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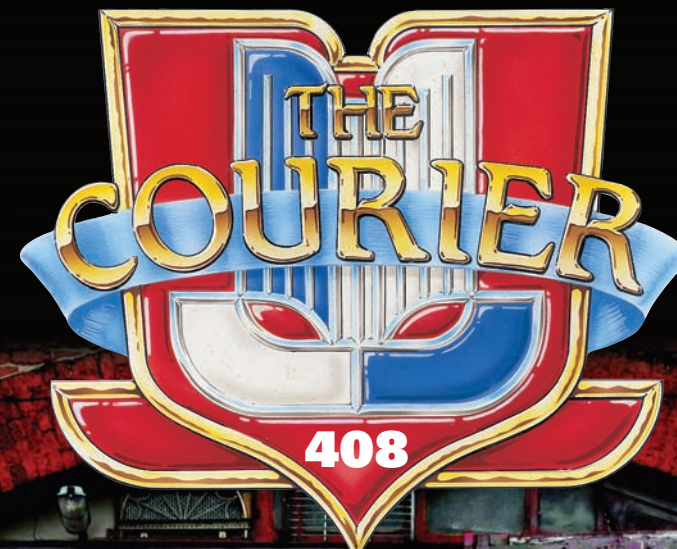
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Triumph Sports Six Club

The Courier 408

JUNE 2014



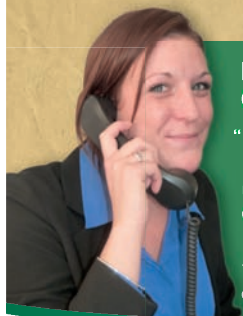
**June 2014**



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# The Courier

The Official Monthly Magazine of  
**THE TRIUMPH SPORTS SIX CLUB**

No.408 VOI 35. JUNE 2014

Price £3.50 Free to Club Members.

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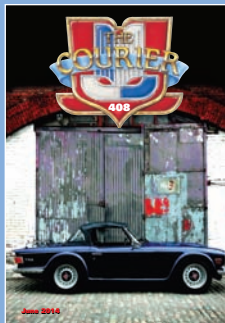
## COUNCIL MEMBERS 2014

Bill Bate, Ben Broadbent, David Embery,  
Pip Flegel, Chris Gunby, Derek Holman,  
Simon Morgan, Jane Rowley, Frank Spencer,  
Victor Thompson, Vivien Thompson.

## HONORARY MEMBERS

Dennis Barbet. Trevor Collett. Martin Cox. Dave Glead.  
John & Pam Griffiths. Pip Flegel. John Macartney.  
Fred Nicklin. Paul Richardson. Bill & Jo Sunderland.  
Frank Spencer. 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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TR6 FEATURED IN  
TSSC MANCHESTER AREA

CALENDAR 2014

PICTURE BY

PETE DAVIES

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# T.S.S.C. Events Calendar

e-mail [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)

**PLEASE SEND ALL 2014 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**

## NATIONAL & REGIONAL EVENTS

See also further adverts in Courier

### June 2014

**SUN 1 JUNE 2014  
THEN EVERY 1ST SUNDAY  
CLASSIC CAR MEET AT  
MIDDLETON HALL,  
TSSC WEST MIDLANDS  
ATTENDING  
CONTACT ROGER 07969 024999**

**FRI SAT SUN 13 14 15 JUNE 2014  
OLD MANCDONALDS FARM  
MANCHESTER AREA WEEKEND  
CONTACT PIP & FRANK  
01524 791607**

**FRI SAT SUN 13 14 15 JUNE 2014  
NEWBURY AREA CAMPING  
WEEKEND, NEW FOREST  
CONTACT MARY OR DAVE  
01635 868640  
SUN 22 JUNE 2014  
DERWENT VALLEY'S PEAK RUN  
CONTACT RICHARD 0781 3397731**

**FRI SAT SUN 27 28 29 JUNE 2014  
CORNWALL CAMPING WEEKEND  
ST IVES (TBC)  
CONTACT MIKE 01872 573 763**

### July 2014

**FRI SAT SUN 4 5 6 JULY 2014  
TSSC TRIP TO CLASSIC LE MANS  
CONTACT HQ 01858 434424**

**SUN 13 JULY 2014  
TRANSPORT THROUGH THE  
AGES, HOLLY LANE SPORTS &  
SOCIAL CLUB TSSC WEST  
MIDLANDS ATTENDING  
CONTACT ROGER 07969 024999  
SHOW CONTACT  
[hollylaneclubclassics@gmail.com](mailto:hollylaneclubclassics@gmail.com)**

**SAT SUN 26 27 JULY 2014  
PLUS CAMPING ON FRI 25  
TSSC TRIUMFEST UK  
DONINGTON PARK  
(SEE ADVERTS)**

### August 2014

**THUR FRI SAT SUN 14 15 16 17 AUG 2014  
TSSC CUMBRIA AREA  
LAKES CAMPING WEEKEND  
POOLEY BRIDGE  
CONTACT ROY 01229 474077**

**FRI SAT SUN 15 16 17 AUGUST 2014  
TSSC LEICS & RUTLAND AREA  
29TH SUNSHINE RALLY  
RUTLAND CAMPING SITE, GREETHAM.  
CONTACT NEIL 07530 307371  
JAN 07799 804415  
DAVE 07774 276564**

### September 2014

**FRI SAT SUN 26 27 28 SEPTEMBER 2014  
TSSC NORFOLK  
MILE OF TRIUMPHS  
CONTACT MIKE 01502 476699**

**SUN 28 SEPTEMBER 2014  
DUXFORD ALL TRIUMPH DAY  
10AM TO 6PM. £13 PER PERSON,  
TO QUALIFY FOR THE DISCOUNT  
ENTRY, ARRIVE IN YOUR CLASSIC  
BEFORE 2PM.  
JCT 10. M11. CB22 4QR  
CONTACT PETER 01582 750943**

