, new trunnions, ball joints, upper wishbones, moulded carpets and more. Always garaged. £3,500. Barry (Bicester) 07786 983144.



1500 1981 with O/D White. Good overall condition. Space and lack of use forces sale. Needs some minor attention. £3,750 ONO. Kevin (Swindon) 07771 503941.



MKIV 1973. Green, Hard top, Full Weather equipment. Tax MOT October 2013. Runs well. Needs a good home. £1,900. Campbell (Alcester) 07767 6306463.



1500 (1981) Owned 17 years. Garaged for last 10 Years. New Hood. Replacement 1.3 engine 1999 with unleaded stage two head and Fast Road Cam 7800 miles, overdrive. Taxed Oct 2013, MOT April 2014. £3,950. Toby. (Newbury) 07876 591593.

Mk2. 1500 running gear, s/s exhaust, j-type o/d, breakerless ignition, cosmic alloys, good hood, bonnet, bumpers and wings need some attention, MX-5 seats,

MOT Feb 2014. £3,500. Paul (Byfleet) eMail: paulwestmarland@googlemail.com



MK IV 1971. Tax exempt. VGC. Signal Red. Soft top. Electronic ignition. Stored in dry garage. MOT (no advisories) until 22 June 2014. Selection of spares. £2,800. James (Swindon) 01793 778395.

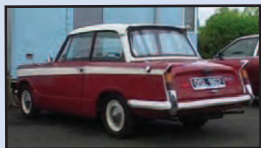
Herald



948 SALOON 1960. Body/interior in excellent original condition engine needs service due to not being started since 2011 mileage 64,000. £1,300. Email for more details. eMail: stephen.bloom@talktalk.net Stephen (Stowupland) 01502 730283.

13/60 CONVERTIBLE. 1970. Wedgewood Blue. Full MOT. Twin Carbs. Wide wheels. Always garaged. Overdrive. New Bonnet. Owned 12 years. Excellent condition. £3,500. Duncan (Leeds) 07746 541628.

1200. My Herald, its solid and runs, needs work on the interior, it's all there and complete. It is perfect for a restoration. £895. Gary (Croydon) 07543 384952.



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MKIII 1971. Full body off restoration. Tax and Mot October 2013. Mimosa. Minilite Wheels. £6,50. Alan (Tamworth) 07711 023271.

MKIII 1971 'J' 2,500. O/D. 79,000. Tan leather. Minilite Alloys. Tax exempt. MOT July. Restored 1999. Stainless Exhaust. Just Serviced. £5,000. Negotiable. Peter (Surrey) 07772 089841.

TR6



TR6 PI 150bhp 1973 Overdrive - 11 months tax (exempt) Original UK car. Older restoration. V.G.C. New front & rear wings. Aluminium fuel tank. Paint good, some imperfections. Interior good original condition with new carpets. Strong engine & gearbox, overdrive. Non period/standard wheels good tyres. Supplied with Rimmer Bros full service kit & Castrol classic oil. Isn't concours but very good useable classic, please call for full details. £10,995. Nigel (Anglesey) 07540 069597.

TR7

TR7 DHC. Beautiful condition. VERY reliable. Used all through the year. Well maintained, every thing works. S.S.S. Exhaust. Lumenition. Taxed, MOT'ed. £3,250. David (Rugby) 01788 878633.

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WANTED Triumph Herald Convertible Project. Anything considered. Have a reasonable budget. Darren. eMail: darren@houghton45.fsife.co.uk

TR7/ SALOON. I'm after a solid TR7. Not interested in polished concours etc but must be a sound car and not a rust bucket. FHC considered. Simon (Durham) 01913 862404.

IMMACULATE SPITFIRE wanted. Original or restored MKIV or 1500 Spitfire, must be in a correct triumph colour and mainly to original spec. Andy (Sheffield) 07586 276001.

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SPITFIRE propshaft MKIV (no overdrive) universal joints have been changed. Buyer to collect. £50. PLUS Part stripped gearbox, may need one brass gear wheel and a couple of nuts. £50. Buyer to collect. L. Elwell. 01925 825659.

GT6/VITESSE Manual Kenneth Ball, Herald/Vitesse Owners handbook Ian Coomber, Spitfire Early Catalogue and The Courier Magazine Number 63 to Number 119, Mint Condition. Plus Various Other TSSC Publications. Offered as One Lot. Consider any Sensible Offers. Raymond (W. Sussex) 01730 816282.

GT6/VITESSE Engine. Comes with rocker and a few push rods. Offers welcome. Andrew. eMail: aclarke44@btinternet.com

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TR7 WHEELNUTS for the factory fit alloys. Or nuts for the standard steels I can alter. Thanks. Andy. (Shotton) eMail: andrewastott@btinternet.com

CHOKE CABLE I need an early Vitesse choke cable. Can anyone help? Andy (Shrewsbury) 07801 833044.

GT6 MK3 bonnet. In need of a GT6 Mk3 bonnet, don't mind the state of wings etc but the main centre piece needs to be solid. Bill. 07738 256206.

GT6 Mk3 Air cleaner box. I'm looking for an Air Cleaner box and all the bits originally fitted to the Mk3 GT6. Barry (Crowborough) 01892 663942.

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Spitfire exhaust downpipe killed, car undrivable!!! Would be interested in sports/std .. Claire (Suffolk) eMail: slasha@gmail.com

BOND EQUIPE 2.0 Door stiffener. Need a door skin stiffener for my Bond. Original door too far gone. Would buy a full passenger door or shell also. Simon (Northwich) 07758 445602.

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TSSC REGALIA MAGAZINE BACK ISSUES

TSSC INSURANCE INFORMATION PACK

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Market Harborough, Leics. LE16 9TF

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e-mail: info@tssc.org.uk

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TSSC

Area News Review

August 2013

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- AREA NEWS
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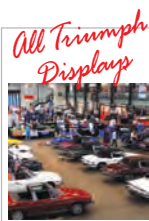
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AREA DIRECTORY

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

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

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/grampiantrb	Last Thurs. Eves.

NORTHERN AREAS

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

WELSH AREAS

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

EASTERN AREAS

CAMBRIDGE	Kevin Rochfort: 07764 324345	The Plough - FEN DITTON. CB5 8SX.	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.
	Mary Rumens: 01635 868640		Eves. 7.30pm
SOUTHERN	Mike Goodling: 01252 722432	The Seven Stars - STROUD GU32 3PG	1st Tues. 7.30 - 8pm.
SURREY	Michael Wrigley: 07966 257541	Wellhouse Inn - Chipstead Lane, MUGSWELL.. CR5 3SQ.	Last Wed. 8pm.
SUSSEX	Martin Morrison: 01444 450941	The Anchor Inn, Lewes Rd - RINGMER BN8 5QE	1st Weds. 8pm.
THAMES	Mickey & Julie Hazell: 07773 623807	Fox & Castle, Burfield Rd - OLD WINDSOR SL4 2RB	Alt. Thurs. 8pm.

SOUTH WESTERN AREAS			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
AVON	June Wrigton: 01454 327059	The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
CORNWALL	Mike Crewes: 01872 573763	TBC - See Reports/Forum	1st Mon. 8pm.
DEVON	Sue & John Franklin: 01548 821348	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
		Ring A.O. Details	1st Sun. Lun
DORSET	Mark Bland: 01747 838066	The Star Inn - LVERTON TK12 6EZ	3rd Wed. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Rose & Crown - BRADFORD ABBAS	Last Tues. 8pm.
GLOUCESTER	Jane Rowley: 07802 171227	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
SALISBURY	John Moore: 01722 710429	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376	Fox & Goose - COOMBE BISSET, Salisbury SP5 4LE	3rd Tues. Eves.
	Steve Hopkins: 01278 653888	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
WESSEX	Trevor Carlyle: 01425 475376	Three Legged Cross THREE LEGGED CROSS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

OVERSEAS Contacts			
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DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
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GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
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ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@iscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 26 3332797	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
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TSSC AREA NEWS

AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: pip1272frank@homecall.co.uk



There will be an **Area Organisers Seminar** held at the **Family International weekend** at Stafford at 2.30pm tagged onto this will be an **EGM (Extraordinary General Meeting)** at 3.30pm (Saturday afternoon 17th August)

All members are invited to the EGM, we need you to come along and voice your opinions and ideas.

There has been a change to my announcement on subscription changes, there is an explanation in David Embery's Feedback From CoM article in this issue and also announced at the AVO Seminar and EGM.

International Stafford - There will be Area Fancy Dress at Stafford where a prize will be won by the fanciest dressed Area (only stipulation you have to be wearing clothes as this is a family show)

We 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 we 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 we would love to hear about that too!

Secondly and possibly more importantly to Areas, we would like to create an AVENUE of TSSC AREA Displays! We would like you display at least 2 or 3 Cars 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 we know many of you do this at other Classic Car shows).

We 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 own 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 we 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. Get your orders in for the Club Shop so Garth can bring your items to the show and you can save on postage!! We hope to see you ALL There!

Pip n Frank

ANDOVER

Tel. 01672 514241

e-mail: guy@bondequipe.org

Meetings Cover Swindon/North Wilts area

Sorry about our gripe last month, attendance back to more normal levels this month with 7 at the Plough and 8 at The Bruce Arms.

It was good to meet Lawrence with his Mk 3 Spitfire at The Bruce Arms and look forward to seeing him again. John Rogers with his friend Peter Edwards from the Devizes Car Club also came out for the evening which was for a change nice and warm (I know as I write this warmth does not seem so unusual!)

Midsummer Madness went very well a bit wet at times but could have been a whole lot worse and everyone seemed to enjoy themselves - it's such a hard life camped behind a pub! Thanks to Frank and Kelly who played tail end charlie on the run - although somehow got back to the camp site first.

Next meetings

8 August The Plough Grateley SP11 8JR

21 August The Bruce Arms Easton Royal SN8 5LR

26 August Uffington White Horse Show

Guy & Suzie

BERKS EAST

Tel. 07989 104324

www.freewebs.com/eastberkstssc/index.htm

e-mail: mark@serapeum.co.uk

Hi All, we had a really good turnout this month - now that the evenings are bright and hot, it seems to have brought all the cars out of their hiding places at last! Jeff came along in his mk3 spitfire, looking suitably tidy after its recent refurbishment, Richard in his 2.5 Spitfire, Mickey in his Vitesse, Colin in his mkIV Spit, Cookie in his "nappy cack yellow" GT6 mk3, and me in Dog the Gitfire (aka Dog the Spit!). Mickey's Vitesse was looking fabulous in its new paint, and the doors even fit! Richard's Spitfire is a wonderful thing, with a PI install by Picton Sports Cars which looks as if it came straight from the factory - and you can't tell until you open the bonnet. I can't wait to see what you do with the Atlas van Richard! Nice to see Trevor too - did you bring your Herald? If so apologies for missing it!

The weather was just ideal - a nice cool breeze but a warm dry evening as we sat outside with a drink, doing what car nuts do - talking about cars! It's been a little while since I've written some news, partly due to the meetings falling late in the month and partly since I couldn't make it to the last meeting (it's a long story but involved A&E at the Royal Berks, anyway we're all better now). Lots has happened since of course - The Isle of Wight camping weekend, the South of England Meet, and STAR at Gaydon.

I took my first Triumph, George the GT6 mk3, to the Isle of Wight on the ferry from Southampton to East Cowes, and then met up with people at the campsite at Appuldercombe gardens campsite (in Wroxhall, near Ventnor) on the Friday. At lot of people seem to be opting for the static caravans these days, but I was determined to stay in a tent (cos I like it!). Mickey and Julie were in a caravan, Emrhys and his wife were there in their TR7 V8, George was there camping with his Vitesse, and lots of other familiar faces were there - Mark Bland, Angela, Carol, and I saw Marcus and Tracey over the course of the weekend too, plus loads of people who I know well by face but probably never got round to asking their names (how embarrassing!). We had the usual convoys each day - to the needles/Alum bay on the Saturday and to Calbourne Water Mill on the Sunday. On the way to the needles along the old military road, I swear I could see Triumphs for as far as I could see in front and behind - I counted them and we had well over 60 cars all in a line! The band was very good this year, a sort of acoustic bluegrass band who did versions of songs from bands including Fleetwood Mac and Pink Floyd. Of course there was the usual car tinkering too - one bloke with a brown Spitfire 1500, a bit like my own "Bob", who had problems with his carbs flooding. It was partly my fault - I had pointed out a dodgy bit of fuel pipe to him and said to change it when he got home but not to mess with it until then. Of course, next day, he was having trouble with bits of crud in the carbs stopping

the needle valves from seating due to him having disturbed it all by fitting a new bit of pipe! Aarrghh! :-). It was nice to get some miles on George the GT6 this year, and while I was there I fitted the new pair of carb needles I'd bought earlier from Andrew Turner. After a bit of tweaking I'd found the power I'd lost and the thing it now running much much better (and quicker!). I was really sad to come home, after a really wonderful weekend.

The weekend after the Isle of Wight was the South of England Meet. I took the modern car, unfortunately, since I had a load of autojumble to take with me. I shifted some of it, including one of Bob's old doors (more on Bob later). I managed to pay for my entry ticket and also went home with a load of other stuff, characteristically spending everything I'd made on more junk! Bought two rocker shafts, from which I gathered up one good set of rockers to build up on a new shaft for George, since he's had this annoying ticking ever since I had the engine rebuilt... If you want something done properly do it yourself.. Anyway, lots of great cars on show, and they're getting shinier every year. Jane's GT6 mk1 is particularly nice - I say that, judging from the outside, although I do wonder if Jasper has spared the interior or not! :-). Nice to see Gary and Shelley looking well. Andy had a spot of bother with his GT6 - the thing would not start, despite having got there ok. He said it had been down on power, but none of us could work out what was the problem, including the on-site tuning guys. I had guessed at a blocked exhaust, but no, it wasn't that, or the carbs, or the ignition. Doing a compression test and having had that come up fine was the thing that confused us, especially with the engine apparently sucking air into the exhaust and blowing out of the carbs and engine breather! Turned out to be a worn out crankshaft timing chain sprocket - the chain had jumped around by about 90 degrees due to having only small bumps where the teeth used to be! It sounds bad, but isn't really considering the engine had done about 80K miles. I followed the rebuild on Cookie's blog with interest, and it's all fine now and running better than ever.

Anyway, after that, was STAR at Gaydon. One comment I will make about STAR, and one I think that is borne out by the attendance figures on the days other than the one at Gaydon, is that it didn't really come across to me in the advertisements what the other two days were about, so before giving up on the idea for next year, I think that maybe just trying to get the message out there a bit more might help. Having said all that, the day at Gaydon was very well attended indeed. There were literally hundreds of Triumphs, completely filling the lower car park area around the museum building, and a huge number of Dolomites perched halfway up the hill. There was a whole mini carpark area full of just Stags! There were also some extremely rare cars there - the Stag fastback, two 4x4 Stags (or were they big saloons?), two or three mk1 Spitfires (including the one that Jane has just bought - identified by the dog water bowl underneath the back!), and some very old and rare pre-war Triumphs. Amongst all of these, I counted only about a dozen GT6s - which isn't very many and perhaps explains the currently inflating prices for GT6s. There was a lovely little red 1300FWD, and a gorgeous Magenta Dolomite Sprint too. Car of the show for me, though, has to be the Dolomite Sprint parked on its own in the "moderns" car park at the top of the hill. "Rat look" doesn't really do it justice! The bodywork was covered in algae, mud, rust, oxide, you name it. The sills were kind of solid, seam welded along the bottom. Wings, doors, all apparently rotten, but not so bad if you prodded. The interior was full of discarded food wrappers, seat covers shredded, carpets hidden from view by rubbish, and the rest of the interior mostly eaten by rats. I noticed that, carefully placed by one front wheel, was an empty can of Carlsberg. If Carlsberg did Dolomite Sprints.... :-)

Dog the Spit and George the GT6 have both just passed their MOTs. George, just the other day as I write, was a little bit

naughty, cos when I went to check the lights before the test one headlamp had died. I thought it was an earth problem at first cos neither filament worked, but then I noticed that the whole unit was fogged. Anyway, fixed that and he passed. Dog was also naughty. I did all the pre-MOT checks, drove to the testing station and parked up. As I was doing so, the gearlever sheared off and flopped onto the floor! Turns out it had been welded together... The MOT man lent me a screwdriver so I could undo the trim and expose the stump which was left, and we stuck a long socket over the stump to act as a gearlever. 40 minutes later and I had a pass certificate!