## CLASSIC CAR SHOWS (CLUB INVITED)

### May 2014

**SUN 18 MAY 2014  
TSSC STAND CHILTERN HILLS RALLY  
WEEDON PARK BUCKS  
[www.chilternhillsrally.org.uk](http://www.chilternhillsrally.org.uk)**

### July 2014

**FRI SAT SUN 25 26 27 JULY 2014  
SILVERSTONE CLASSIC  
Ticket Hotline 0871 231 0849 code C14040**

**SUN 22 JUNE 2014  
STANDARD TRIUMPH  
MARQUE DAY  
BROOKLANDS (SEE ADVERT)**

### September 2014

**SAT SUN 27 28 SEPTEMBER 2014  
PISTONS & PROPS  
SYWELL AERODROME NORTHANTS  
[www.sywellclassic.co.uk](http://www.sywellclassic.co.uk)**

### October 2014

**SUN 6 OCTOBER 2014  
NATIONAL RESTORATION SHOW,  
STONELEIGH PARK, WARKS.  
[www.restoration-show.co.uk](http://www.restoration-show.co.uk)**

**PLEASE SEND ALL 2014 EVENT  
INFORMATION TO TRUDI AT CLUB H.Q.  
e-mail: [trudi@tssc.org.uk](mailto:trudi@tssc.org.uk)**



# CoMment

## TSSC Membership Satisfaction Survey

BY BILL BATE  
COUNCIL OF MANAGEMENT

**T**he most difficult aspect of the club business Change Programme, that was announced two years ago at the AGM, is measuring member satisfaction of the change progress.

When the Club web site went down and as an interim a Facebook Page was established, where through Club postings the membership was continued to be informed of events, news e.t.c. and for a continued social internet communication to be maintained.

The Facebook feedback was 744 likes to date and in the first 3 weeks of its Launch, The TSSC Website has had 25,058 Downloads, indicating that a significant majority of the membership were satisfied with the Clubs progress on this.

**Practical Classics Magazine** have conducted an Ownership Survey in their June issue, (I purchased and restored a Spitfire after reading an article on Spitfire restoration in Practical Classics back in 1992, nostalgia got the better of me as I had owned a Spitfire4 from new) that commenced on the Practical Classics stand at the NEC Classic Motor Show, the same questions were used on an on line survey.

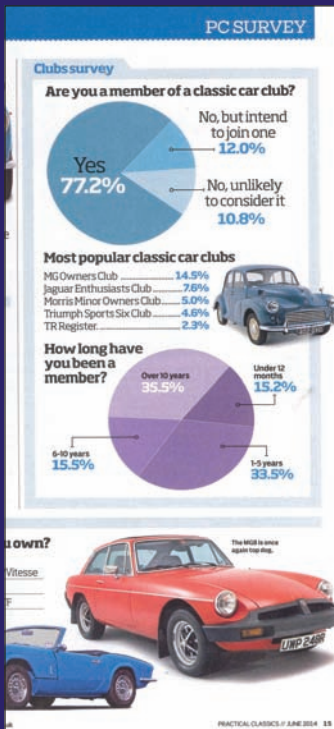
Part of the PC survey included a **Club Survey** and as will be observed by the survey extract here our club is ranked in the top five with our brothers in the TR Register, a big thank you to those members who voted for our Club, it confirms the Club is going in the right direction for improved performance and potential member benefits.

The 2014 AGM was accepted as a success by a significant majority of the members who attended, the greatest re-assurance was from Bill Sunderland (one of our Club's founder members) who stated he came along to see how we were progressing, stating that he was greatly impressed with our presentation and the progress, a great accolade for CoM indeed!

On behalf of the COM and Club staff who have



applied a tremendous effort into the programme, thank you our members for your continuing support in these difficult time of change.





# NEWS REVIEW

## Your Monthly round up of all News of a Triumph Nature

### T.D. (Tony) Fitchett Telford 1940 - 2014

It is with great sadness that we have to report to you that **Tony Fitchett of TD Fitchett Telford** passed away suddenly in his sleep at home on **April 29th**, aged 74 years.

Tony will be greatly missed by many members and Triumph Traders alike. His no nonsense style of business always appealed and if he didn't have it in stock (unlikely) then he would do his best to get it re-made, to a high engineering standard and importantly in Bulk!

His Son Tony Jnr and Andy Birch will be continuing the Business to Tony's standards and his legacy as one of Triumph's largest parts suppliers. We are sure you will join us all in sending our condolences to Tony's Family

**Triumph Sports Six Club**

### Jigsaw Team Triumph 2014



Mark and Jo Field have had confirmation that ADU 1 B can Race at Classic Le Mans in July but as at time of Going to print had still not had Confirmation that the other 2 Le Mans Spitfire Replicas can race.

All 3 cars are though going to France and making an appearance at the Celebration Dinner at the Ex Works Team Hotel, the Hotel De France (details on their website [www.jigsawracing.co.uk](http://www.jigsawracing.co.uk))

6



Those of you who attended the HQ Spitfire Jubilee open Day will have seen these amazing cars that Jigsaw have built and if they are not allowed to Race at Le Mans they will be on display on the Clubs Campsite at Tertre Rouge. Fingers Crossed everybody!

The First appearance in anger for all 3 Cars will in fact Be at **'MG Live!' at Silverstone Circuit on 21/22 June 2014**. Mark is also thinking of putting on the same Grid the works Rally Car ADU 7B. So try not to miss this event at which 3 Le Mans Spitfires will be racing together for the First time!

### TSSC West Midlands Attending Show

**Middleton Hall** is a Grade II listed building dating back to medieval times. It is situated in the North Warwickshire district of the county of Warwickshire in England, south of Fazeley and Tamworth and on the opposite side of the A4091 road to Middleton village.

They have established the Middleton Motors Monthly, and we will be getting together on the first Sunday of every month through the summer from May onwards.