Bob is coming along very nicely now. The interior is all done - new trim where needed, otherwise just the original (or already replaced bits) cleaned up. The bodywork is gleaming brown courtesy of JY Classics, covering 4 new wings, 2 new doors, 1 outer sill, and a new bootlid plus bonnet repairs and various other bits and pieces, and I've just had 4 new tyres fitted to the 5J wheels which I had blasted and primed and then finished off myself. The other work I've been doing is to sort out the cam follower which I could hear was on the way out. Make that 3 cam followers completely shot, along with the cam! New secondhand cam from Johnny Spitfire and new followers, head off, clean up and repaint head and block, retune the new cam, all back together and looking shipshape. The only problem when I came to try to start it seems to be a duff starter motor - it draws loads of current but won't turn. I think it's the connection terminal shorting out on the backplate of the motor, so will check that and probably be able to fix it. Not long now until it's MOT time for Bob too!

There are a few local shows coming up in the next few weeks, and then it's **Stafford on 17-18 August**. Make sure you email your song suggestions for the band to HQ! For one am really glad that we're having a proper band as well as a disco again this year. Looking ahead, there's **Duxford on 15th September** too - always a good show. I'm looking forward to both of those - hope to see you all soon.

All the best,

Mark

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Hi there. Well I apologise for missing last month's Courier. As you may be aware (please forgive me if you have had to listen to me go on about it!) but I managed to develop Pneumonia, which has taken some considerable time for me to get over. At the time of writing, I'm still not 100%, but getting there. As it's taken me out of work for several weeks, it of course then took me out of all other activities and thoughts centred around me and feeling quite so rough. The worse I have been in my life so far, and I have fallen off motorbikes!

Anyway, at the time of writing it is quite coincidental as it was the first classic car show I have been to since the Chiltern Hills show back in late May. It was over 30 degrees according to my car when I got back in my 'modern classic' BMW which had the distinct luxury of air conditioning today as I left the Heathrow classic car show (Sunday 7th July). Considerably warmer than May! It was great to see lots of friends from the TSSC, with the highly organised Thames area having the TSSC flags high and proud in the line up. The cars looking superb in the sun. Great to see Andy K and Paul, Micky and George from the Thames area. Great also to see Simon and Tracy and Andy from the South Bucks area. I was only allowed out for a couple of hours as I have rather depleted energy levels so I have to be careful which is boring me to tears! It did at least allow me to watch Andy Murray win Wimbledon! My parents are fans of tennis,



BUCKS SOUTH CAMBRIDGE . . . CANTERBURY

TSSC AREA NEWS

Bucks South Continues

my wife is a keen tennis player so Wimbledon has been a fixture for many years, so to watch him do it was quite amazing! So, I have limited news elsewhere. Simon did say the Hedsor show was well attended. The clubs nights have been reduced in numbers but hopefully the weather will bring more members out. Please do feel very more than welcome to come along. Thanks again to Paul at Merrits MOT (01494 711727) as not only does he look after South Bucks members MOT and exhaust challenges, also air con recharge for your modern vehicle. Well worth a call if you need the services as Paul knows Triumphs very well, but experienced in most vehicles.

So, onto the next events. I hope to be able to make at least some of them! Depending on when you receive your Courier.. **Wed 7th Aug Classics on the Green at Croxley Green, near Watford.** It starts around 3pm and goes on until dark. If the weather is good, be as early as you can as several hundred cars turn up for it!

Sunday 11th Aug Newbury classic car show. Held on the grounds on the race course. I went for the first time last year and was pleasantly surprised at the number of people who attended. TSSC Newbury Area have a stand. Please contact Dave or Mary on 01635 868640 for details.

Tuesday 13th August Classic car night at the Ace Café West London from 7pm on.

Friday 16th- Sunday 18th August. TSSC International event at Stafford. Please see The Courier for details.

Wednesday 21st August TSSC South Bucks club night at The Squirrel pub, Penn Street village, near Winchmore hill. Starts around 7pm. Please feel welcome to come!

Wednesday 28th 1pm on is a small show at **Gerrards Cross at the Memorial centre.** It's amazing what turns up, ie six E types last year! It's a charity show where you can have afternoon tea with a homemade cake from the WI while looking out over the cars. Quintessentially English! www.abbeyfieldgdradscross.co.uk for details.

Hope to see you at an event soon. If you need any details, please let me know.
Take care,

Carl.

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A great turnout for the July meeting, with plenty of Triumphs in the car park, including Tom in his beloved Triumph Herald 1200 (2000) convertible, which has had an engine transplant since its last outing several months ago. Vinnie and Carol turned up in Vinnie's new Ebay impulse "buy it now" purchase, another Corvette (or Triumph TR9 as he has dubbed it, and Oscar turned up in his newly acquired Mazda MX5, along with a rather tongue in cheek "no hairdressing tools are left in this car overnight" sticker - his Spitfire is still being restored. Mike turned up in his 1360 convertible, having recently sold his very tidy Acclaim to the editor of Triumph World, and Toby and Sandra turned up in Toby's Hurricane. Tim and I wimped out and came in our 'moderns' - Tim using some lame excuse about rain, and I had come straight from work so didn't have time to get the Spitfire out.

Tom gets the hero award for effort concerning the engine transplant - it started as a blown head gasket, so he replaced it. Then no compression with the new gasket, so he replaced it again, only to find the head was slightly warped, so he had that resurfaced and valves recut or replaced as one of them was bent. Still no compression on a couple of cylinders, so head off again,

and the sump to pull the pistons to check the rings - ooerrrr, not a pretty sight, piston totally mullered and partially melted. Unfortunately the engine had already been bored to +60thou, so it was time for a new engine - Colin Wake to the rescue with a "runner" from a GT6. Now the dilemma, should Tom swap the head for the newly refurbished one? Quick answer yes, as some of the valves on the "new" engine were sticking. Heads swapped and engine installed and all ancillaries fitted and fired up - no oil pressure b*****! Distributor removed and oil pump drive dog removed to find that the drive tooth on the dog had sheared off in the top of the pump - the pump was seized, so engine out again and new pump fitted and all put back together again - IT LIVES!!!! All Tom now needs to do is to get the carbs tuned by Peter Baldwin out near Wimpole and replace a couple of weeping core plugs and it will be sorted for the next few years of "abuse".

Date of next meeting **5th August**

1st Monday of the month (unless its a bank holiday) 8pm onwards - The Plough, Fen Ditton, CB5 8SX
2013 Meeting Dates -

5th Aug, 2nd Sept, 7th Oct, 4th Nov & 2nd Dec

2014 Meeting Dates -

6th Jan, 3rd Feb, 3rd March, 7th April, 12th May, 2nd June, 7th July.

Kevin

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Unfortunately, I was not at the July meet as we had a prior engagement in London so Phil the stalwart stood in as AO and has provided the write up.

"At last a nice warm evening! 17 cars on the field; some old stalwarts and some newcomers. We had the inevitable five Stags, two large saloons, a TR7, 2 Spits, a TR4a, Ian's Cobra and a Morgan from Hythe; a single seat special who joined Neil's Cobra and Frogeye. Oh, slightly later Bob's Gentry arrived with a VW Passat. I'm sure you'll agree a truly cosmopolitan turnout!

There was some discussion about shows for the remainder of the summer but it would appear not many have booked much so it looks like only ones and twos attending them.

One of the car magazines has a review of Classic values this month so some of us had a look at what our cars should be worth. No real disappointments but some may need to review their valuations.

The rest of the evening settled to talking cars and general chit chat.

Due to a possible closed slip road at Canterbury Reg and Ray decided to cut across country to go home. Ray reported that his brakes felt a bit odd but he got home safely. A little alarming then to find no brake fluid in the morning when he checked them but luckily no harm done."

Thanks Phil.

We had a good turnout at the South East Airshow at Manston. We met at a fast food restaurant, only to find that every other car club had decided to do the same! The poor manager was going frantic watching his car park filling up with classic cars and military vehicles!

I can report that the show was good but the weather did not play ball with 30 knot winds across the runway. Many aircraft did not display but those which did, including the Vulcan, put on a stirring effort. At the time we were unaware of the 9 mile queues and total gridlock on the surrounding roads. Many thanks to Mike T for doing the organising.

We are looking at a group booking for the **"Gears of Change" at Quex Park in September**, so watch this space. Please keep trying to use the website as we are trying to sort it and need your feedback as users.

Phil R

CHESHIRE CORNWALL . . . COVENTRY



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July is the second of our summer run out months. As last month was a complete departure from normal, and a slightly different format had been promised (less of the single track roads and impossible junctions) we decided to go to the same venue as Mike Banks next run but keep to main(ish) roads – via Buxton and Whaley Bridge – which afford some spectacular views as long as the clouds are not hugging the Cat and Fiddle. Our test run on Monday evening was in pleasant sunshine and the scenery did not disappoint.

On Thursday the weather was a little cooler than ideal but still fine for open top motoring. John was suffering from a lack of brake lights but everything else seemed OK, so we set off in convoy (with Steve and Claire putting in a rare appearance in what I understand is Steve's Dad's Spitfire) and as we turned up the Buxton Road and got split up it seemed a good idea to see why Heap the Vitesse's brake pedal wasn't feeling quite right and the answer had something to do with brake fluid everywhere. So Steve led the Spitfires and GT6 to the Cat and Fiddle and Mike followed me home and then I became a passenger in Mike's RV8, and we all met up at the Cat and proceeded from there to Kettlethulme via Whaley Bridge. The RV8 certainly has lots of go but the exhaust note is very muted (restrained, even) and not up to the standard of the previous TR5. Maybe there will be some changes in that department?

As before photos of the run out are available on the Cheshire web site, together with some evidence of Heap's problem and the solution. Silicone brake fluid means the paintwork is still intact, and the moral of the story seems to be to mount the servo securely.

Looking at local things in the **August calendar**, the **Vale Royal Classic Car Show** may be at **Arley Hall on the 4th** (it's not in the Hall calendar but it is in the 'classicshows.org' website), for the weekend of **17 & 18 August** we have the **second Tatton Show** and the **TSSC International**, and there's another show at **Capesthorpe Hall on the 25th**. The last local (ish) event is at **Cholmondeley Castle** (only 39 miles away) on the **1st of September**.

Our next meeting is on **Thursday 1st August at the Cock and Pheasant**. It's the last run out of the year, with Adrian leading you! 7:30 for 8.

Henry

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I'm not quite sure how it happened, but I seemed to have forgotten to send in a report last month, sorry about that. Despite May being quite a busy month event wise, we seemed to have mainly stayed at home. The Isle of Wight Camping Weekend was another very successful event, with next year's event notching up 25 years. There is already some talk about going as a group. Despite being 25 years old, the event just seems to get better and better (and bigger).

The trip in a Heritage Coach to South Devon Steam Railway seemed to be enjoyed too. Unfortunately I backed out at the last minute (I couldn't resist the offer to go sailing) everyone who went reported that it was a very nice day. The ride in the coach was very nice, the steam train was better than expected and a nice wander around Totnes was very enjoyable. Shame I missed it. Unfortunately it also clashed with the Route 38 meet at Trerulefoot. We didn't make it to Laon, France either – maybe next year!

Meetings have been their usual chat about what to do and where to go, who's doing what shows, etc. It's also been nice

TSSC AREA NEWS

to see some new faces, you are all very welcome.

The highlight of June was our annual camping weekend. After many years searching we found a really nice site at Kilhampton, near Bude. The facilities were first class and the local pub was simply the best, just ask about the 'Big Fish and Chips'; I didn't know you could get cod that big! It was so popular that the pub sold out on the Friday evening. On Saturday we had our traditional drive out taking the back lanes to Bude, then the coast road through Widemouth Bay to Crackington Haven and on to Boscastle. We stopped here for an hour to have a good look around and realised that the last time we all came here was in 2004; six weeks before the flood ... and it rained like billy oh then! Boscastle looks really nice in its rebuilt splendour, it's incredible to think that so much was washed away, including entire buildings, but they look just the same rebuilt. We then drove on to Tintagel, the seat of King Arthur. A two hour stop allowed a good explore and lunch. By now the mist had started rolling in, to we headed back up the Atlantic Highway to Bude to stock up for the barbecue and then back to the site.

The evening barbecue was very enjoyable, the mist stayed dry and reasonably warm, so it was quite a late night. On Sunday some packed up, some stayed on, but we drove further up the Atlantic Highway into England to get a very nice lunch at The Hoops. From there we said our goodbyes and hoped to see our friends from far and wide either at Christmas, or next year. The consensus was that we have found a third site to come back to, so in three years time ... Next year will probably be St Ives again. It was a great weekend, very enjoyable and a great opportunity to meet up with friends from Southern and Thames Areas.

August dates:

Sunday 4th Mount Edgecombe Show

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

Fri 16th – Sun 18th TSSC International Family Weekend, Stafford County Showground

Wed 28th – Sun 1st The Great Dorset Steam Fair September

Fri 6th – Sun 8th Swanage Folk Festival, Dorset – Graham & Karen Hawkins

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

Sunday 22nd Route 38, Trerulefoot

I've seen several cars out and about, so I know you're out there. How about coming along and joining in our fun? We are already looking at events for next year, so come and tell us what you would like to do.

Have a great summer.

Mike

COVENTRY

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Hi Everyone. Just a quick resume of our activities throughout June & beginning of July.

Tuesday 11th June Heart of England meet at the Griffin Inn Bedworth, at last the first decent weather meeting this year which saw a turnout of 54 vehicles of which 7 were Triumphs and a Scimitar, nice to see the classics out and about again.

Our next jaunt was to the Ashby Magna vintage gathering on the weekend of 15th/16th June. We arrived in our Talbot Express camper with the "Smiffy Spitty" on tow on the "A" bar just after lunch to set up camp for the weekend, the weather was a bit blowy but the rain stopped away whereas all around was getting a soaking. Paul & Joan arrived shortly after us with a bit of a surprise, instead of their caravan they had gone out and bought a very nice VW Autosleeper camper but still Joan

Coventry Continues



had to drive their Spitfire as they hadn't time to get an "A" bar yet and yes they did hit a bit of rain on the way. After setting up the camp we were off to the Shires at Peatling Parva for a bit of nosh and what a great meal it was as well, can recommend it very much. The show started Saturday morning with an auction of all sorts of junk and there was also a good turnout of traction engines, tractors, cars, stalls, livestock and various other interesting activities. We were joined on the Sunday by a number of the Heart of England crew and our usual motley crew of Keith & Trish, Steve & Sharon, Pete & Ann, Maurice & Ann, Tommy & Sandra, Roger and Co. A great turnout and the weather stopped mainly dry although we didn't as we didn't return home till the Monday so we could enjoy a drink and BBQ at night without worrying about driving. A great weekend away, we will be there again next year.

Broadwell near Rugby was our next outing on Sunday 23rd June, a charity event run by the Rolls Royce Enthusiasts and Rolls Royce Heritage which is actually Armstrong Siddley's, still we didn't mind slumming it a bit and bought a bit of class to the show with our lovely Triumphs. 12 of us in 6 cars travelled over in convoy. A bit of a cold blowy day but the rain stopped away till nearly the end. There was a driving skills test which most exhibitors took part in, it was great seeing the old Rolls Royce's and Armstrong Siddley's racing across the field and manoeuvring between the cones during which they had to stop and deposit a ball into a bucket without it bouncing out, great fun and to top the day Paul & Joan Cheshire in their Spitfire won the event, well done Paul & Joan.

We had to leave a bit early before the presentations, the drive home was horrendous as the heavens opened, must get a new roof, not much fun driving along getting soaked even with the roof up.

Got back home to Coventry and they hadn't had a spot of rain unbelievable. As for the rest who stayed for the presentation they all got soaked as the downpour started at the same time. Wednesday the 19th was the annual Coventry & Warwickshire Motor Club meet at The Blue Lias at Stockton, a charity event in the aid of Air Ambulance. An extraordinary meet once a year when approx 5/6 hundred vehicles of all types arrive within a couple of hours, if you've never been it's a must, held the 3rd Wednesday evening in June every year, again most of our usual motley crew were there.

Tuesday 25th June the second Heart of England meet at the Griff, a glorious sunny evening at last with a great turnout of 72 vehicles including 12 Triumphs and a Bond Equipe, if you have never been before it is well worth a visit for an hour or so, all types of vehicles, commercials, motorcycles, kit cars etc as well as the classics, a great place for a pint and a natter.



Saturday 29th June a new event for us at Husband Bosworth near Lutterworth. 10 of us in five cars met up at the Elms in Lutterworth to travel in convoy, 2 Spitfires, a Herald Convertible, a Mazda Eunos MX5 otherwise known as the TR9 & 1/2 (we will get them into a proper Triumph one day) and a MGB GT. The event was a very large local fete with plenty of attractions such as hovercraft, archery, model boats and a visit by the original Stig. The weather was good and another great day out in great company.



The next day was off to Princethorpe College 10 of us in five cars met up to drive in convoy to the event where once again we joined the Heart of England to put on a very good display between us. This event also includes a run through the Warwickshire countryside and in our group for the run was 2 Armstrong Siddleys, 2 Spitfires, a Herald Convertible, a TR7 and of course the TR9 & 1/2, a really pleasant run with a well timed stop for refreshments at the obligatory Inn. On returning to the event Maurice & Ann in their Armstrong Siddley won the best conditions award, well done Bro it looks fabulous.

Then onto our monthly met at the Bull & Butcher, Corley Moor on Tuesday evening the 2nd July. We had high expectations of a really good turnout but unfortunately as the day progressed the temperature went colder until half way there in the "Smiffy Spitty" we had to stop and put up the roof due to the rain which put a bit of a damper on the evening, the rain did stop after about an hour and we were able to start the meeting in dry weather but the early rain obviously stopped a number of members attending. Still not a bad turnout in the end with 18 in attendance in 10 cars which included, 3 Spitfires, a GT6, TR9 1/2 (Mazda Eunos), Bond Bug, MGB GT, Viva HB and a Sierra. A special welcome to the ranks to Alan Ross from Tamworth in his GT6, to Ian & James Melling in the bright yellow Spitfire from Leamington, hope to see the TR soon, to Andrew Michell from Warwick who joined the TSSC but is still looking for the right Triumph to purchase, to Mark & Wendy from Nuneaton in the MGB GT, also thanks goes to Chris Simmons for bringing along a superb example of a Bond Bug which is not quite finished but very near.

The July Dalos Day (Drive and lunch on Sunday) took place on the 21st the route being planned by Keith & Trish, we met at the lay-by on the A5 near Mancetter, opposite the Copper Kettle Cafe near the garage that sells the American cars and campers. Departure time was 12.30.

The next **Dalos Day after that will be Sunday 1st September** to be planned by ourselves.

That's all for now have a great month in those great cars.

Regards

Phil & Lynn

Forth coming events:-

Sunday 4th August Mary Ann Evans Hospice Classic Transport Run

Saturday 10th August ASDA Day at Bruntingthorpe meet at the Griff Bedworth ready to leave at 08.30am Half an hour earlier than previously stated

Sunday 11th August Fillongley Show 10.00am

Tuesday 13th August HoE meet at the Griff Bedworth 7.00pm

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

Sunday 18th August The Greyhound Sutton Stop Longford. The John Brooks Memorial meet with the HoE from 12.00 noon

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

Sunday September 1st Dalos Day Run to be planned

CUMBRIA . . . DERWENT VALLEY

by Phil & Lyn

Saturday & Sunday 7th/8th Shackerstone Family Festival
www.shackerstonefestival.com we camp the weekend, everyone welcome to join us

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

Sunday 22 September Kettering Vintage Rally & Steam Fayre. M C Spittler, 64 Durban Road, Kettering, Northants, NN16 0JB email:- cranfordrally@ntlworld.com www.ketteringvintagerally.co.uk

CUMBRIA

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As I write this in the first week of July I have just seen the weather forecast for the weekend and it has predicted a heat wave. Distington Show is this weekend 7th July and last year along with many other events it had to be cancelled due to a water logged field. Are we about to get some good weather for a change?

A few of us braved the elements for Grasmere show on 23rd June. The weather was not as bad as forecast with only showers coming and going during the day. For those who went last year you may remember that it was a small show but this time there were twice as many cars. Unfortunately this show clashed with the Whitehaven weekend and most of our members went to that having seen what the weather was going to be like on the Sunday. Just 3 club cars on display, Anne and I GT6, Nigel's Spitfire and Bert and Joyce with their TF replica which is based on a Vitesse.

There were a few other members who did come in the afternoon, Ray and Gill and Tony. Dave was also there doing his usual gate duty. Quite a lot of interest was shown in the cars during the day and hopefully there should be some new members. The trip home for me proved very eventful. I went to set off from the traffic lights at Ulverston and heard a bang from the rear of the car. It soon became obvious that I had no drive coming out of the rear wheels. Stuck at the traffic lights with no drive is not the best place to break down, fortunately a chap from Barrow who had been at the Show stopped and towed me home. My GT6 has Rotoflex rear drive and the hub which bolts to the wheel had snapped from the inner hub. It must have had a weak point in it for a long time. A quick phone call to Mike Papworth on Monday morning and he sent a complete assembly out straight away. The Rotoflex is not something that can be assembled without the right tools to set up the preload on the bearings.

Forth coming events: **11th Aug - The Green near Millom.**

18th Aug - Dalemmain Show. I have booked 8 cars and the police have insisted that all cars must have a pass shown in your windscreen before entry. They have made the ruling to stop congestion on the road at the entrance gate. If you intend going and I don't see you before then please ask me for a pass and I will post you one.

25th Aug - Hutton in the Forest. We are not having a club stand at this event. Just turn up and pay at the entrance gate.

26th Aug - Bootle Show. The Barrow Bike should be at the beginning of Sept; this has yet to be confirmed.

14/15th Sept - Selkirk, if anyone wants to go please get in touch with me. The Show field roads have been repaired as last year the show was cancelled due to a water logged field.

The Fell Run that should have taken place in March but was cancelled due to snow will now be held on the **29th Sept.** I will assume that all those that were booked to go on it in March are still going unless you tell me otherwise.

A warm welcome to the club to Colin Nicol. Colin owns a Stag and lives in Marton.

Safe motoring

Roy

TSSC AREA NEWS



DERWENT VALLEY Tel. 01623 487323

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Forget Wimbledon, F1 British Grand Prix, and the Lion's Tour, as far as the guys at Derwent Valley are concerned only one event in June is worth reporting...THE 25TH PEAK RUN. It was exhausting, a little damp at times but by all accounts jolly good fun. We think we have discovered the secret of how to keep Triumph drivers happy and I will share them with you.

1. Make every opportunity for them to get drunk and you're half way there.
2. Make the games and activities as daft and silly as possible.
3. Bring out the competitive spirit in everyone.
4. Encourage a sing-a-long.
5. Finally - Insult your guests at least once over the weekend.

Thank you to everyone who attended and made it such a brilliant weekend and the 'Reverend' wishes it to be known that he is available for Weddings etc. at very reasonable rates.

For those that missed it...though...you will have to wait until next year or maybe not...As the actual 25th Peak Run was a little wet and the skies full of cloud we are proposing to **re-run the Peak Run on a Sunday in August.** This will be weather dependant and at only 2 days notice.

The proposed dates are either the **4th or 11th August** and if you are interested email colin@derwentvalley-tssc.org.uk with your contact details preferably a mobile number so we can contact you at short notice.

Congratulations to our winners:

Car of the Show - Triumph 2000 MKI, Mark and Tracy Blease.
People's Choice - 1st TR4, Peter Badham. 2nd GT6, Chris Edmonds. 3rd Spitfire, Angie Richardson and Best Non-Triumph Lotus Cortina, Michael Dale.

The Peak Run, however, was not all celebration. Angie's Stag developed a major oil leak and as I write is still off the road. On his way home Roger's trailer tent suffered not one but 2 tyre blow outs. Over four hours and £75 later he made it home, a journey which should have taken just over an hour.

Our July monthly meeting was to be a short drive to another classic car gathering, unfortunately, the just before we were to set off the rains came so we enjoyed an impromptu quiz downloaded off the internet. Two teams tied for the chocolates with a score of 25 out of 31. Amazingly the lowest score was 22 so well done all round.

Hopefully, the weather at the August meeting will be better and we will be able to visit the other venue.

Dates for your diary:

4th or 11th August - Peak Run Re-Run (weather dependant). Contact Colin for more information.

6th August - Mini Run to the Old Crown, Shardlow. Meet at Smalley Common Ex-Serviceman's Club at 7:15pm for a 7:30pm start.

10th August - ASDA day at Bruntingthorpe.

16th to 18th August - International Weekend at Stafford.

3rd September - Monthly Meeting at Smalley Common Ex-Serviceman's Club. (DE7 6FY) from 7:30pm.

6th to 8th September - Lincs "Dam Buster" camping weekend.

Finally, remember 'Sustento Triumphus Rotarum Volubilis'
Cheers

Colin

IMPORTANT NOTE

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



DEVON . . . ESSEX

TSSC AREA NEWS

DEVON

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To replace the 'Trains & Triumphs' which we used to have at Buckfastleigh, Mark & Jane Parsons very kindly invited us to have a 'Triumph Picnic' at their place at Ashburton. We had a brilliant day, the sun shone as ordered, and we had a total of 25 Triumphs there, including the best turnout of Spitfires we have had for a while – six in all. Tim & Dawn brought their Burlington Arrow, fresh from their trip to Denmark, and we were delighted to meet Geoff Beech and his wife, on their first Devon outing with a very nice late Vitesse. Jane Rowley, AO of Glos Area and COM member, came down with Jasper to value some of our cars for the Club insurance scheme, and a good number of members took advantage of a face to face valuation. The saddest news was that Keith & Melissa, having eventually got their MkIII Spitfire running well, have had to sell her in order to fund the urgent repair of a listed cob wall at their house, but are promising to remain members nevertheless – only the first bit of that is sad! She already has a new home in Gloucestershire so maybe Jane will catch up with her again.

Steve Wilkinson reports that apart from himself, only Kay, Dave and Alex managed to make the last North Devon N&N, although both Kay & Dave and Steve T turned up a week early! Just to confirm, the North Devon meeting is the **second Thursday monthly** – just check with Steve beforehand (07968 702611) for details of the venue. Steve is hoping to build up the North Devon attendance – why not have a chat with him if you cannot make the meetings?

June's Club Night at the Star was memorable for two reasons, the first appearance of Jackie's lovely 13/60 estate and at long last we were able to sit out in the garden, the first time for two years! It was a lovely evening, with 10 cars out to play. More trophies came our members' way in June too – Ian was awarded 2nd (Herald) & 3rd (must we mention the Mazda?) for his cars at East Budleigh.

Colin's 3rd Camping weekend at Martock was another Triumph – 19 of us with 6 Triumphs and a couple of Mazdas (of course). Sad to say Ian's trusty and recent prize winning Herald blew a head gasket on the M5 and was replaced by their Mazda. Brilliant weather helped, but we had a meal with skittles at the Red House at Yeovil, a trip to the Helicopter Museum near Weston-super-mare, a quick park up on the seaford there but we decided that £5 min for parking was a bit steep and so we drove on. Colin's usual great BBQ in the evening and we went to a car show at Yeovil Rugby Club on the Sunday before driving home. Already looking forward to 2014 Colin! We spotted Mike Hadley on the way up to Martock on the A303 between Eagle Tavern and Ilminster By-pass by the old Tea Rooms, wondering what he was doing so far from home. He told us he was on his way back to Brixham having won, along with 29 others, an invitation to the 'Classic & Sports Car' magazine Summer Car Park party on the Thursday evening. He tells us that his car was the only Spit there, other Triumphs were a TR4, and a Dolomite Sprint. He was sandwiched between two Bentleys! The weather meant an early departure but Spitty behaved and didn't overheat, so over 600 miles in three days and thanks to the overdrive he squeezed 46miles to the gallon!

The sun continued to shine for the first weekend of July, when John and I in 'Jassy' our 13/60, joined Jackie and Allan at Chudleigh Country Show, Jackie looking really happy now driving her 13/60 Estate while Allan brought their Vitesse. We were very thankful sheltering under the gazebo – from the sun for a change. The following day, we joined several Dolomites and Andy Moss's Stag on Plymouth Hoe for the Radio Devon

show. Lots of interesting cars there – we learned that Gordon Sparkes from Radio Devon is also a Stag fan, looking very happy sitting in our 'Frugal'. It is funny how things happen at car shows – we met up with Terri Curtaigne now a local resident but who, in the 70's worked with Les Moore for 3M, designing stripes for all the BL cars. He told us the story that he wanted the bigger stripe to finish at the Stag wheel arches, whereas Les Moore wanted the smaller stripe to straddle the arches, as they do today. He also designed the Spitfire decals for the later cars. We also met for the first time Larry Girling, manning the ADI stand, who has a MkI Vitesse Convertible to get back on the road. Hope to see it soon.

LOOKING FORWARD

On **Sunday 4th August** we will again be attending **Mt Edgcumbe Show**, just the other side of the Tamar, and hope not only for better weather this year, but also to meet up with some of Cornwall Area. Contact us if you are going and we will by then have arranged a meeting point and time.

North Devon will meet on Thursday 8 August – as usual, ring Steve for details. **Club Night at the Star Inn, Liverton will be Wednesday 21st**, just after we make the journey up to Stafford for the **TSSC International Family Weekend at Stafford County Showground**. Always a good event and worth the journey from Devon, and this year is the 50th anniversary of both the Bond and 2000 models. We are also hoping to have a small Area Display up there too, so look out for our banner flag. At the end of the month we traditionally hold our **Annual Scalextric Championship**, and last year's winner, Glen Tann, has offered to host it this year, and to arrange a run beforehand.

So, mark your diaries now if you have not already done so, **Sunday 25 August** – we will be meeting at 12 noon at **Pear Tree Cross, Ashburton**, for a run, which will finish in the Chudleigh area when Glen has promised a BBQ – we will be making a small charge per head to cover his costs. We are hoping that our usual hosts, Sue and Steve Bessant, will be able to join us, and have a day off this time!

OK it is August, but our thoughts turn towards our **Christmas Meal!** After the lovely time we had at the **Dartmoor Lodge at Pear Tree Cross, Ashburton** last year, we have provisionally booked there again, the date is **Saturday 23 November** a bit early we know, but the only Saturday which was suitable. More details soon, but to secure our booking, we now need to have your deposits of £10 per head please. Send them to us at Willow Brook, Diptford, Totnes TQ9 7NJ as soon as possible. We will email the menu as soon as we have it available which should be before you get this issue of the magazine.

DEVON DIARY

Sunday 5 August Mt Edgcumbe Show Torpoint
Thursday 8 August North Devon Meeting
Weekend 16-18 August International Family Weekend at Stafford County Showground
Wednesday 21 Devon Club Night at the Star Inn Liverton
Sunday 25 August Annual Scalextric Championship – meet noon at Pear Tree Cross Ashburton
Sunday 6 September Thornfalcon Show Taunton
Saturday 23 November Christmas Evening Meal!

Sue & John

ESSEX

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

With work and holidays getting in the way this month there is not too much to report but the good or should it be better weather seems to have arrived, it could almost be called summer but I wouldn't want to tempt fate.

My office - Not much movement in my office but Mick's office has been busy, he has just bought two new indicator/side lights and has fitted them and 2 secondhand but in very good condition cowlings for the Headlights, which he has spray paint-

HERTS & BEDS . . . WEST KENT



ed and are hardening off, so Primrose should be ready for the next outing to Barleylands I believe.