Our next meeting is on Sunday 1st June 2014 they would like to invite you along. Bring along your vehicle, just turn up on the day, between 10am and 4pm. There is a £2 donation to the Middleton Hall.





# HQ OPENING TIMES

info@tssc.org.uk  
01858 434424



clubshop@tssc.org.uk  
01858 434424



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## INSURANCE PANEL

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

**JUNE - OPEN AS USUAL**  
**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**

**JULY - OPEN AS USUAL**  
**MONDAY - FRIDAY - 9.00 AM - 5.00 PM**  
**HQ Closed for TSSC TriumFest UK**  
**Weds 23rd July 2014 to Tues 29th July 2013**

The Club Shop will be attending the following Show  
**TSSC TriumFest UK**

**Donington Park, Derby. July 26th & 27th**

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 E-Mail: clubshop@tssc.org.uk

## Council of Management Meetings

**JULY 12TH 2014**

*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](mailto: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*

**Footman James**  
0843 357 1790  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Peter James**  
0121 506 6040  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Heritage Insurance**  
0121 248 9280  
[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

**Peter Best**  
01621 840400  
[www.peterbestinsurance.co.uk](http://www.peterbestinsurance.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 five brokers offer a full range of high quality insurance policies, including multi-vehicle.

# SPITFIRE MkIV/1500 Register



e-mail.

[spitfireIV-1500@tssc.org.uk](mailto:spitfireIV-1500@tssc.org.uk)

**Derek Ford**



## "A Nice car to Have"

**T**his months article is from **John Rathbone**, his daughter is a photographer and her pictures are FAB. Here is John's story:

*"Rhubarb, (Spittys Sunday name) has been a family member for 19 years my brother and his wife were the owners (since 18/02/1995) (previously 16 owners), they had it stripped and re-sprayed but never managed to put it back together and it laid in pieces for a couple of years when (23/05/2004) my son and I took on the challenge of rebuilding it as a nice car to have. I was working away from Home and John Junior, with a couple of his pals and a minimum amount of knowledge rebuilt the cockpit and on a week end I then put my enthusiasm into the engine. With only the minimum work on engine and running gear we had it on the road within 6 weeks and after a little bump my son had on his second run out (he pulled away a bit sharpish and went under the car in front causing a fair bit of damage to the bonnet) after quick bodge up we ran it for three*

*years, although road worthy it was rough and ready, rattling and clattering as we said **A NICE TO HAVE** fun car.*

*With work taking up most of my time and my son turning 20, week end priorities changed and Spitty got locked in the garage for a couple of years, when my wife kindly advised me as far as she was concerned the car could go, so I once again set to work on a weekend and got the car to go, her concerns put to rest. (I think it was a ploy to get me of the settee on a week end!).*

*The car as far as I'm aware still has the original engine, gear box, diff, shell and chassis. Some floor panels and skilled rebuilding was carried out at some point as Photos have been found in my brothers old garage*





## A photograph showing the interior of a car with a bright orange dashboard and steering wheel. A brown and white dog is sitting in the driver's seat, looking up towards the camera. The car's interior is black, and the dog is positioned in the center of the frame. The car's body is red, visible on the left side.

*I decided the car needed a bit of TLC and gave it another face lift, replacing a lot of the*



A few years ago I found out there was a week end camping event within 20 miles from me, ran by enthusiasts, namely the North Yorkshire Triumph Weekend. I attended the

front end suspension and running gear and a few pieces of trim including a new roof cover



weekend with a few pals picking up a few tips from other Triumph owners also realising there were clubs up and down the country (I joined

The next plan is the rear suspension and running gear and to probably replace the very

noisy diff, after this summer, its got 95k on the clock so deserves it and still is running with lead additive.

Rhubarb has a friend called Custard, a Yellow MG owned by a mate (he found it when looking for a Spitty).

My Daughter is the photographer and enjoys taking snaps of the cars and so far really exciting photos are being produced.

To me though It is still a nice to have fun car that I can enjoy when I want to, I really can't think what else the garage could be used for."

*Written by* **John Rathbone**,  
*proud owner.*

*Photography by* **Hayley Rathbone**  
*(apart from the three images of the car getting re done.)*

Thanks John, anyone else want to share their cars History here in the Courier? (15 Mins of Fame time!) then just e-mail your story in to me along with a few pics.

Cheers

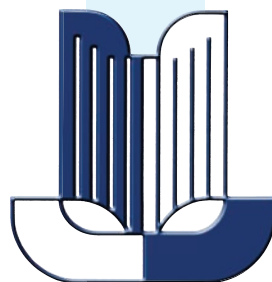
**Derek**





# *Welcome to* **NEW MEMBERS**

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



THE  
**TRIUMPH**  
SPORTS SIX  
**CLUB**

Geoffrey Dyer      **Aberdeenshire**

Brett & Bruce Rendell      **Beds**

Lloyd Garvey      **Berks**

Bob Whittingham      **Derbys**

Debbie Bark      **Devon**

Natasha Hamilton      **Dorset**

Michael Chalk      **Essex**

Nigel Pittman      **Flintshire**

Ian Lane      **Glos**

Jim Greenhalgh      **Lancs**

Robert Haughton      **Leics**

Colin & Anna Tutty      **London**

Gianetta Grainger      **Manchester**

Simon Green      **Northants**

Jon Lawson      **Northants**

John Conaghan      **Perthshire**

Carl Pickup      **Powys**

Martin Hunter      **Somerset**

Matthew Carroll      **Surrey**

Roger Hill      **North Wales**

Chris Cole      **South Wales**

Alan Macdonald      **South Wales**

Hugh Sargent      **Warks**

David Jones      **Worcs**

Duncan Banks      **South Yorks**

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

# SPITFIRE I - II - III Register



[www.tssc.org.uk/spitfire](http://www.tssc.org.uk/spitfire)  
e-mail. [spitfires@cadley.org](mailto:spitfires@cadley.org).