Out and about - Sunday 16th June - Club day at Halfway House. We had 6 Triumphs this month 4 Spitfires 1 Toledo and 1 Stag it looks like the Spits are taking over. Coming

out for lunch on Fathers day were Marian, Mike, Tricia, John, Bethany, Jed, Vera Kirk. Ray, Lesley, Ian, Cheryl, Lennie. Stuart, Bronwen Jack. Wes, Cat, Toby, Janet Joe and me. So not a bad turn out, Kirk had a broken finger, he thought he would use it as a prop shaft bolt but as the lorry prop turned, his finger didn't, "Ouch", but he soldiers on.

Thursday 20 June - Rebels club night and Janet's birth day. We all went out for Janet's birth day that happened to be on the same night as another local car club (what a coincidence) we took over a bit as we had 3 Spits, a Toledo and a Stag in the car park, after dinner there were two types of birthday cake on offer and a demonstration of CODE clean products in the car park, after lots of coffee and some more chatting it was off home.



Sunday 30th June - Isle of Wight, St Helen's Car Show. Just us as we were there with the whole family, all 4 generations. Lots of vintage Austin's, but only 1 Triumph a Red Stag. Still a very nice turn out for them and for us to have a look at.

Up and coming

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

Sun 18th Club day - Halfway house
September and December: after our successful tours last year and the Isle of Wight this year, we will be arranging another classic car tour in September, a 3-4 day Friday to Monday tour around the south coast, you can do all 4 days Fri-Mon or just the weekend whichever suites you. Route plans will be proved, we will be staying in B&B type accommodation, and we will repeat the very successful Christmas market weekend in December, this year details to be confirmed as to where it will be this time.

7th December Christmas Dinner and Dance Hinckley Island Hotel contact Claire Hill 07971 017012 for details.

2014 (I know it is a long way off but!!) Isle of Wight (first bank holiday weekend in May) Spring Tour, put it in your calendars 3 or 6 day tour to be announced.

New members - a big welcome to John Wickham, John Macintosh, and Michael Smith.

Birthdays - In August there is only Kirk Baker on the 19th. All the best Kirk and Kermit.

Allen

HERTS & BEDS Tel. 01582 750943
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We had only 4 cars do the Gunpowder Mills run. The RAF Hendon run was more successful, we had 7 cars turn up for the Toby Carvery Breakfast which due to an oven failure they closed at 9.30, so late comers had to scrape the plates a bit, but earlier was an amazing selection for just £4. Ian had some parking cones off but we didn't exactly fill the parking this year, (over 20 cars last time).

TSSC AREA NEWS



Luton Transport Festival managed 22 cars on our patch, the sun shone, the only accident was after explaining why the gazebo guy ropes were fluorescent so they are obvious, I managed to do a demonstration of peg flying when I went flat with club hammer in one hand and a bag of pegs in the other, it took a week to get it back into a walking condition, but all OK now. I have rebuilt Alistair's Spitfire gearbox, and reset Helen's temp compensators, returned the Vit 6 to std needles so the smells back, so not too much in the twiddle and fiddle department and a busy evening with 28 locals at the pub last monday, a good raffle, nice to see some new faces make the effort, thanks for that.

We have 20 passes issued for the **Kimbolton Classic**, report on that next month.

Keep them running and see you all soon.

Peter

WEST KENT

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www.freewebs.com/tssc-west-kent/

A good turnout at this month's meeting at the Cock Horse with a good representation of the marque plus an interloper - Rob brought along his very nice NG - an MG based kit car. Not to worry though, he still has his Triumph based one!

There were also a couple of interesting new cars there, Pete brought along his lovely red TR7, his first classic car and it seems he has bought a very good one by all accounts. Colin R also turned up in a green Dolomite Sprint which had just collected that very evening. A very clean looking example, but has some running issues that mani-



fested themselves on the way to the pub. So Colin has a little bit of investigation work there.

A lot of the evening was spent in the car park with



beers in hand talking around the cars. Richard brought along his splendid red Vitesse with probably the best engineered Wind deflector I have ever seen!

We were also joined by John Hill of the M25 East group to the meeting and I had the opportunity to speak to him about their Facebook page which I recently joined. Facebook is a very popular social media site which often gets bad press but in reality is very good for people keeping in touch with each other, it is also very easy for members of a group to update and interact and I am wondering whether this is a good medium for our Area as well.

This brings me onto the future organisation of our Area. It is well known that for the last two years I have tried to find someone else to takeover the role of Area Organiser, without success. So to push this forward, after discussion with Del, I propose that we have individuals responsible for certain jobs during the year to spread the workload.

We already have Colin H who has organised our involvement



WEST KENT LEICS & RUTLAND . . . LIVERPOOL

TSSC AREA NEWS

West Kent Continues

at Bromley, but it would be nice if other members could take on the organisation of other shows and perhaps have a West Kent show coordinator.

I am happy to continue to do the monthly Area News, but if I am not able to attend, would like someone to give me a short paragraph (or long!) of what went on so that I can incorporate it into my usual missive.

Drive it Day and other runs - I would like to offer this up to anyone else to organise in the future - I am running out of ideas!

With all these proposed changes, I would like to set aside our **SEPTEMBER meet on the 24th** to formally discuss them and next year's AO which should be more of a coordination role then.

In the meantime, our next outing is the **Dering Arms run on Sunday 11th August** starting at 10.30am at the Cock Horse

Steve

LEICS & RUTLAND Tel. 07530 307371

It's been a busy month for most of us and we have been to a few nice events. 32 of us had a game of 10 pin bowling on Thursday 13th June and that was good fun. In October when it's a bit quieter the top 8 players will have a grand final while the rest of us will get some much needed practice.

On Saturday 15th June a few of us went to the Shephed show. It was a bit like a school fete really held in the grounds of the local school.

The next day was our trip to Trentham Gardens for the Transtar Promotions car show. The pitch that we were allocated was already occupied by the Staffordshire gang and it was a bit cramped when we got in and then proceeded to make it worse by putting our event shelter up. We have had the shelter printed up with the TSSC Leicester & Rutland logo and it looks the part indeed. Trentham Gardens is a great place to visit as long as the sun is shining and it certainly was that day. Beautiful gardens, it's own shopping outlet village and the biggest garden centre you have ever seen.

Trentham Hall itself is long gone but there are plenty of amazing buildings left and the plan is to build a luxury hotel by converting these buildings and adding more. We will definitely return next year to this event. Highly recommended.

The following weekend was of course the Peak Run. The weather was not kind but we managed 6 cars out of the grand total of around 60. The Roger & Colin show was brilliant as usual.

The last weekend in June saw us at Foxton Locks. Dave Smith camped overnight and was kept awake most of the night by the noise coming from the beer tent. Mind you he WAS in it!

We met up on Sunday morning at MacDonalds on the A6 in Market Harborough just around the corner from Foxton Locks. Wendy took a short cut through the plants on the edge of the car park and tripped, spraining her ankle quite badly. She is still limping 2 week's later.

It was a nice event with lots to see and do (and eat). The classic car part was mainly just us though apart from a couple of others. Foxton Locks is a brilliant place to visit at any time and highly recommended if you have never been.

The weekend 6/7 July was a weekend off for most but our Stag was out as a wedding car for my eldest sons bride and her bridesmaids on his wedding day. The car is a bit of a favourite with the girls as it's Pink. Well Magenta actually but we call it Pink.

Our next event is **Kimbolton Country Fayre on Sunday 14th**. This is a sporting bears event who do lots of great charity

fund raising.

Our big area event is our trip to **Skye 25th July to 3rd August**. 15 of us are traveling in 7 classics Triumphs and 1 modern support car. We intend to obtain a bottle of Talisker Whisky and raffle it or something similar as long as we can keep it away from Dave Smith!

August is fully booked and September looks busy too. One trip we will be making on **Sunday 11th August is to Redgate Animal Sanctuary in Markfield** close to junction 22 of the M1 on the A511. They are having an open day and dog show to help raise funds and find homes for some of their resident animals so we are going along just to give some support for this good cause. There are plans for a horse display, falconry, dog show etc. If you fancy it come along.

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

Neil

LIVERPOOL

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Well, as we are now into our newly scheduled meeting on the 1st Tuesday of the month, and I've remembered to alter our leaflets and displays ("Doh!"), what have we been up to? We have had quite a break due to the date change, so news of the our attendance at the TSSC Inter-Area meeting at the Swettenham Arms in Cheshire is a bit old, but worthwhile all the same. We were blessed with some lovely weather, the turn out was brilliant, over 30 Triumphs made the journey in the summer sun. We all had a good chat in the Austen-esque surroundings of the Swettenham Arms. I think it's our turn next year, so we'd better get thinking about it pretty soon.

Our July meeting was a strange affair, with some truly shocking weather and holidays affecting attendance. I was working away again, but after a manic drive down from Glasgow managed a brief cameo appearance late on.

The following Sunday (yesterday as I write), we attended the Lydiate Classic Car & Bike Show, a quite brilliant event, with many vehicles from the West Lancs/Mersey region filling the considerably sized Parish Hall field. With brilliant sunshine, a good local attendance, and plenty of refreshments available (including some fantastic home-made cakes), it had all the feel of a typically British affair, especially the "buzz" around the place as most departed to watch the tennis! Plenty of flyers were handed out to local Triumph owners, from memory there were 4 Vitesse, 2 Heralds, 3 Spitfires, a GT6, 2 2000's, 3 Stags and a couple of Standard's to boot! Quite a healthy Triumph presence at a humble event like that. Another event we'll be attending is the Sunday of the Speke Hall Vintage in a couple of weeks, so I'll provide a write-up of that next month.

Regarding our cars, Lol's Vitesse is back on the road and in fine fettle, I have had a "bit of a mare" with the internals of my wiper motor exploding around the garage as I dismantled it to give it a good clean and a lick of paint [serves me right]. Of course I lost one of the brushes, but was able to find a supplier, the motor looks very nice indeed now.

Plus it works which is a bonus. Stuart is doing too much work to have his Herald CV ready for this summer, it's tantalisingly close to completion, but he's thankfully too savvy to rush it at this stage. Hopefully Dave Mc will have his bulkhead blasted by now, he's sprayed his wheels in the meantime, they look very good indeed. I think everyone else is trouble-free at the moment? One can hope!

That's all, til next time,

Alex

IMPORTANT NOTE

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

M25 EAST . . . MANCHESTER

M25 EAST

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Still can't get used to the fact that I'm writing this nearly 2 months before you're going to be reading it. Right, so what were we doing at the beginning of June, oh yes, Bromley Pageant. We had a big area for our clubstand and we are now getting very good at putting up the gazebo, always easier With a Little Help From Your Friends, it's now up in about 5 minutes. We were joined by Colin and Dave from West Kent and also picked up another couple of peeps who are going to Come Together with our happy band, welcome Chris and Julie. We haven't done Bromley for a while and glad to report it's still a massive show and there were car clubs Here, There and Everywhere. That normally means plenty of stalls to spend our cash, so we did ha ha. I bought a nice new bucket, complete with 'grit guard', ooh !! Well I don't like to Drive My Car dirty. Must say thanks to Malc who bought me a Smiths Clock. I've had my eye on one of these for a while. Unfortunately it didn't work. We did try taking it apart and thought We Can Work it Out, but we couldn't and decided to get a refund before we completely destroyed it. We all had an excellent day, if a little chilly. Every time we thought Here Comes the Sun it clouded over again, at least there wasn't any Rain though.

A show we heard about quite late was the Abridge Village Show and I thought I was going to be the only Day Tripper but when I arrived I was glad to see Graeme there waiting for me. The show nearly never happened this year but the local MG club stepped in and did a sterling job. We did take advantage of the bar (only a couple of times) ha ha. It was spoilt a bit by the on and off rain and at one point it came down so hard that we might have been better off with a Yellow Submarine. We persevered though, getting wetter and wetter but in the end we decided to Let It Be and make a dash home between the showers. The Boys Toys Show was a bit of a disappointment. It sounded like there was going to be a lot of cars but only about 50 turned up. We still had our clubstand set up though and a lot of people enjoyed the cars, especially the horrible kids with their hands all over them GRRR !! The show was absolutely packed with people, unbelievable considering the cost to the public to get in. All around the edge of the show field was a funfair but even that was overpriced, £2 each for a Ticket to Ride. Don't think we'll bother with that one next year.

A show that we knew would be nice was the Pure Nostalgia Show at The Lawns. The usual suspects were present but we had a nice surprise with Keith and Caroline Joining us. A lot more cars were here this year and most well represented make I reckon were Triumphs. Apart from us there were 2 lots of TR clubs plus numerous single entries. I did go round and stick M25 East flyers on most of them, whether they wanted them or not ha ha. Graeme and myself popped over to see the lads and lasses at the West Kent Area June Meeting, good turnout of cars, the car park was full. Most took advantage of the good weather, staying outside talking cars. A very nice Vitesse was there, belonging to Richard. He has built his own wind deflector and it looks very professional, probably the best we have seen so far, 'a lads'. We made sure we stayed till after 10 before taking the Long and Winding Road to Get Back to Essex and a free go through the tunnel. Oh, and well done to Nancy for driving all that way.

A new show we went to was the Fly Drive for Classics Show



TSSC AREA NEWS



held at the Kent Gliding Club. What a lovely day we had and the first one this year where it's been properly hot, definitely a Good Day Sunshine. Lots of nice cars on show, some too stalls and best of all we were kept entertained all day by the gliders and aeroplanes. The gliders take off by being pulled by a winch on the far side of the field, amazing to watch. After only about 30ft they are airborne and climb almost vertically before releasing the cable and levelling out. Kevin and Malcolm



were brave enough to go for a 10 minute flight. They both said afterwards that it was amazing and a great feeling to be as Free as a Bird and would love to do it again. We also had some luck on the raffle with



Donna winning some Garden Centre Vouchers and Lesley won a free glider flight. Graeme and Pauline also brought along a new gazebo for us to test out. Its very quick to put up and can be done by one person without any Help, handy as now we've got 2 for our ever expanding gang. Well, that's it from your Paperback Writer for this month, did you spot the theme running through it, Something to think about? ha ha.

John

August Events -

- Saturday 3rd/Sunday 4th - Military & Flying Machines Show (Clubstand & camping hopefully)**
- Saturday 10th - Faversham Classic Car & Bike Show**
- Sunday 11th - A&L Fundraisers Club (It's Showtime)**
- Saturday 17th - Mersea Island Transport Show**
- Sunday 18th - Classic Car & Bike Fest (Clubstand)**
- Sunday 25th - Little Gransden Air & Car Show**
- Monday 26th - Knebworth Classic Motor Show**

MANCHESTER Tel. 01524 791607
www.tssc-manchester.org.uk

I would like to start my Area News by thanking Derwent Valley for a fantastic weekend on the Peak weekend. You never disappoint and we had a ball, it was great seeing a resurrected Figgy (that will keep me happy for another year)

Weather was wet and windy all weekend but that did not deter from a fun packed weekend and a full report will appear in the Area Showtime in the coming months. Beautiful scenery on the run we think? As we didn't get to see, much more like Triumphs in the mist. The theme 'Back to School' was hilarious and as usual Pete & Janet and Mark & Tracy didn't disappoint. Split into 3 groups. Red Lions with our captain Lorraine ruled the jungle and came out on top. ('In the jungle the mighty jungle the lion sleeps tonight') it was also a good way to join in together with all areas having





MANCHESTER NEWBURY . . . NORTH EAST

TSSC AREA NEWS

Manchester Continues

a good laugh and a great bit of banter. Next day saw us off to Chatsworth House for people's choice and raffle, where Mark & Tracy won Car of Show in their Stunning Triumph 2000 Saloon. Well Done Guys!!!!!!!!!!!!!!

Manchester Area meeting was well attended with 25 members present, welcome back new members Roy, Ann and Wayne. It was a lovely warm evening and everyone was busy getting our next events ready.

We have several events coming up over the next 3 months July August and September, events like **The Area BBQ August, Stafford International, Woodmoore Park Stockport, in August, Fell Run September, Event City September, Duxford September, Xmas Doo December!!!!**

Our Barmy Bootcamp will be over by now and we will miss the August dead line but a full report will appear in next month's Courier.

Next Year 2014 Manchester Area will be doing **Northern Ireland for a week, 2nd week in August 2014** being an option, we will be looking at B/B, camping and cottages, if you are interested in any of the above please get in touch with us A.S.A.P. Other events that you have asked us about for next year, Silverstone? Goodwood Revival? Come and have a chat at our meetings and let us have your thoughts.

We are looking for volunteers for Stafford to put your Triumphs on a mini stand outside, and Mark is looking for Triumph 2000s and Bonds for Bingley Hall, just ask him he will be pleased as punch to hear from you.

Finally Stafford has an 'Area' Fancy Dress Comp and there is a prize for Best Dressed Area, so get in touch if you want to know what "Our" theme is.

See you soon

Pip n Frank

NEWBURY

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Nearly all the regulars were at the meeting at the end of June with quite a few Triumphs in the car park. Everyone was in good spirits and the raffle did well.



The camping weekend at the end of June went well. It was a bit drizzly in Newbury when we left but fortunately it cleared up as we went south-west. Patrick arranged the Friday evening pub food and the taxi shuttle to get us there and back. Thanks very much for that. Everyone did their own thing on Saturday and we all returned to the campsite for the communal BBQ in the early evening. We couldn't believe how good the weather was - very warm, dry and sunny. Quite different from last year when we sat around with blankets. (In fact it was good to turn the Area calendar over to July and not be reminded of that!) The BBQ's were of a much better quality too, so all in all, very good. The down side to the heat was that the skittle alley room was very hot and so we didn't stay as long as usual. Ian and

Nigel played snooker in the gloom as they decided not to put £1 in the meter to turn on the light!! Andy, Malcolm and Josie were the winners of the flag and car logo quiz so well done to them. Sunday morning started grey and misty but by 10 o'clock it was brilliant sunshine again. Colin and Sandy, Malcolm and Josie (in classic VW camper) and Nigel (in TR7) went straight home on the Sunday morning but Dan and Rosemary, Andy, Patrick and Jean (in Spitfire), Ian (in TR7) and Dave and I (in Vitesse) stopped off for lunch in Stockbridge. Ian only had one course! We reminisced about the days when he and Ollie ate any morsel left on anyone's plate on camping weekends. Obviously appetites diminish with age!

We met some Andover area members at Guy and Suzie's BBQ Evening which was very pleasant. Two Spitfires parked at the gate entrance looked very impressive! Malcolm and Josie were also there, but not in the GT6 as the clutch replacement is not quite finished yet.

Not sure where the **Newbury Classic Car Show on 11th August** will be within the racecourse because of the new development. Please let me know if you are coming and I will send out the rendez-vous point when I know a bit more.

I hope you have let Dave know if you are camping at the **TSSC International Weekend 16-18 August** so he knows who to wait for and how many camping pitches the area will need.

Meetings

14th and 28th August at the Berkshire Arms, Bath Road, Midgham starting at 7.30p.m.

Events

11 August Newbury Classic Car Show at the Racecourse

16-18 August TSSC International at Stafford.

29 September Shalbourne Village Show

Keep 'em flying

Mary and Dave R.

NORTH EAST

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Hi all, July meeting was blessed with the best weather we've had for a long long time. It was lovely all day for those who had also attended the Corbridge show earlier on. Nice to see Andy Dunning, Brian Armstrong, Ryan Payne and Geoff Murray back for visits after long absences.

Following on from last month, Ian and Joan completed their trip to Geneva visiting friends who are restoring a 16th century manor house, Triumphs are easy it seems. Anyway, outward trip was fine, the little blue Bond attracting lots of attention, cruising at 55/60 and returning 40mpg. Coming back however, it got a bit hot outside and Mr. Bond (as the car's now known) doesn't (yet!) have a temp gauge. Cue lack of power, clattering noise, rapid stop on the hard shoulder. Seized engine, smoke, melted vac advance pipe etc etc. 20 mins later the engine is turnable by hand, off cam rad cap, out comes stat, in goes around a gallon of water. Car started and ran sweetly, made it back to the ferry with regular stops and top ups, on the ferry they found they had cabin 007! Car is still okay but will be having some cooling system work (rad re-core) and head off check but remarkably unscathed. Other car news, my Spit has finally relinquished it's hold on the diff, just need to find time to go and exchange it. Rich Eagle has had his core plugs replaced. Steve Hill has swapped over his mechanicals to a new chassis for his Herald rebuild. Geoff Murray has got himself a TR3A needing extensive work and a validation check to satisfy the DVLA that he's got the right bits to go with the log-book so he can update it to a V5. Been off the road and system for a while.

Congratulations go out to Rich and Helen, marrying on the 12th July. Best wishes from the group.

Congratulations also, to Andy Dunning and his pal Terry who completed an unsupported Lands End to John O'Groats cycle

NORTHERN IRELAND



TSSC AREA NEWS

ride in June over 11 days. Incident free bar a nightmare train journey down and a puncture 5 yards past the start line! They cycled the full distance, no walking anywhere, so well done, chapeau as they say on the TdF. Find more info on how it went and Andy and Terry's donation links here, <http://lejog.woodpeckercottagegoathland.co.uk>.

Additional congrats to Andy and Anne as they're now grandparents. Vicky had a baby daughter, Alice, in February and she's getting married in October I think it is. Andy and Anne have added a 2 seater to their fleet, only this is a tandem cycle, Andy steers and Anne gets to offer encouragement and advice from the passenger seat (it is actually labelled that on the bike!). I've done more miles on a bike this year than I've done in a Triumph as well. Here's hoping I manage to get some done soon. Chris Fish has managed to get his Sprint running, just some body issues to resolve and it'll be ready for MOT. Maybe in time for CLM 2014? Not a lot else for this month. Here's hoping there's some sun left when my new diff goes in.....

All the best

Mark

Marks Diff TTOTM – Don't try and stop them damaging the floor with your thumb, it works but it's painful!

Steve's Diff TTOTM – Don't carry them round with the spring bolt holes at the bottom, makes a mess on your trousers and the floor!

Style TTOTM – probably best to step over fences at car shows rather than going between the bars, stops you ending up rolling on the ground!

NORTHERN IRELAND

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Hello fellow Triumph fans. In last months report we mentioned that we would be attending the Kilbroney Old vehicle Show on the 15th June and the Trains, Planes & Automobiles fathers day show run by the National Trust at Mountstewart the next day. Normally a few members meet up at Sprucefield outside Lisburn to drive down together but this year people made their own way. We had a stand booked so Jacqui and I arrived early to find exactly where it was and found Dan already there - well he does live nearby. We were later joined on the stand by Alan Forsythe (TR3), Colin Tait (GT6), Gary Morrison (Spitfire 1500), Brian Gill (Spitfire 1500), Keith Rawlinson (Spitfire 1500) and later than usual, Alan French (Vitesse MK2).

There were quite a few other members entered mainly from around Carrickfergus but unknown to us it had rained heavily there the night before and was still raining on the morning of the show. As rain often turns Kilbroney into something akin to a first world war battlefield they decided not to risk it. As it turned out the sun shone most of the day at Kilbroney with the exception of a couple of heavy showers. All in all a good day, we met lots of people who either own or fondly remember Triumphs and thoroughly enjoyed ourselves.



Club stand at Kilbroney

Mountstewart the next day was a very different affair. Organised by the National Trust and held in the grounds of Mountstewart it is very popular with the public (being held on father's day no doubt helps). Usually it is heavily over subscribed by classic cars but for some reason this year numbers were well down. This worked well in our favour and we were

able to get a prominent area in front of the big house where we could get all our club cars together. The sun shone, the public were out in huge numbers and most of us ended up a little hoarse from talking to so many people. Definitely a very family friendly event (Dessie, Maeve and the kids came in their Herald estate) and if you have not been there before I strongly recommend it.



Dessie, Maeve and family at Mountstewart.

However just before both shows I was pleased to get a surprise visit from local club member William Dickson in his very nice Spitfire Mk3. William lives in Killyleagh and although he has owned the car for very many years it has only recently been put back on the road. It is conifer green, one of my favourite Triumph colours. William, among his many interests, plays in a Jazz band and, while he clearly loves his spitfire, he did point out that it was not the most practical car to transport his double bass. It was good to meet you William and hopefully we will see you at some club events this year.



William Dickson's Spitfire

The next weekend (June is a very busy month) saw Jacqui and I at Cairncastle Hill Climb on both the Friday and Saturday. I will save the details for future Couriers but, in short, I came 3rd on Friday and 4th on Saturday. This was the last of the shows and hill climbs in June.

The Area meeting on the first Wednesday in July was reasonably well attended with a smattering of Triumphs in the car park. Michael Kernahan gave an update on the area finances - while everything has not been settled it looks like we will have broken even on this years Totally Triumph Classic Car Show. Laurence brought along a pair of the vertical links sold by Canley Classics. They differ from the standard ones in that they have rose joints rather than trunnions fitted. They were much admired and, it must be said, played with (big kids really). Most of the discussion centred around the club run on the 27th July which Alan French is organising -

I will report on this next month.

Last but not least on Saturday 6th July Paul represented the club at the 50th anniversary celebrations of the Association of Northern Ireland Car Clubs. This was held at Kirkistown Race Track and included many of the great and the good from local motor sport as well as the new chairman of the UK Motor Sport Association (MSA). There was an inter-regional sprint championship round taking place on the same day. It was an extremely warm day (roof down all the way there and back), the speeches were relatively short and the speed event going



NORTHERN IRELAND PETERBOROUGH . . . SCOTLAND CENTRAL WEST

TSSC AREA NEWS

Northern Ireland Continues

on outside was excellent. Laurence and his friend Albert were also there to watch the sprint.

The next hill climb event will be Eagles Rock on the 20th July followed by **Craigantlet on 3rd August**. This is the 100th anniversary of Craigantlet and the organisers, The Ulster Automobile Club are determined to mark it in style. There will be a special thank you dinner for the Craigantlet residents on Friday night in Parliament Buildings, Stormont including a display of cars associated with the event over the years at the front of the building overlooking the mile long drive from the main entrance. The same cars will also take part in a cavalcade up Craigantlet on the Saturday. One of the cars and drivers taking part in the special display and cavalcade will be no other than our own Alan Forsythe and his TR3! Hopefully there will also be a few of us competing in the actual hill climb itself.

That's all for now

Paul and Jacqui

PETERBOROUGH

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Well, what a start to July with beautiful sunny conditions. It actually appears that summer has arrived in time to drive our cars and really enjoy the events around the country and hoping it's not too hot and they boil up and spoil the trip.

A big thank you to those of you who turned up to support the Club stand at the Baston Car and Bike Show. Sorry my car was not on the stand but due to my personal commitments for this event and 4.30am starts and all that – it was a job too far to get it there. The 'car of the show' was a local green Dolomite Sprint. Well done that man!! I need to knock on his door. A big thank you also goes to Angie for bringing the Club regalia across and the sun shade (the gazebo) and to the lads who erected it for her. Thank you also to Chris Gunby for popping across and casting his beady and expert eyes over the machines for insurance valuation purposes – Steve Abbotts GT6 is now worth a whopping £1,700 more than last time. There was a good turnout of our Club cars amongst a great selection of vehicles.

The July Club night saw 24 people in attendance with one guy leaving early in his Stag as he has work every morning at 5.00am. I am afraid I have forgotten your name but if you are reading the Peterborough report and you have a nice yellow Stag and come from Corby I apologise. Please contact me and we will pop you on our contact register. Once again we were suitably fed by the landlady Maria, which was followed by the ubiquitous raffle. There was a very nice selection of cars in the pub car park with 12 shiny vehicles on parade. Andrew brought his Porsche and blew the dandruff out of peoples hair with some rather exhilarating rides. We did have a few people arrive at the pub just to view the cars and then have some liquid refreshment. It's a bonus to the pub and the village. It was good to meet up with Charlie Noble, with his Spitfire 1500, who has been a TSSC member for years but has never ventured to a Club Night before and also Jonathan Selwyn and also a very nice red TR6. We look forward to meeting up with you again in August. It was also good to see Richard Gillham (our previous AO) looking very healthy after his long period of convalescence following his cycling accident. Richard had a glass in his hand in the car park and showed the fresh photo's of his Spitfire which he has now started to seriously renovate.

I am glad Brian L. has agreed to give you some expert welding knowledge Richard.

I am aware that we still have to make the donation, from the Christmas Raffles, to the Sue Ryder Home in Peterborough and

create a photo opportunity for the Courier. It was suggested we do this in September when holidays are over and we make it a 'drive to destination' event with Sunday Lunch afterwards. Your suggestions as to how big this donation ought to be, would be welcome at the next meeting. If there are any other suggestions from the floor we would be (possibly that should be 'might be') pleased to hear from you.

Should you not have a list of all the events that we will attend in numbers small to large, please phone or e-mail Paul whose contact details are in the front of this section.

We look forward to seeing you all at our next monthly meeting **Club Night – on Monday the 12th of August** from around 8.00pm at **The Red Lion, West Deeping, PE6 9HP** for a noggin and a chat and some camaraderie (and possibly some banter but that's not guaranteed!).

Till next month boys and girls - the weather looks set to give the sun worshippers a chance to top up the tan – enjoy your automobiles – and remember Paul needs those photo's of your cars for his Calendar.

Doug

SCOTLAND CENTRAL WEST

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The July meeting was well attended with 5 Spitfires, 1 Herald and 1 Vitesse with the rest in moderns. Lochinch now has gates and is landscaped for

2014, we are still welcome but the gates get shut when the place closes so we got herded out. It was dry and sunny for once. The bonnets were up on the cars as usual and I was allowed a quick look at Robbie's Spitfire which was not running correctly. The problem was found by Colin (part of carb was sticking and I am not exactly going to make a career out of tuning cars). We also welcomed Elaine, a new member with a fabulous white Spitfire 1500 with tan trim. Newly purchased, it was on its maiden journey, to the meeting! Well done. We hope to have it at the shows soon, welcome to the Area. The car had a TSSC sticker on it so it has been a club car in Edzell. (NE Danny?) Having looked over the cars we opted to go inside as the midgets were out in force. Dave brought bits of his Stag, having found the cylinder head camshaft journals to be worn. My Spitfire is still in pieces awaiting an overdrive, as the broken gearbox bearing has found its way into the overdrive unit. We had a lot to go over for the shows coming up. Thanks to all for helping with some rearranging, much appreciated. Reports on Mugdock Weekend and Erskine Show next month.

Report on Hamilton show. We had 4 cars on display in the Town Centre along with other assorted classics. We managed to get an area to ourselves. I was kindly allowed to chauffeur David's Vitesse convertible with 2 passengers. Great fun to drive, an as new concours car. Stalled it a few times though. The rear passenger was looking for a rattle that appeared and the front one was navigating as well as providing appropriate hand signals to those that cut us up! Once set up we met loads of people and had good interest in the cars. We managed a goody bag each and lunch tokens. Thanks to all who cooked and helped with gazebo. The street entertainment was great and we watched the Fire Service cut up a Corsa. We were packed up soon after, as it was showery all day, and off to Dave and Karen's for a meal after Hamilton, and after dropping off the Vitesse we were treated to Karen's fantastic cooking, plus the after dinner obligatory tour of Dave's workshop and Stafford HQ (caravan). A great end to the day, a very big thank you to Dave and Karen and good to see the others again too.

The Scottish Ford day at Bridge of Allan has been moved to the Dunfermline Bus Museum on 1st September. No stand

SCOTLAND NORTH EAST SOUTHERN



TSSC AREA NEWS

booked but we could go for a look. Good Show.

I also unexpectedly had the chance to promote the Area and the Mugdock Event on BBC Radio Scotland, the Friday before the event. Quite an experience for 2 minutes of air time with Fred MacAuley on The MacAuley and Co. show. Gangnam Style or Jimmy Shand? was the last question. The choice is yours fellow area members.

Back to the Area events list.