**Suzie Singleton**



## Flying Cars!

**I**t's great that after such a wet winter we've now been able to get out and about to the first few shows and events of the season, and mostly in the dry. It's a shame that, as I'm writing this, it's raining outside again and with more forecast over the next few days. Let's hope that, on the balance of possibilities, it comes down on the side of a hot dry summer this year.

Recently we had joint Club stands with cars and owners from Andover, Southern and Newbury areas at both the Easter Monday Wyke Down show and the auto-aero show at Popham on the May Day bank holiday Monday with about 17 cars at each. We seem to be low on numbers of early Spitfires in these areas just now, and we didn't help by taking Bonds instead of Spitfires but Peter & Katie Game bought their very pretty Mk3

wanted to get there so I hope it got them home safely at the end of the day. I do like the lines of an early car with the hardtop fitted, lovely curves, but of course top-down motoring can hardly be beaten – except when it's raining!

So, what shall I write today for your delight and delectation?

To start with, I was severely chastened by an email from **Lyall Robertson** in response to my April article on an alternative power plant for Sybil

*"You fool!!!! You have fitted the wrong Spitfire engine to your car!! (ref April TSSC Mag) The engine you should have fitted is the Rolls Royce GRIFFON engine as fitted to the later Spitfires, NOT the Rolls Royce Merlin. The Griffon was about 10 litres bigger and produced about 2050HP, compared with the Merlin's miserable 1200HP.*

*That would really make your Spitty fly!!!!"*

I stand corrected! But I did respond that we felt an increase in the bhp from 63 to 1200 was probably as much as poor Sybil could take without tearing all Guy's hard work apart. However, Lyall had realised that the engine graft was actually a bit of a Walter Mitty moment, knowing my real preference for originality and told me: *"I belong to the other end of the scale! When I rebuilt my Herald many years ago, I incorporated all the bits of the Herald / Vitesse / Spitfire range which I liked into the car with the*



along to the Popham Show – although I understand it was a bit unsure about whether it

## SPIRITFIRE I - II - III Register

result that the wags in the Suffolk TSSC call it Lyall's "Hervitbondfire"!

*Don't ask, but I love it!"*

Of course there's plenty of room at both ends of the scale, and anywhere in between with the range of cars and the modification possibilities of Triumphs but I think here I will interject with a rather modified Spitfire, again seen on ebay.

refrain from giving my full and frank opinion of this particular entity.

Still - sort of - on the previous theme, not so



long ago I came across another auto/aero crossover, not in the Triumph world this time, but rather with a flying Citroen DS which appears in the French film, Fantômas made in 1964 based on a comic strip superhero. As an aside, while checking the



information on this car again for this article, I had a slightly surreal moment when I noticed that the director of this film was called André Hunebelle. Of course, this may not mean much to most of you, apart from those who have known me long enough to know that my maiden name was Hunnebell.

When researching my name and family tree many years ago it was suggested that the name may have come over from France, maybe this shows that the idea could have some basis in fact.

Anyway, back to my theme, or rather to close this off as, of course, there are very many examples in books, comics, movies and TV of flying cars from the Jetsons to Chitty Chitty Bang Bang, via Back to the Future's De Lorean so I won't bore you



For the sake of 'peace in our time' I shall | with any more of this. Suffice it to say, despite



any worries some of you may have had about Sybil, she is currently sitting in the garage, still with her 1962 1147cc engine, but possibly dreaming of, what if....

Talking of themes, as you know another recurring theme of mine is 'car trailers'. I don't think I've included any for a while so I have a

couple here for you, although these are more of the 'canine' trailer variety rather than 'car' trailers. Hmm, wonder if Molly might fancy one of these - I feel another project coming on for Guy.

And you can even get a bird box version!



## JUBILEE TIME

If you ever need a large diameter clip, e.g. to fit over a silencer or some such large object, take two large Jubilee clips, undo them and open them up.

The "male" of one clip can then be fitted into the "female" of the other.

Now join up the remaining two ends and you have one very large clip.

This offers the advantage of two places for tightening, which could be useful when working in a confined space.—J. Stock, Colchester, Essex.



I've been reading some more old magazines lately, this time Motorcycle Mechanics, and have found some more useful tips which cross the 2/3/4 wheel range.

## PHILLIPS SCREW REMOVAL

While recently working on my Suzuki, I found several of the Phillips screws were in a very poor state.

I tried various methods to remove them but had no success. Finally, I had an idea. I found some Plastic Metal in the garage and filled in the rounded holes in the screws with it.

A Phillips screwdriver was then pushed into the Plastic Metal, to make a cross shaped impression and the metal was left to harden.

The troublesome screws were then removed and new ones fitted.—P. Morris, Cardiff.



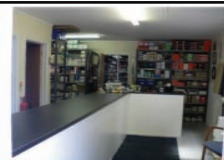
And now, almost back where I started, with a red Spitfire, **John Schofield's** partner **Helen**

## SPITFIRE I - II - III Register



found this Spitfire in Positano, Italy a few weeks ago, advertising the Hotel Pasitea. I do like the Spitfire script badge on the side of the

bonnet. (By the way - blatant plug - I currently sell miniature versions of this badge as a lapel pin/badge - See pic above this paragraph).



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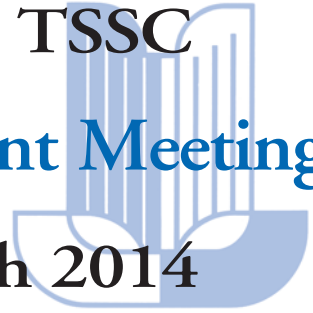


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# Feedback from the TSSC

## Council of Management Meeting

### Sunday 16th March 2014



by Vivien Thompson

#### DVLA Inspections

The Club is authorised by DVLA to carry out inspections on vehicles that have been modified. These can sometimes be carried out at member's homes if a CoM member lives within reasonable travelling distance.