Stafford is almost upon us- you know the drill - Friday drive down and Monday drive home. There may be others travelling on different days please

check in. Come with us for a great weekend away.

Kirkintilloch Canal Festival is arranged. Sunday, cars in Main Street display. Please try out this family orientated event. It is also on on the Saturday with non-car events at the Marina, evening entertainment is Re-Take That and Big Vern and the Shootahs, sure to be good. For **Sunday 25th August**; we will have the Main Street closed off for the car displays with other clubs and bikes. Cars to be on site by 9am to allow closures.

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

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 our activities next month.

I am hoping to fit my gearbox/overdrive soon. I will also be looking for storage as my time at Bridgeton is coming to an end, thanks to those with suggestions for my 2 Vitesses. I am debating what to do.

We will discuss the arrangements for the shows each month at the meetings. I will put as much info in the News as possible. Avenue of Areas!! Did we start a trend last year!! Discussions on Stafford at **next Meeting on 7th August**.

Dates for 2013.

Stafford Scotland Expedition - 16th, 17th, 18th August.

Stafford obviously.

Kirkintilloch Canal Festival Sun 25th August - Main Street Kirkintilloch (9am).

Scottish Ford Day 1st September- Dunfermline Bus Museum.

Selkirk Show 15th September possible camping weekend with Cumbria?

Club stands at shows need definite numbers if possible, extra spaces are difficult to arrange.

NEXT MEETING will be on Wednesday 7th August. Please come and say hello at the meetings or shows if you can.

That's all from TSSC Scotland Radio.

Be Sure to Tune In next time.

Gregor G.

SCOTLAND NORTH EAST

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Hi. Our local TRIUMPH Day event which was held on the 23rd June and in conjunction with the Fyvie Castle Rally went well



with a good turnout of 20 Triumphs. The Sports Six trophy went to Jim Masson for his 1967 Spitfire Mk3, The wedge trophy went to Graeme Crawford for his TR7. The Stag Trophy went to Dawn Short for her Stag and Phil Baxter won the TR trophy for his

TR5. The day started off dry for the 121 cars that attended but unfortunately ended up with heavy rain, however this did not dampen the enthusiasm

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

4th August Garioch Rally at Oldmeldrum, always a good turn out of Triumphs the event is organised by

Alan Sharpe of the SOC

11th August Historic Wheels at Brodie Castle, Forres.

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

1st September Grantown-on-Spey Motorman, also a good turn out of Triumphs expected.

29th September Alford Auto-Jumble wow what a quick season it's been.

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

Our next club night meeting is on the **15th August** and was to be the Potarch Inn which now unfortunately has had a poor report so a different venue is currently being sought. 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.

Also if you are a Stag owner, or a TSSC member, us **Staggies and TR7's meet at 8pm on the 3rd Wednesday of the month at the Broadstrack Inn, Elrick**, you are very welcome to join us.

That's all for this month.

Danny

SOUTHERN

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Hi all, first off our intrepid leader has put quill to parchment to update you on events last month and in May as I was off gallivanting in Belgium, absent, presumed having a good time.

Well folks, here we are at the height of the silly season, I will try to catch up on events. After missing the last issue, I was chastised by the Chief Scribe, my excuse being that my carrier pigeon had wing fatigue and didn't make it. Well enough of my ramblings, down to it. May 11th saw Mike, David and I journey to Awbridge. No sooner had we arrived, Paul and Neil turned up and parked beside us. Some nice cars, good show but a little damp. Next day saw David and I attend the SEM. About 12 stags attended and Peter won best in class with me a lowly second. David, with his newly acquired TR6 won his class too. The following week we (the threesome as well as Mark, Vanessa and the kids) attended Merrist Wood Agricultural College - a good show with lots to see.

Now we are into June, the three of us went to Bishops Waltham. It was a lovely sunny day and a good village fete. We met Paul with his TR5 and Lee popped over in his modern. Once again a good car showing. Saturday 8th June saw us travelling to Beale Park Boat Show. Another nice sunny day with a few classics on display and we enjoyed a nice cruise down the river. Next day Dave and I went to the Deers Hut. We were joined by Peter, Gill and David and Pat. Lots of interesting cars and an excellent bar.

We also attended the Woking Hospice Show at Mercedes World. A bitterly cold day but lots of cars and we met up with the Thames area. Micky and Julie kindly supplied the hot drinks which were much needed.

David and I attended the show in Aldershot town centre in aid of the air ambulance. It was quite well attended, starting dry



SOUTHERN . . . NORTH STAFFS

TSSC AREA NEWS

Southern Continues

but turning to rain later so would you believe it we watched the rain from the pub.

Well hope the pigeon delivers this in time. Cheers

Mike.

By the time you read this a few of us brave souls would have attended the Cornwall areas camping weekend.



Jackie and I met Mike and Barbara and Mark, Vanessa and kids as well as Wendy at Intech, Winchester for 9.30am and devised a new route as Glastonbury music festival was on, so to avoid the A303. We pick up Robin and Ann along the A35 as we had been a bit longer than anticipated. We stopped for brunch at a lay-by with a cafe at Eype, just past Bridport then carried on until Okehampton services for fuel. From there up to Holsworthy and to the campsite at Kilkhampton, near Bude. Friday evening was spent in the London Inn meeting old friends and new from the Cornwall area whilst eating huge portions of fish and chips washed down with a few well earned pints of Tribute. Saturday started overcast for the run out Mike Crewes had planned, taking us down the coast using lesser used roads to Boscastle where we took a break to wander round, then on to Tintagel for lunch.

Saturday evening was the communal BBQ (meat fest). Robin was passing around his 3 year sloe gin which went down very smoothly and I took down some BBQed ribs which I had been told to bring by Graeme, if I wished, to the camping weekend. By the way Graeme, Brian (old-un) has your share of the ribs.....or did.

Sunday was packing up day for the Cornish, then on to lunch at the Hoops Inn which is on the way to Bideford. After a very nice meal we had to say goodbye to our Cornish friends.

Robin, Ann, Mike, Barbara and Wendy stayed on till Monday then we had to bid them farewell. As it was Robin, Ann's and Wendy's first time for this trip, I hope you enjoyed it as much as I do. To Mike (not so young-un), Claudia, Antony and Sally-Ann and to the rest of the Cornwall crew, thanks for a cracking weekend.

Mark, Vanessa and kids, plus Jackie and myself stayed on at the campsite until the following Saturday. We had runs out to Clovelly via the Holsworthy brewery, which we picked up 36 pints of ale for £42 (bargain). To Bideford in Devon, so Vanessa could have a cream tea. To the beautiful Widemouth Bay and on to Bude for an evening meal. Jackie and I had a little jolly on Wednesday, down to Polperro for a look around and coffee, then onto the "Hidden Hut" at Porthcurno for a lunchtime snack. Then onto St. Agnes and Trevaunance Cove for a couple of pints of Blue Hill Bitter and some tasty fish and chips, then back to Kilkhampton a round trip of 163 miles.

We left Pentire Haven campsite Saturday morning and made a leisurely trip back home in blazing sunshine although we did stop for brunch at Okehampton and for a refresher at the Coventry Arms, Corfe Mullen. Both the 2.5s and the Vitesse performed very well considering the heat.

Neil has informed me that we had a new recruit, Aden, at the last regular meeting, he own a late MK3 GT6, welcome.

Also, on **Sunday 11th August there is the GRRC picnic and**

car day at Goodwood House, meeting in front of Goodwood House at noon.

Up and coming events

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 9 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

Well that's all for this month folks, please start sending me your photos no matter where or what condition your car is in. Take care

Mark

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Someone who was to attend the Transport Festival at Trentham Gardens on fathers day was waiting for tickets to arrive which had not been booked, D'oh! Yes "Twas I", tickets were ordered for members for Weston Park along with what should have been my own tickets for Trentham & Shugborough, but somehow that form was not sent so no tickets arrived.

Being a dedicated AO I paid the gate price of £22 to enter, all be it without a car, and join the members who had taken their cars to the show.

With tickets for Weston Park (carried over from the cancelled show from Easter) a few hardy members attended on Sunday 23rd June a wet and windy event, but despite the rain a fairly good turn out of vehicles were on show, but didn't see many other TSSC areas.

I would like to welcome John Heath as a new member to the club who has a lovely MK2 Vitesse bought about 18 months ago. Some of you may have met John before as a guest at one of our meetings, he also owns an Austin 7 and we think he is gradually turning his affiliation to Triumphs.

MG-Vs-Triumph



Back in the May report I told you of a MG verses Triumph photo shoot for the Classic & Sports Car mag that some members took part in.

Well the results of said trial are in, and in the opinion of the journalist is 3 to 2 in-favour of MG, (the Man's Got to be Terribly afflicted with a BMC virus bought on by BL's inscrutable bringing together of both marks).

SUFFOLK SUFFOLK . . . SURREY . . . SUSSEX

In fairness it's a close call on most of the comparisons, but the MGB GTV8 as the winner vs Stag is an incorrect result in many ways, but these are only his views. The public much preferred the Stag as it sold around 10 times more cars than the MGC. The other results:

MG A vs TR 2 winner MG A this also reflects in numbers sold as there were about 11 times the number of MG-As to TR2 MGC vs TR5 The TR5 a clear winner,



Triumph 1300 vs MG 1300 the winner the Triumph 1300 with the sales figures confirming the real winner.

Spitfire vs MG Midget winner the Midget but again the sales figures say the Spitfire was the winner.



Let us know your thoughts? (unbiased of course)
Don't forget we need volunteers for the International at Stafford.
FAB

**Next meetings 31st July 28th August
Events:**

11th Aug Shugborough Hall
17th & 18th Aug International Family Weekend Stafford
25th 26th Aug Classic Gathering Crich Tramway Village
(free if you book before 31st July)
25th Aug Capesthorpe Hall.
31st Aug Eccleshall Show
1st Sept Cholmondeley castle
29th Sept Classics at Uttoxeter

Dave

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Do not ever make any outdoor arrangement for the first Tuesday in July. That's the month that Colin chooses for the Fill-the-Car-Park meeting. It always rains!

Slight exaggeration I know, it always rains 80% of the time on that particular day. Needless to say, it rained, **Fill-the-Car-Park postponed to August.**

Lyall's Stag passed its MoT. It has a small leak from the power steering pump that did not prevent it passing. The pump is easy to get to on his Stag (two cylinders missing), but it's looks to be a fiddly job to repair so not exactly looking forward to it. Even though it was rainy/drizzly, Russell's 3 cars were at the meeting – Stag, TR6 and 2000 Estate.

Chris's green Stag, (nobody seemed to know he had this one), is now ready for collection after it's respray. At the time of writing this it was back at his house. Needs a bit of shaking down and then he is thinking of using it on the 10 countries run.

Getting my Vitesse ready for its MoT. All fine except that the handbrake cable needs adjusting. In truth, this has needed doing for some time (years). Do not want to touch the cable adjuster on each rear wheel as they seem set correctly and normally they operate efficiently and very close to each other according to the brake test at the MoT garage.



TSSC AREA NEWS

So, it's adjust the cable at the handbrake lever. Lots of jobs on a Vitesse, like many Triumph models, have good access, but not this job. The adjuster is buried beneath the handbrake lever within the tub and is not accessible from underneath the car. So seemingly, it's take out radio, take out carpet, take off the gearbox cover and maybe take out one or both front seats. Let you know how I get on.

The next meeting is **6th August followed by the 3rd September and 1st October**. So, see you at the **Sorrel Horse, Barham on 6th August** at 8:00pm or even earlier if you can get there.

Peter

SURREY

Tel. 07966 257541

When I joined the TSSC in October 1986 I don't think I really believed that 27 years later I would become AO, nor that I would still own the same Herald. Of course there is a certain element of Trigger's Broom in my Herald, and I appear to be continuing the tradition in Surrey of the AO owning a car that firstly isn't roadworthy and secondly not many have seen recently, however the mythical car does exist though and will appear one day, as a 13/60 Convertible in Siena Brown.

That brings me nicely to saying a huge thank you to Karen, who as AO for years and years has cultivated a very friendly, knowledgeable and active area where we have regulars of all ages from 10 upwards. The effortless sterling work she did for the area will be hard to follow.

So what's in a typical meeting? Anything and Everything. The 14 of us there discussed suspension in some detail, looked into the origins of suspension, and progressed to etymology and how so many car components are badly named. Some of us diverted into playing iPad games, whilst others ate quite a bit of the pub's excellent food. We might have had a few drinks (!) and in amongst all this simply had a car based night in the way that friends do.

Will is busy trying to get his Herald on the road by the time he is old enough to drive, whereas I am busy trying to get mine back on the road before I'm too old to drive.

Want to see more? Whether you want a friendly evening out or need help with your Triumph, come and join us on the **last Wednesday each month at the Wellhouse Inn - Chipstead Lane, MUGSWELL, CR5 3SQ.**

Everyone welcome, although an interest in Triumphs would be helpful!

Michael

SUSSEX

Tel. 01444 450941

So what a meeting we had on the 3rd, our monthly meeting with an evening meal and partners. I was a little late as usual! Welcome to Richard who came in his very nice late Mk1 Red Vitesse which brought back memories of the Vitesse I had 25 years ago!

Colin brought he newly purchased Dolomite Sprint which was having a few problems with leakages of various fluids. Probably from being off the road for a while.

A very nice un-molested car.

William tried to set light to his Spitfire on arrival from a sticking front caliper. Hopefully you made it home ok and our suggestions helped.

I even brought my 2.5 Spitfire out with its new alloy Rad which seemed to work well. It was a lovely evening to go to the meet-



SUSSEX . . . THAMES

TSSC AREA NEWS

Sussex Continues

ing and it makes you realise what a pleasure it is driving our cars in good weather.

Doug was at the meeting minus the 2000 which has run out of MOT. He is currently looking at getting his GT6 back on the road so that would be good. But will the baby seat fit in the back?

Clive is progressing well on his Spitfire with Pete's assistance. He was talking paint colours so it must be getting closer to being on the road.

Bob made it across again from Brittany and has said he is going to come up to Stafford with us. So it looks like Bob, Pete, Clive and myself are going with possibly Colin as well.

We have a provisional meet up at **Pease Pottage at 10 am on Friday 16th August**. If anyone else wants to join us, please let me know.

So the **next meeting is on the 7th August at The Anchor Inn at Ringmer**, which is not far off the A27. So hopefully with good weather next month, we will see some more cars at the meeting. See you next month

Martin

THAMES

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Welcome. It's so nice having my Vitesse back, I am still getting used to seeing it in the garage. There are still some jobs that need finishing off. But it is just great to just jump in and drive it again; the downside is we can't afford to go away now. We still have lots of shows to go to so get in touch or see the events list below

SOCIAL EVENINGS AT THE FOX & CASTLE

6th JUNE It's a lovely sunny summers evening and tonight, George B, Graeme C, John C, Tony H, Chris C, Mark M, John P, Mick C, Mike H, Julie and I brave the beer garden. We have six Triumphs in the car park this evening they were:- George's Mk1 Vitesse convertible, Graeme's TR6, Tony's TR8 coupe, Chris's Mk3 Spitfire, Marks Mk2 Vitesse saloon, John's TR7 convertible. Work on our Triumphs has been:- George has replaced a broken spoke on his wire wheel. Chris had a nightmare after filling up with advanced diesel instead of petrol. All is well now and he has a spotless fuel tank and system. John has sold his TR7 convertible and is enjoying its last night drive. Mick's Spitfire engine is ready to be refitted. I need to check over my Vitesse and get it ready for a MoT on Saturday. Julie's raffle winners were:- Mike won the wine bottle, Mick won the TSSC £5 voucher, Graeme won a tub of Swarvega, Tony won the cleaning pads and I won a can of WD40. We had a lovely evening in the sun and it was so good to see those Triumph's in the car park.

20th JUNE sitting in the car park tonight for the first time this year is my Vitesse; yes it is now road legal and so nice to be back in the driving seat. To share this momentous evening we have the pleasure of George B, Mark M, John C, Mike H, John P. Mark's Mk2 Vitesse saloon was the other Triumph in the car park tonight. Work on the Vitesse since getting it back has been:- bleeding the braking system, adjusting the handbrake, connecting the fuel tank and sealing the drain point fitting new carpets, door cards, refitting the bonnet catches, sorting out the indicator earth, sorting out the lack of brake lights and number

plate lights, fitting the popper catches to the rear tub and the list is still growing as more things are found. But it's so good to have it back!!

SHOWS & EVENTS

9th JUNE Woking Hospice show. With a fresh MoT on my Vitesse, our show equipment loaded up, Julie and I take our first trip this year in the Vitesse. We are off to Woking Hospice show at Mercedes-Benz World Brooklands. We get there in good time and are shown where to park up on the tarmac runway we have a load of room for the rest of the Triumph's booked in and the TR Register are next to us. We put up the TSSC flags and Banners and start off with a welcoming tea and coffee. On stand this windy and overcast day we have David H in his TR6. George B in his Mk1 Vitesse Convertible, with Chris. Chris C in his Mk3 Spitfire. Peter H in his Stag. Sue B in her Mk4 Spitfire. Mark M in his Mk2 Vitesse Saloon. Trevor T in his Herald 13/60 Saloon. Julie and I in the Mk2 Vitesse Convertible. Mike G & Mike H were parked off stand in their Stag & Healy 3000 Mick & Julie C were marshalling and did not have their Spitfire ready in time, as well as John C Mk1 2000 Saloon. The TR Reg had two TR3's, Four TR4's, one TR5, four TR6's & a Stag. Other Triumphs there amongst 350 classic's on show were six Stags, two Renown's, two TR6's, a Herald Coupe, two TR3's and a Roadster, two Standard 12's, Standard Vanguard and a Standard 8. The Display of classic's was wonderful but the craft stalls and entrainment were on the far side of the test track which was in use most of the day, so it was a long slog to get there & and we missed much of what was going on although we did go there throughout the day. The MB Museum was interesting especially the history part; new car prices were terrifying as was the gift shop. It was a good day but the walking was too much.

23rd JUNE parkside Aldershot. At this family show the classic cars are parked on the recreation grounds around the outside of the fete and arena. There are fifty plus cars, scooters & trucks on show from the Vintage up to 80's classics. Triumphs there were David H in his TR6, Mike H in his MG Midget, Mike & Barbara in their Stag Julie & me in the Vitesse, a Mayflower, a TR3, another Stag, a Mk2 2000 saloon and a 13/60 powered Morris Oxford Mk1 complete with Herald O/D gearbox? There was a plant stall and an auto jumble stall as well as the fete entertainment and kiddies rides.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **August on the 1st, 15th & 29th & in September on the 12th & 26th** Please come & join us for a warm welcome or call me on 07773623807.

Upcoming events are August

- 3rd /4th Lingfield Steam & Country Show Blindley Heath
- 4th Windsor Farm Shop Show Windsor
- 11th White Doves Collectors Transport Show Kingleys Hampshire
- 16th/18th 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

September

- 1st Berkshire Show Easthampstead Park
- 1st RSPCA fete & car show Chobham
- 15th Surrey Classic Vehicle Gathering Tilford
- 15th All Triumph Day Duxford
- 23rd Brooklands Autumn classic Breakfast Brooklands
- 29th Kempton in Steam car show Kempton Pumping Station

Mickey & Julie

NORTH WALES

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Hi, folks. The Thursday 6th June evening run to the Swettenham Arms for our meet with the Cheshire and North Staffs areas was really enjoyable, a good turn out from our group, with Bob leading the way in his GT6. The car park had a good assortment of many Triumph models, plus Jaguars and Kit cars.

A small number of our group attended the Bob Jones Memorial Air Show and Festival of Transport at Welshpool Airfield on 9th June. An excellent show helped by perfect flying weather brought in a large public attendance, with over 70 vehicles on display for the transport festival, and flying from 12 noon to 4.00 p.m., including the one and only flying Vulcan. A great day for all concerned.

Another 16 of our MG and Triumph group would have attended the air show, but for the fact that our cars were prepared and loaded ready for our early start Monday morning on our way to Brittany. We drove down to Portsmouth, and took the overnight ferry to St. Malo, landing in France early Tuesday morning. We then had a scenic drive down to Benodet, where a lovely hotel with undercover parking for our classics proved to be the perfect base for our daily trips out. These trips were brilliantly sorted by our great MGA owners Chris and John.

On Saturday 22nd June we attended the Kelsall Steam Festival, which ran for the whole weekend. It was a very good show, with so many different types of transport, including classic cars, motorcycles, lorries, steam rollers, tractors, you name it, and it was there! This event was entered by a few of our group, we took our Stag, which looked good in the parade. We should have taken the Spitfire, but that is another story, which will be covered further on.

Sunday 23rd June was a re-scheduled Weston Park Transport Show, having been postponed from late March because of bad weather. Ironically, the weather was not so good on this day either, being very changeable with a fair bit of rain, which kept the attendance numbers down both on the vehicles being displayed and the public. However, the trade stands had a good selection of spares, and of course we had to purchase some items. Graham bought himself a small compressor, one of our purchases was a simple rotor arm. So another enjoyable day, despite the weather.

Now back to the story of Spitty. On the Saturday before we went to France, we attended an open garden event at Kingsley, Cheshire in the Spitfire. Several of our group were there, we had a very good lunch served behind the village church, and then we went back to Malcolm and Joan's garden for more refreshments, a chat and to view Alan and Ann's new purchase, a very well sorted Vitesse. On the way home Spitty decided to stop proceeding along the A55. There was a spark from the coil, fuel in the carbs., but she would not go. We were brought home on an AA recovery truck, very embarrassing! Back home, everything was re-checked, but still no go. Once back off holiday, the fault was found. It turned out to be the rotor arm breaking down to ground on the drive shaft. The rotor arm purchased at Weston Park was fitted, and Spitty is now firing on all four cylinders again. A simple thing for the cost of £2.00 can cause such a problem.

Tuesday 25th June was our monthly OFFAL run, this one having been organised by Derek and Anne. We met at a garden centre in Holt, then a pleasant drive with only one direction missing, "testing" our navigational skills. We all arrived for lunch, except for Derek and Anne, also John, who was on his own, and was following them. It turned out that they had taken a wrong road, and got lost on their own run! So the three of

TSSC AREA NEWS



them were late arriving, but what good fun. However, in the morning WE had ended up at the wrong garden centre, someone having said that she knew exactly where we were meeting, so there you go, anyone can make a mistake. Soon made it to the correct meeting place, luckily both garden centres are not too far apart.

On Friday 28th June, our groups friendly hostelry, The Plough



at Gresford, put on a buffet supper to thank us for using their pub for our monthly meetings. It was fantastic food, far more than we could eat. Many thanks to them for their hospitality.

We received late notice of a transport and farming show at Welshpool on Sunday 30th June, so ourselves, Mick Cohen and Roger Bryant attended



with our Triumphs. We took Spitty, having fully recovered and driving like a dream, Mick took his Stag, and Roger took his Vitesse. What a good show, classic and vintage cars, most of which we had not seen before:- also trucks, tractors, steam vehicles and motorbikes. We must keep in touch for more involvement next year, and will certainly recommend it to our group.

Keep using your Triumphs, and don't forget, our monthly meetings are at the Plough Inn in Gresford, first Tuesday of the month, at 8.00 p.m.

Forthcoming events:- August

6th August:- Monthly meeting Plough Inn, Gresford.

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.

18th August:- Tatton Park Classic Car Show.

24th & 25th August:- Coventry Festival of Motoring, Stoneleigh.

25th August:- Capesthorpe Hall, Macclesfield - SK11 9JY.

27th August:- OFFAL.

September

1st September:- Cholmondeley Castle, Cheshire, SY14 8AH.

3rd September:- Monthly meeting Plough Inn, Gresford.

24th September:- OFFAL.

28th September:- Classic Weekend at Sleep Airfield.

29th September:- Walled Towns Run.

Regards,

Helena and Roger.

SOUTH WALES Tel. 02920 315260

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PEMBROKESHIRE Classic Car Show June 2013

Jack & I set off at 6:45 am and met Mike The Cake (who had made an absolutely beautiful looking cake decorated with TSSC and laurel leaves), young Eddie, Mo and Taylor at rendezvous 1 before meeting Rob & Pete, Action man & The Hammer Dyer at rendezvous 2 after which we drove west along the M4 to rendezvous 3 at Pont Abraham services.

We then continued on to rendezvous 4 and met up with Gerry, Mark, Adrian & Aleasha and continued our journey to Scolton manor in the absolutely beautiful sunshine with all the convertibles going topless. The cars present were as follows – TR4A, Herald 13/60 saloon, Volumph (13/60 still in pieces), Spitfire MKIV, Vitesse 6 convertible, Frog eye Sprite, Double fronted (push me pull you) Rover 75 and a modern.

On arrival at the show all 14 members pulled together and erected our Gazebo's and Area regalia. Rob & Jack kept us all well fed throughout the day, Mo brought a giant fruit cake and

shared that out and then Mike T C divided his magnificent creation into equal (according to him!) slices for those present.

Pic Mike The Cake, foraging for crumbs in his footwell!



When it came time to return home we packed away our regalia and headed for the nearest fuel station, then we drove in convoy eastwards towards the M4 with Mark & Gerry peeling off for their homes in West Wales.

It was an absolutely brilliant day, in glorious sunshine & fantastic company and although I prefer run events, this was the best day out so far in 2013. There were only a couple of down-sides, Area Ambassador Pete failed to turn up wearing his shorts with socks and sandals (he is the only man that has the style and panache to pull this look off) which signals the official start of summer in S. Wales.

The last leg of the journey home was carried out in (the still) glorious sunshine, Jack & I getting home around 8pm. Thanks to all area members for a great day out.

BARRY FESTIVAL OF TRANSPORT JUNE 9th

Jack & I arrived at the first rendezvous point in our TR4A and promptly received a txt from Mike The Cake, he was still icing

his cake of the day and would meet us at the second rendezvous point, so at the allotted time we drove to Junction 33 services where we met Mikey J (GT6), Young Eddie and Mo (13/60 Saloon), Jim & Margaret (Singer 9), Action man and The Hammer Dyer with Mal (13/60 Convertible – yes the "Red Tardis" is back in action). Rob & Pete (Vitesse 6 Convertible – and summer now officially here as Pete was



wearing his shorts, socks & sandals! Well done that man) and

just before the time to leave, Mike & his Cake (Spit MKIV) arrived. As planned, en route we met Spiro in his immaculate TR6, so a great compliment of 8 club cars & 14 members made the short trip to Barry Island where we were marshalled into a prominent position in the show area.

Rob Set up the cooker and tea & coffee was made available throughout the day.

Action man Dyer had been busy on the journey and managed to fabricate some flag stands out of copper and steel tubing while we were waiting at traffic lights. We placed these under the road wheels of the two cars at the end of our group to advertise the TSSC, a great job, thanks Action man!

When we returned to the cars we met up with Steve Wright (a TSSC member who doesn't attend meetings, but follows our movements on our Area Website) a very nice man who seemed to enjoy our company and who made a commitment to attend some future events, maybe even next Saturday for the Under Milk Wood run, we hope you do Steve, you will be very welcome, we all appreciate that it is sometimes hard to "break in" to a crowd of people who are already friends, but we will do our utmost to make you feel comfortable.

We then started to pack up slowly (too much cake) and when the show ended we drove back to the M4 in convoy with the occasional stop to regroup as traffic was heavy.

It was yet another fantastic day out with a great bunch of people, everyone getting on well and no hassle and yet again what we had in numbers was more than surpassed by the quality.

WYDEAN RUN JUNE 11th

After the Barry Festival of Transport show I received a phone call from Mike TC inviting Jack & I to join him on a visit to the Wydean TSSC Area meeting two days later. Always eager to grab the opportunity to use one of my Triumphs I readily accepted and asked Mike to call around other S. Wales members that may be interested. Seven members turned up at the Cardiff Gate meeting point in four cars, Jack & I in my TR4A, Young Eddie and Andrew in their 13/60 Saloon, Mike TC (cake less as I was threatening to change his name to Mr. Kipling) in his Spit MKIV and Action man & The Hammer in their red Tardis (anxious to get a few more running in miles on their rebuilt engine before the Under Milk Wood run and Swansea show the following Saturday & Sunday).

After a great 40 mile drive with the soft tops having their roof's down we arrived at the New Inn in the lovely village of Shortstanding where we were given a very warm welcome by the 5 area members present and spent a nice evening talking about all things Triumph. I made arrangements to keep AO Alastair informed of future S. Wales Area events/runs via e mail so that any Wydean members would be aware of our "movements" and could join us should they wish.

At the end of the evening they all came out to have a look at our cars and wave us off, what a great bunch of guys they are and I hope that this get together will help to forge a link between the two areas, I am sure that this will not be my last visit to see the Wydean members, thanks for having us lads!

UNDER MILKWOOD RUN JUNE 15th

Jack & I in my TR4A met Paul & Barbara G in their TR6 at Cardiff Gate then drove (TR4A) with its roof down through the



pouring rain along the M4 to the next rendezvous point where



we met Mike TC in his Spitfire and Action man & The Hammer in their "Red Tardis" 13/60. We then drove to the next meeting point at the McDonalds on Fabian way Swansea to Meet Mark Davies in his Frog eye and Gerry Lloyd in his Rover 150 (2 X Rover 75 front ends welded together) and proceeded to Bracelet Bay for the start of the run.

The start of the run took us through Swansea and due to the heavy traffic and many traffic lights our group was split up, but when we got to the country roads we pulled over and regrouped. The rest of the run was great with the TR4A roof down for most of it, but as we got near to Laugharne we got separated again, so as the two TR's entered the car park at the end of the run we told the marshalls that we had 4 cars (with details) just behind us and they agreed that they would direct the others to where we were parked. We all then had lunch at the excellent chip shop/cafe and those who had never visited Dylan Thomas's Boat House took the opportunity to do so. After a good couple of hours in the intermittent heavy rain and then sun Gerry and Mark made their way to their homes in West Wales while the rest of us made our way Eastwards along the A roads then the M4 with a stop at junction 47 where Mike The Cake, Jack & I said farewell to Paul & Barbara G and Gareth Action Man and Stephen The Hammer Dyer as they were returning home while the three of us were going to take advan-



tage of the forecasted 10 minutes of dry weather at 2am the next morning to camp on the Gower coast!

It had been another great day out in first class company with the poor weather not dampening anyone's spirits, we all agreed that you can't let the weather dictate which events you attend as if we had, we would have missed out on a special event, and what we lacked in numbers was by far exceeded by the quality of those present.

SWANSEA FESTIVAL OF TRANSPORT JUNE 16th

After a couple of hours sleep Mike TC, Jack & I packed up our sleeping bags and tent and drove from our campsite on the Gower coast to the McDonald's on Fabian way where we breakfasted on McMuffins and coffee/orange juice. Shortly afterwards we were joined by Young Eddie and Mo in their 13/60 Saloon, Action man, Mal & The Hammer in their 13/60 Red Tardis and Gerry in his Rover 150. At the allotted time we then drove the short distance to Swansea where the show was to



take place on the paved shopping area. As we arrived we met up with John Phillips and his wife in their absolutely immaculate TR3 and they quickly took us up on our offer to join us in the prime spot that TSSC S. Wales had been allocated (thank you organisers, the gesture was appreciated).

Later on we all took a ride on a 1963 bus along the Mumbles with a diff that grumbled (that nearly rhymed), but when we had a short stop Action man disappeared for a time and on the return trip the bus's differential was nice and quiet, I noticed a look of

satisfaction on Action man's face, but he said nothing!

Well the time flew by and at 4pm we started packing up and when we got to the M4 Gerry and John headed westwards while the rest of us made our way eastwards along the M4 with Action man leaving at junction 32 with myself, Mike TC and young Eddie continuing on to junction 32. It had been a pretty good turnout for a day that the weather forecast had been abysmal for, but once again what we lacked in numbers was more than made up for by the quality of those present, a great day out with the added bonus of Mo's pasties. Cheers!