#### Current Financial Position / Year End Accounts

Ben Broadbent had provided a ratio analysis of the Club's liquidity ratio which showed that management action taken in 2012/13 to improve the Club's financial performance had paid off.

The year-end accounts showed a loss of £16,000. This is after expenditure on the new RBS point of sale software for the shop, new web shop and membership database. Without this expenditure the Club would have at least broken even, but it was agreed that the investment needed to be made in order to modernise the Club and enable it to grow.

#### TriumFest UK

Bernard is holding a survey on Facebook and by email to compile a shortlist of films for the 'drive in movie'.

The movie sound will be accessed via FM

radio so anyone wishing to go **'to the movies'** needs to make sure they have an **FM radio (either in their car or portable)**.

Bernard has now negotiated use of the exhibition hall for the entire weekend which will provide us with a larger amount of undercover space.

#### Web Site

The site is nearing completion. The remaining issues are to do with work by a third party company, but it is hoped these will soon be resolved. CoM were reassured that the back-up and security of the web site would be extremely robust.

#### AGM

It was agreed what presentations would be delivered to the AGM and recipients for the annual awards were agreed.

#### Next Meetings

The next two meetings are  
**25th May and 12th July 2014.**

**Vivien Thompson**  
General Secretary



# HEADLINES FROM THE AGM

## Held on 13th April 2014



THE  
**TRIUMPH**  
SPORTS SIX  
CLUB

This is just a brief update from the AGM and a fuller report will be in next month's magazine.

A number of presentations were delivered including:

Roles and responsibilities of CoM and HQ staff  
Finance - audited accounts show a loss for 2013 of just under £15,000 which would have been at least break even if not for investment in IT infrastructure at HQ.

New telephone system and computers, move staff to same part of building to make better use of HQ, new shop point of sale system, on-line shop and membership database.

New secure server to host POS and membership database.

Demo of new website, 95% complete, Hold ups due to third party subcontracting causing delays. Has bright new look and launch expected imminently.

Business planning – plan to make more use of HQ, develop member affinity scheme, continue to work closely with insurance panel, grow membership, further develop web site and Club Shop.

A number of questions were raised by members but these will be detailed next time.

The auditors were re-elected for another year.

The three Council of Management (CoM) members who were due to stand for re-election (Pip Flegel, Frank Spencer and Victor Thompson) were re-elected.

Three members who had put themselves forward for election to the CoM (Chris Gunby, Simon Morgan and Ben Broadbent) were all elected onto CoM.

The areas that were currently registered with the Club were ratified.

There were several areas not yet registered.

The proposed change to the Articles and Memorandum of Association to enable members to call an EGM was not voted in by the members.

The proposal to have a fully functioning members' general chat forum on the web site was voted in by the members.

The following awards were then presented by

**Bill Sunderland:**

**Area of the Year – Coventry**



**Outstanding Achievement**

**Bernard Robinson**



**Special Thank You**

**Garth Jupp**

**Member of the Year**

**Mark Blease**

This brought the meeting to a close.

**Vivien Thompson**  
General Secretary



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**Colin Lindsay**

## Alternatively Wired Up!

**T**his is not a topic that comes up much these days anymore – the passing of time has seen many of our Heralds converted to alternator through the years and so there really aren't that many dynamo-powered cars left.

The trusty dynamo was universal and easily replaced, and perfectly adequate for those wonderful days when Apple and Blackberry were still fruits and a mobile was something that hung over a child's cot, but nowadays with CD multichangers and DVD players, halogen headlights, electric fans and fuel pumps and all sorts of

other power-hungry accessories and upgrades it's not pleasant to turn on the radio and watch the wipers drop to a crawl or the headlamps dim to candlepower, especially at low revs as when idling. One thing I would say is that it's not something to be done as a matter of course; the original setup is very good under normal



**Delco Remy Alternator**



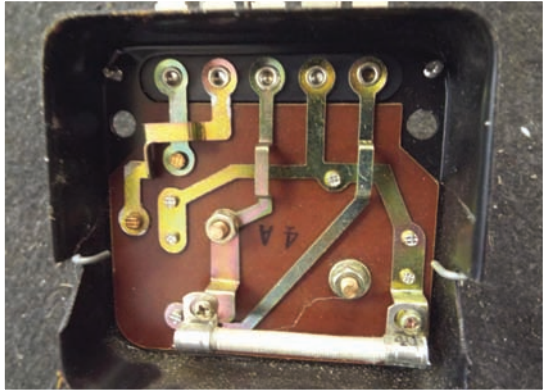
**My  
Control Box conversion**

conditions. However for those requiring the extra power, I realised yesterday when I was asked for advice on the subject that although dynamo to alternator conversion has been featured in *The Courier*, the article was actually featured 21 years ago and long overdue a revamp...

I'll not go into the physical side of replacement – assuming you have the required alternator, bracket and spacer – available from breakers, auction sites or autojumbles – then fitting the alternator is a simple matter of tightening a few nuts and connecting two cables, and lengthening the fan belt as required. A tape measure or piece of string will give you the new length and a good Motorfactors will do the rest.

This little gem of an alternator shown opposite was an auction site purchase a few years back and is beautifully made – it's by Delco Remy as opposed to the more common Lucas versions and it's all metal, without the plastic tailpiece more commonly seen. It should polish up a treat on my 1200. Bling!

How I arrived at this subject after so long was on being asked what to do with the wiring. To look at my own 1200 Estate you'd think it was an original control box wired as factory standard, but a little bit of simple butchery has left it looking original



but actually only a dummy.

The loom will require some reconnection after the conversion. The black wire or Earth should be taped off up out of the way – it's obsolete. The **Green and Brown** wire then connects to the **Yellow and Brown** wire, (or the field cable connects to the warning light cable) in order for the charging light to work and extinguish as it should when the engine is running. **All the other left-over wires should then be connected together.** You can either do this by simply screwing / soldering / taping them together, or going for something more subtle, as I've done with this control box modification.