ABERTILLERY SHOW JUNE 2013

Jack and I (TR4A) met Young Eddie & Mo (13/60 Saloon), Paul G (TR6) and Mike The Cake (Spit MkIV) at Cardiff Gate then made our way to the second rendezvous point at Nantgarw where Mark (Frogeye) and Gerry (Rover 150) were waiting for us. Mikey J sent me a txt to say he would meet us at the show so at the allotted time we set off in the dry but overcast weath-



er. Half a mile further on Mark had a problem pulling off from the traffic lights on Nantgarw hill so we all pulled into the service station to see what was wrong. His slave cylinder had blown its seals and when he tried topping up the master cylinder it just leaked straight back out.

On arrival we set up our TSSC area banners and young Eddie and Mo set up the stove and table and they kept the tea and coffee coming all day. Mikey J (GT6) soon appeared and handed me a load of insulation tape. Paul G made a very kind donation to the area of a kettle, a single burner stove and 5 gas canisters – thank you Paul. Young Eddie & Mo donated a set of Plastic mugs and a large batch of pasties – thank you Young Eddie & Mo, Mike The Cake donated an absolutely delicious lemon sponge cake – thank you Mike.

At the show we were joined by Paul Watson in his lovely Spitfire 1500 and he accepted our offer of tea & coffee, he also made a commitment to join the TSSC, a very nice chap who we hope to see more of in the future.

As we were about to leave the show Mark called the AA and arranged for the Frogeye to be taken home in West Wales. We set off (the last to leave again) and Mikey J turned off first to head home, followed shortly by Paul G. We pulled into the service station where Mark's Frogeye was and waved Gerry on as he had to get to his home in West Wales, The AA van (and not the flatbed that Mark had told them he needed unless they had a new slave cylinder) arrived shortly afterwards and the patrolman duly ordered a flatbed to recover the Frogeye, but this would be another hour and a half. Jack and I decided to keep Mark company until the Flatbed arrived.

It was a thoroughly enjoyable day out, much better than I had envisaged, no doubt because of the great company I was with, and what we lacked in numbers was by far exceeded by the quality of those present.

BRYNMAWR SHOW JUNE 23rd 2013

Jack & I set out in the dull and damp weather with the roof down on the TR4A and drove to the first rendezvous point where Paul & Barbara G (TR6), John (Acclaim) and Mike (Acclaim auto) were waiting, Young Eddie & Mo (13/60) turned up shortly after-

South Wales Continues

wards, Mike The Cake (Spit MKIV) sent me a txt to say he would catch up at the second rendezvous point as his cake of the day wasn't quite finished.

When we arrived at the show we were marshalled into a line along the pavement, but our AO went into "diplomatic" mode and we were offered a prime position as befits the TSSC, then as we were moving to this position along came Gerry (Rover 150), Mike the Bass & Sandra, then Paul Watson (Spit 1500).

Gerry's double fronted Rover caused its usual very high level of interest as we enjoyed Mo's pasties with tea and coffee.

Then it was back to the cars to talk to the public and have more tea, coffee and pasties. Barbara claimed one of the new mugs that young Eddie & Mo had donated and due to its pattern matching her clothing she was dually christened with the nickname Dotty!

Our TR4 - 6 Register Secretary was with us and when Paul mentioned that his speedometer was not working our reg sec backed up a previous claim that he could remove a Spitfire MKIV or 1500 speedo and disconnect the cable in 90 seconds, he found the fault to be a broken inner cable, we were all impressed!

Although the weather was not very kind to us (which made the 9 club cars and 14 members on the second show of the same weekend in abysmal weather a great effort) we all had a great day out and not one of us regretted turning out for the show.

Well the end of the show came too soon for us and even the rain seemed to be getting warmer as we packed our equipment away. What we had in numbers was easily surpassed by the quality of the company of those there, thank you all for a fantastic day out.

KEWSTOKE VILLAGE FETE JUNE 29th

What we had in numbers was more than surpassed by the quality of those who attended. Usually my last line of a report, but this was a very special day because 1) Andrew (Stag) Heather (passenger in son Mike's Acclaim), Rob and Wilf (TR6) joined us for their first TSSC

S. Wales run 2) the warm reception we received from the village of Kewstoke and appreciation that we had travelled from Wales to accept the invitation to their fete.

Jack and I met Young



Eddie and Mo, Mike The Cake, Action man & Stephen The Hammer Dyer and area Ambassador Pete at the first rendezvous point and left at the allotted time to travel eastwards along the M4 to Magor services. My TR4A leading the Spit MKIV, 13/60 and Red Tardis 13/60.

At Magor Mike & Heather (Acclaim), Paul & Barbara G (TR6), Mikey J (GT6) were waiting, a great effort from Mikey J as he had serious issues and had even called me the night before to say he wouldn't be able to attend, we all appreciated it Mikey!

Shortly afterwards Andrew pulled up in his beautiful Stag (he works away a lot so it was great to see him and he is a great



character, we all enjoyed his company throughout the day) and then in pulled another pristine car, Rob & Wilf in their TR6, Rob had picked up the run details from my various communications and had decided to check us out, I spend an awful lot of time encouraging people to join us on line and the appearance of these two extra cars made my day.

At the village hall we were joined by Ken Clark in his beautiful Standard 10 and by the time we had started erecting our banners and Gazebo along came our lost cars to a round of applause, Mikey J & Stephen in the GT6 and my son Jack and Mike TC in the Spitfire MKIV.

We were very well received by the organisers and we had a great day in the glorious sunshine, we have been asked back for next year and have the option of attending their Rock "n" Roll dance in the evening and the use of camping facilities. At 4pm when the fete ended we made our way home with the sun still shining, convertibles all had their tops down all day. Great to see you all, especially, Andrew, Heather, Rob and Wilf.

Cheers

Bern

WEST MIDLANDS Tel. 07969 024999

I always enjoy our monthly meetings, but during the summer months when daylight lasts until 9 and 10 o'clock, and the weather is warm and sunny, it's always nice to join like minded people who gather to enjoy each others company and interest in a great classic motor car. Tuesdays meeting on the 2nd July was such a meeting. A nice evening, plenty of Triumphs to look at and talk about, the beer was nice and cold, what more could you want.

July is always a good month for classic car enthusiasts as it is really the start of the County Steam Fairs who always include a section for classic cars. Bromyard starts the month off on the first weekend of the month, and the sun blazed down making it a very enjoyable weekend. On Sunday 6th July I went to the 'Cars in the Park' festival in Lichfield. Wow, I have never seen so many cars together in one place. There were vintage, veteran and classic cars, as well as all kinds of sports cars, Ferrari's, Porche's, TVR's etc, and special sections for car clubs specialising in modern cars such as Jaguars, Mercs, BMW's and other prestige marques. There were some really classy American cars, Hudson's, Pontiacs and a collection of restored fire engines, including an immaculate fire truck from America. Next time the wife complains about my love of Triumphs I am going to tell her that I have decided to give up Triumph motor cars and get myself an old fire engine to restore, or perhaps a steam traction engine. Either of those would block the drive. One of the most outstanding cars at the show was Jet 1 the Rover Convertible produced with a jet engine in the rear of the car as the power unit. Produced on the 14th March 1950 and subsequently shown to the RAC and Press. With the standard suspension and brakes of the P.4 model, this vehicle gained the world speed record in 1952 by travelling at 152 miles per hour. Average miles per gallon 6 mpg. Fancy putting that in the back of your Triumph Herald.

Next weekend sees members off to Stourport for another steam fair followed the following weekend by Bridgnorth and more importantly the classic car event organised by one of our members Bill Diggins in Holly Lane, Erdington to raise funds for the Taylor Memorial Hospital. A really worthwhile cause and I know that as many of our members as possible will be attending to support Bill in his efforts.

I think that the show which everyone is really looking forward to is our own **TSSC International Family Weekend at Stafford County Showground on Saturday and Sunday 17th and 18th August**. If you haven't got your admission tickets yet then

WIRRAL WORCESTER . . . NORTH YORKS



TSSC AREA NEWS

phone Angie on 01858 434424 and pre book your admission ticket. Not only will it save you time when you arrive at the gates, it will save you a few bob. A ticket for the whole weekend will cost you £20 pre booked, but £25 at the gate, and don't forget under 16's admitted free, so bring the kids along as there is always something for them to do. The West Midlands contingent will be there as usual, you will find us in the far right hand corner of the camping, come and share a cup of tea with us even if you are not staying for the weekend.

We are still meeting on the **3rd Tuesday of each month at the West Midlands Police Sports and Social Club on Pershore Road, Edgbaston**, near to the Warwickshire County Cricket Ground so if you miss meeting us at the **Drakes Drum Pub on the 1st Tuesday** then come along to the Police Sports and Social Club, there is always plenty of parking spaces and the company is just as good.

The summers looks as though it is here to stay for a while so come on, get those classic cars out on the road and enjoy them while you can, the winter and bad weather is always not far away.

See you at Stafford..Cheers...

Roger
the Dodger

WIRRAL

Tel. 0151 339 4150

Hi everyone, I have a couple of events to report on this month, the first being the Inter Area Meet on June 6th. This year Cheshire were the hosts having selected the Swettenham Arms near Holmes Chapel, and there was an excellent turnout of cars from Cheshire, North Wales, Staffordshire, Liverpool & Wirral, the weather was even good for a change. The pub was excellent with a good size car park, some excellent real ales and good food. A couple of other car clubs happened to also be meeting at the pub that night which filled the car park even more. I would like to thank Cheshire for an excellent evening.

The other main event we attended was the Pageant Of Power on June 15th & 16th, again this was a superb weekend, we had a club stand with Wirral Triumph Appreciation so a variety of cars were on display on our pitch over the weekend such as Vitesse's, GT6's, 2500 Saloon, TR5, a Ferrari and an Austin. For anybody who has never been to this event, I cannot recommend it enough. There is a huge variety of cars to look at on the track as well as up close in the paddock.

The main event for this month is of course **Stafford, we'll be there on Sunday**, but I'm sure some Wirral members will be camping as usual. That's about it for this month. Take care and see you soon.

Andy

WORCESTER

Tel. 01527 894125

www.tssc-worcester.org.uk

Well this month carried on with the whirl of activity for the area group. Saturday 8th June saw a few of us go down to the Ace Cafe for their annual Triumph day. After trying one of their mammoth breakfasts (well it had to be done) and washing it down with about a gallon of tea out of a bucket we went to see who had turned up. There was a steady ebb and flow of cars and bikes into the car park and we finally managed to get the group shot that we wanted, all the cars lined up in front of the main window - should make a nice calendar shot! After a bit more frying time (that was us not the food this time) we headed over to Abbey Road to do the touristy thing of walking across the zebra crossing - well it would have been rude not to.

The weekend of June 21st-23rd saw a couple of us head over

to the Peak camping weekend, I would love to say that the weather was glorious and that we all got sunburnt - however I would be lying. But we did have a fabulous time, so much effort is put into this weekend that you cannot help but have a memorable weekend. It did help that we were in the winning high school - come on you Red Lions! - and the sight of Jane trying charades of famous people will live with me for some time. We also managed to fit in a treasure hunt, BBQ, the main Peak run and a look around the grounds of Chatsworth House - roll on next year.

There were a couple of run outs, firstly a fish 'n' chip run to Bourton on the Water with the Gloucester area. The food was divine and the evening turned out to be one of those summer evenings that you thought had long gone. The following evening saw the Worcester run to The Dog at Harvington, miraculously the weather held and we could have another evening sat outside a pub eating and drinking - it's a tough gig but someone has to do it so that it can be written about.

The club night was a roaring success with the number of Triumphs on the car park reaching double figures for the first time in ages - it must be the good weather.

The final trip out for the month was Bromyard Gala and the weekend was an absolute scorcher! The temperature was over 30 on both days and you couldn't eat the ice creams quick enough and believe me I tried. Talking of which if a certain Mr Bentley is reading this you still owe me a couple of ice creams from the Sunday, I haven't forgotten.

I think that about covers it, so if there is anyone out there who would like to try some of days out that we do, pop along to the Pear Tree at Smite on the first Monday of the month and see what we've got planned.

Somehow we have to slot in a treasure hunt, fish 'n' chip night, at least two pub runs, a trip to Wales, a BBQ and many other things that I've forgotten.

See you there

Vicky

NORTH YORKS

Tel. 07766 354449

Well it was the quietest meeting for a while at the July meeting. Think the 26 deg heat made everyone go to their local instead!

The solstice run was a celebration of how wet our summers can be, but we all braved it in the Triumphs, except Bob and Anne who's Vitesse was in dry dock. The route was excellent and offered some great views of the Vale of York and the area around Helmsley. The pub was also excellent and looks to be a great venue for the Christmas meal.

I think we need to have a look at the meeting night again. And a quick reminder we will be back at the **Cross Keys in Stillingfleet for the August meeting**.

Dates to remember

10th August Saturday lunch at the George and Dragon West Haddlesey. 1.30 meet. Will dish out a menu at the August meeting.

17th August - Stafford

6th - 8th September - End of year bash.

Rick

IMPORTANT NOTE

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



WEST YORKS

TSSC AREA NEWS

WEST YORKS

Tel. 01484 541185

www.tssc.org.uk/westyorks

Well what a scorcher of a night for our July's meeting. I've never known so much of the meeting to have been held outside, but it was so warm it seemed a shame to go indoors. Thanks to everyone who came along, although Bob very kindly brought along a quiz we decided to defer this for another night and most seemed content to stand around, enjoy the evening and our Triumph's.

Coming up of course we have the club's International to look forward to, so hope to see as many of you there as possible. Remember if you want to lend a hand you'd be very welcome and it always adds a new dimension to the event to be more involved and I think makes it ore interesting.

I had a local member Garry call me who lives in Huddersfield. He finds it difficult to get to meetings with his work commitments (he has a very modified Spit) he tells me he has a few spares which he no longer needs. I'm going to go along and have a chat with him before our next meeting so hopefully will have a better idea of what's on offer and will let you know at the meeting.

Once the year starts to quieten down I am intending to arrange another Sunday lunch time meeting so watch out for details, think this time it'll be more Huddersfield area, but if you've got any suggestion please let me know.

Anyway that's enough prattling from me, hope the good weather continues and you get out in your Triumph as much as possible.

Victor

NOTE to ALL:

If I don't reply to your email
I Haven't received It!!

Bernard, Ed.

Exclusive Club Ticket Offer!

The NEC, Birmingham

Classic Motor Show

15 16 17 November



SHARE YOUR
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FOR CARS!

Enjoy Over 1500 Stunning Classic Cars

Cars for Sale | Live Stage | Auction | Restoration Theatre | Autojumble | 100s of Show Stands | Dream Rides

• Club Single £16.50 Quote code 2013SC**

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Club offers apply to Saturday 16 and Sunday 17 November 2013



To book your tickets call 0871 230 1088* or go online www.necclassicismotorshow.com
Includes **FREE** entry into the Classic Motorbike Show**



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* 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 £30.50 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.



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 Hinckley 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

**TRIUMPH
2000**



1963 - 2013

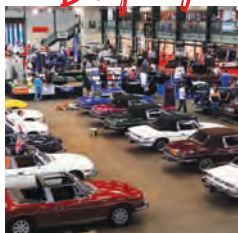


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DIFFERENT! - THE EQUIPE GT!

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WEEKEND £20.00 PER PERSON (INCLUDES SAT EVENING ENTERTAINMENT)

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

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

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

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

Number of Tickets required Weekend 1 Day

*Saturday Eve Ticket Upgrade?

NAME (MR. MRS. MISS. MS.) _____

ADDRESS _____

POST CODE **Daytime Tel No**

E-Mail

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

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

[illegible]

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

VALID FROM ____/____/____/____

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

NAME ON CREDIT CARD

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

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

**Triumph Sports Six Club, Sunderland Court,
Main Street, Lubenham, Market Harborough. LE16 9TF**

OR YOU CAN BOOK ONLINE AT www.tssc.org.uk

OR www.tssc-international.co.uk

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