Old control boxes are two a penny and it's a matter of minutes to remove the cover and unscrew the innards.

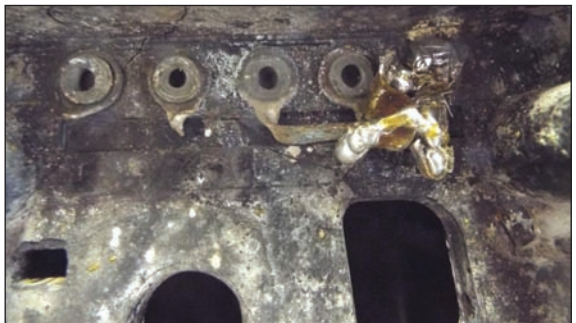
They're usually held on with two nuts, and you'll have to break one or more

copper wires.

This leaves you with the metal strips running across the rear face. Cut these off leaving almost an inch of metal on each one you need – **the Earth, F and WL ones are no longer**



**required;** you can use the terminals on top of the box to connect two or sometimes even three of the cables together and it leaves them looking as originally fitted – except of course they don't actually go anywhere any more, except to each other... Then just twist the others together and solder or attach as you prefer – a





large metal connector with screw, for example, is perfectly good for purpose – just make sure it's well away from the bodywork when it's refitted.

The empty control box makes a great place for storing odds and ends – spare bulbs or more importantly spare keys. No-one will ever think of looking there. How do I know? My 1200 convertible came with all original documentation, including the bill of sale, across which was written: *"Your spare keys are hidden under the water bottle."* So... I just had to look. And there they were, rusted solid



after forty years... ...if only the thieves had known. Maybe an article on bonnet locks is also long overdue?

*Colin*



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## Phil Willson

### Diff Breather, Tools & Springs

**D**ave Clark, whose car I featured last month, has just prompted me to remind you all about the importance of ensuring that the breather on the diff housing is kept clear. Hands up if you didn't even realise that there is such a thing!

Like most things, diff oil expands as it gets hotter with use and since it's in a restricted space then pressure will build up. If this happens the easiest way for the pressure to be relieved is past the weakest point on one of the three oil seals. To prevent this, a relief valve is



**Picture 1:** Diff oil pressure relief valve

**Picture 1**, it's on the top of the unit, just in front of the rear mounting on the right hand side of the car (driver's side for a UK car). It's quite fiddly to get to but it is possible working from underneath with the car supported on axle stands. **Picture 2** shows how it should lift up a few millimetres (it won't come out). As long as the split pin is free to move then that should be ok. Make this an annual check if you can. It's a lot easier than replacing a seal, especially the front pinion seal.



**Picture 2:** Relief valve split pin pulled free to move

provided. It's quite crude – basically a split pin in a hole – but it does the job provided it hasn't become clogged up. As you can see in

A tool that I've been using recently is for flaring brake pipe ends at home. I don't know what your experience is but I have often found that the ready-made pipes in the kits are sometimes a bit long and you have to somehow lose a bit by creating an extra bend or



loop. I suppose they are just erring on the right side as one that's too short is of no use whatever. With this tool you can get the length just right. You can buy universal flaring kits at pretty low prices but the cheap ones don't get a good press. You either need to buy a good quality universal kit (which costs real money) or, if you only deal with 'our' cars (or quite a few other British motors of this period) then a single size hand held tool is fine. This particu-



**Photo 3:** Draper handheld brake flaring tool

lar one, the Draper Expert 23312 for 3/16" copper (Pic 3) has been reviewed very favourably by one of the classic car mags so I went for it. Just follow the very clear instructions and you are on to a winner. Two points to note: Firstly be very fussy about the flares you make – good joints are essential, and secondly, don't forget to put the appropriate brass union on the pipe first (and the right way round!) as you can't do it afterwards. I also bought a Laser 2160 pipe cutter which works for any tube from 3 to 16mm (Pic 4). The flaring tool, unions and pipe are all in the Club Shop catalogue that was sent out



**Picture 4:** Laser brake pipe cutter

last month with the Courier, as well as other well-known internet traders.

As you will all know by now, the main TSSC rally this year will be **Triumfest UK on 26th and 27th July at Donington Park, Leicestershire**. One plan is to get as many **Herald Coupes** to the show as possible. Now I know that there weren't any factory 13/60 Coupes as the model was withdrawn in 1964 after about 20,000 had been built. However, given the kit car nature of the Herald, it is just possible that one or two have been created. If this is the case then not only would I like to hear about it but also we would like to see it at the show. I reckon a 13/60 Coupe with the ribbed roof would look pretty smart. Can anyone out there perhaps

even do a Photoshop mock-up for me, please? Of course, we would like as many Heralds as possible to attend the show and there will be a special Herald parking area, so I understand.

It would be good to beat the record set in 2009 on the 50th anniversary, though I confess to not having a clue what that was!

In the April issue I asked about transverse leaf springs on other cars – and I received an



**Picture 5:** Chevy rear spring

excellent number of replies (from **Con O'Kelly, Henry Jones, Martin Campbell, Van Hamlin, Odd Hedberg, John McIntyre and Mark Stradling** – many thanks). The list is quite long and there are some surprising cars in the list.

I print what I have been told as I haven't actually heard of some of them. (A second confession is as many paragraphs!)

*AC Ace, Aceca and early Ford 289-powered Cobras.*

*Chevrolet Corvette (Picture 5).*

*Cooper Mk 4, 1951.*

Fiat 127 and 128, and their eastern European derivatives e.g. the Yugo.

US Ford US from Model T (Picture 6), thru Model A & the 1932 V8 all the way to the early 1940's. JBW Maserati F1 car, 1959.

Stanton BSA Four wheel special, late 1940s. Tojeiro, 1952. Trabant.



**Picture 3:** Ford Model T suspension

I will let those of you who are interested to research the above while I show you what I consider to be the ultimate.

It's a full elliptic spring that supports the body above the chassis. (Pictures 7 and 8). It's

courtesy of the Amish community in the US and is still the basis for current models.

I bet it really swings.

*Phil*



**Pictures 7 & 8:**  
Amish Wagons





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**Bernard Littlewood**



## Surrey Top Project. Part 2

**F**riday, and two days after I had ordered the windscreen capping it hadn't arrived and I wanted to use the TR for a S.Wales Area run on Sunday, I called Rimmers' and they said they had just posted it and I would not receive it until Monday, I wasn't happy, but I decided to keep the backlight on and hope that there was not too much rain on the day of the run. I then took the TR for a blast down a private road near me and with the speedo needle nudging 105mph (and passing a modern MG, please note Phantom Scribe) the back light felt reasonably firm.

Sunday, with the good weather continuing, thankfully I had no need for the soft top roof insert (this is the part that is actually the Surrey Top) and I was pleasantly surprised at how "open" the car felt with the backlight fitted, also my stereo speakers were not covered by a folded down soft top and the amount of air turbulence at speed was greatly reduced. Over 150 miles in glorious sunshine and I was very happy with the conversion.

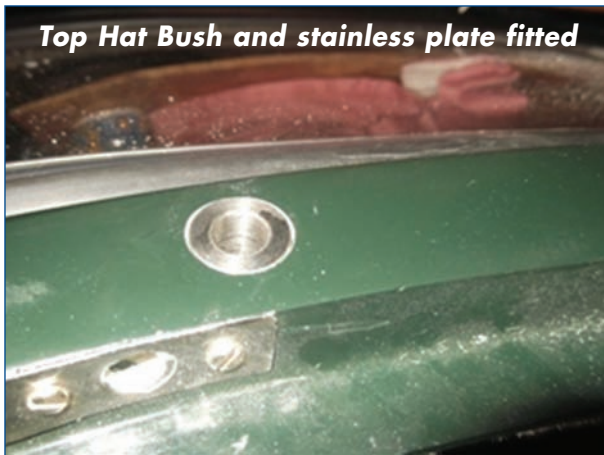
Monday, the finisher arrived late afternoon and I riveted it in place, I had to lever the extended lip up to make a gap large enough for the lip of the Surrey Top to fit in, I then left it over night to let the top

stretch in readiness for the snap poppers to be fitted.

About half an hour spent doing this.

Tuesday arrived and with the car outside in the sun to allow me to be able to pull the top nice and taught to fit the poppers in position so that the top was "crease free" I turned my attention to the holes in the backlight where the top frame locates. To prevent unsightly scratch marks I made a couple of stainless steel plates to cover the area and screwed them in position. I then spent the next couple of hours fitting the poppers to the front finisher, top of the backlight frame and finally in the Surrey top itself, removing the top after each popper position had been marked to rivet the two halves of the popper together using the correct tool. To make the holes in the Surrey

**Top Hat Bush and stainless plate fitted**







top I heated the shank of a 4mm drill and pushed it through the vinyl (this prevents the vinyl from fraying). All in all this took me about 2½ hours.

With the Surrey top in place I then took the TR for a trial run and at 60mph the front of the Surrey top came out of the finisher! It was lucky that Jack was with me to hold it down! I pulled into a layby and re inserted the front of the Surrey top and started off for home, I took the car up to the speed limit of 70mph and the top stayed in place! Could the combined speed of 60mph + head wind have caused it to come out? I have heard of this happening but at much higher speeds. I intended to give it another trial and I hoped to take the TR to the Barry Waterfront show in five days time on July 28th (it depended on if my daughter wanted to accompany me and Jack, if so I would have to take my 13/60). After that I wasn't going to get another chance to use the TR until the TR international on August 11th due to holidays. I wasn't happy, with two good runs coming up (TR international & TSSC family weekend) I had to either resolve the issue or re fit the hood.

I managed to take the TR out twice before the Barry Waterfront show and using a private road near my house I took the car up to 80mph, both times the Surrey top stayed in place, I was pretty sure that there was noth-

### ***The nearly finished Surrey Top fitted in place***

ing different to the way that I had inserted the leading edge of the Surrey top into the finisher at the time that it had detached itself as it only slots under the finisher, but that's TR's for you. My daughter and her friend decided to accompany the S. Wales area to the Barry Waterfront show, but Young Eddie & Mo offered to take my daughter Emma and Mike The Cake gave her friend Sinead a lift which meant that I could give the TR a test run, also the weather forecast for the day of the show was heavy rain showers so the top would get a good try out.

With a sustained speed of 70mph on the M4 the Surrey top stayed in place, also even though there was only light rain, it proved to be at least as water tight as the original fold down hood.

So, what are my conclusions at this early stage of the project –

- 1)** The service from [Rimmer Brothers](#) was very good.
- 2)** The quality of the parts provided was far better than I had expected after reading other people's write ups.
- 3)** The value for money when compared with a second hand original unit is excellent.
- 4)** Ease of fitting was far easier than other write ups I had seen indicated.

5) The lines of the car look much cleaner with the backlight and Surrey top.

6) The interior of the car feels much more "roomier" than before and is a better place to be in.

7) Would I recommend a Rimmer Brothers Surrey Top conversion to other TR owners – **YES.**

After using the TR with the Surrey top for the TR International and TSSC Stafford weekend I was still very happy with it, although both weekends had very good weather and the top was off for all the runs. While at the TR international I examined the TR's with Surrey tops and found that in the main (but not all) they had the poppers on the front of the windscreen frame capping either screwed or riveted to the windscreen frame, I removed the front poppers on mine, bent the capping down onto the frame and used self tapping screws to replicate this. I also made a couple of top hat bushes (Pic 1) out of stainless steel and drilled out the holes on the top of the backlight frame where the Surrey top rear bar locates (and is held with the thumb screws) to accommodate the bushes. This modification makes it easier to locate the bar and decreases the chances of scratching the paint on the backlight frame.

**Footnote:** It is now ten months since I have fitted the Surrey Top and I have no plans to revert to the soft top. The car was used throughout the winter and the top still remains as weather resistant as the soft top. I am extremely pleased.

### TR4 Search Completion

**Keith Phillips** had been searching for a TR4 or 4A for many months and has travelled many miles in his quest to

buy a good car. I was very pleased to hear that he had finally been successful; here is a short account in Keith's own words.

### Keiths TR4 meets mine at Crealy Park - Drive it Day 2014



*I've always dreamed of owning a TR4. Last year my wife and I came into a bit of money and following a bout of illness for myself and then my wife, we decided to try and make the dream a reality rather than wait for our later years to achieve it. It was not an easy task as the market for used TR's is just as*



### A dapper chap & his TR4

*dangerous as the markets for any Triumph. It*

was enough to nearly put me off my dream.

Throughout my search the wise words and encouragement of our Club TR Registrar kept me going. My area group in Devon were supportive too, letting my wife and I tag along in our 'modern' car for nearly a year after selling our Spitfire.

I'm glad I didn't give up because in the end I met two really great chaps. One owns a TR4a and the other the TR4 I eventually bought. Both wanted their cars to go to someone that was going to use and enjoy the car.

So here it is, a 1963 TR4 with Surrey Top and Overdrive.

Originally destined to become a GTR4 'Dove' but sold before being converted. It's in the original colour of Signal Red with Black interior. I'd like to do a few bits to it; find a hard section for the Surrey, maybe go back to wire wheels and maybe revert to the original 'white' dash. Most importantly I want to share it with as many Triumph fans as possible. If you see me at a show please come and have a chat and I'll bore you with the story of my search and with all the history I've found out about the car.

Thank you for sharing that with us Keith.

### Paint Enquiry

Bernard,

Some advice please - I need to get some touch-in paint for the car. I believe it is Triumph Signal Red 32 but since the chassis name plate is missing I cannot confirm this. Do you know if the TSSC could trace this through their Records if I sent them the Chassis No?

When I was changing the wooden dash recently I came across 4 different TR4A Electrical Installation Diagrams - confused or what! Especially as two showed the car with a Positive Earth, and two showed a Negative Earth. Fortunately I knew what I had by inspection. The point I'm trying to make is that you need to double & triple check any details you may come across in the various Car Manuals.

That's it for now! Regards

Graeme

## TR 4/4A/5/250/6 Register

Hi Graeme,

Does your commission plate show a paint code or are you guessing? Even if the code is on your commission plate and even if the TSSC (or even a heritage certificate) had the information it would only indicate what colour the car was when it left the factory and the car has probably either been repainted since or (especially as it is red) the colour would have faded over the years. Your best bet is to either take the car (or a part of it eg. the vent cover from the front scuttle) to a paint supplier who can colour match the exact shade that your car now is. The TSSC club shop sells codes 32, 72, 92, 17, 22 & 82. The spray cans give an excellent spray pattern. At past TSSC International weekends there has been a paint supplier attending who will inspect your car and give you a matching code on the spot.

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Bern

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**Paul Lewis**



## PC Restoration Show

**F**irst of all I must apologise for no article last month, I am studying for an Engineering Degree and the deadline for my dissertation was due at the end of the month so I was head in my books. Anyway, I have had a large response from the article about the interior trim paint and I am looking into not only the tan but also the blue and black paint. I will see how things go and keep you informed.

**Gary Lacy** also sent me a couple of pictures of his late Solihull built FHC during its ongoing restoration. Thanks again, I will also use the photos for the **"Wedge Wall"**.

I also found myself helping out on another Triumph Club stand at the Practical Classics Restoration Show at the NEC in April. This is the first time this event has been held. All in all it was an excellent event with Saturday being the busiest of the two days. We showed the updated **"Wedge Wall"** that I have been asking for photos for over the past few months and have over 120 exhibits so far, so please again if you haven't sent a photo of your car into me get clicking

and email them across.

The event took the theme of the title of the show so I managed to have a 1976 FHC Barn find, my 1977 FHC, which is just out of paint and an original sprint on the stand. It was great talking to other TR7 enthusiasts and interest is growing in our model. Since the prices of the other Triumph TR's have vanished



into the £20k mark and above people are now looking at the TR7 as an entry car into the classic world. This does have an effect on prices as the more people start looking for a car then the prices start to rise. We have seen cars changing hands for £5k and above recently with barn finds fetching £1k. The word on the street from the experts is that



original cars are fetching 30% more than restored examples, so instead of replacing every-



thing leave it as it is. Cars with history are making



the most money and people now want cars that show its life.

Well short but sweet this month, next month I will talk about converting your distributor from points to electronic ignition, I was going to give you all the details this month but the set I have purchased doesn't produce a spark so I will contact the dealer and get to the bottom of it.

If anyone has had problems before with electronic ignition please let me know.

*Paul*

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## Dave Rumens

## Mike's Vitesse

**H**ello everybody. Driving the Vitesse always brings a smile to my face. The superb sound for the straight six engine, the 1960's styling coupled with the 1930's concept. This month we hear from **Mike Lawrence**, another Vitesse enthusiast about the experiences he has had with his Vitesse.

So over to you Mike.

I purchased "Vinney" my 1967 Vitesse off EBay over 8 years ago from a man in Edinburgh, unseen, other than the pictures he posted. I then met him at a Stafford classic bike rally where I was then given documents etc for a deposit. A few days later I flew from Birmingham to Edinburgh one way for £19! When I landed it was clear the weather was much worse there than England, 6 inches

of snow and still coming down. I waited at the airport entrance to be greeted by the Vitesse being driven by Roy the vendor. He had purchased it on the Isle of Skye at a sale and re-commissioned it. It was dry and honest and

sat well. I drove the 360 miles home stopping only once in about 6 hours and loved the reaction the car got. The lower doors and sills were shot and the paint had about 6 different finishes. I used him just like that for 5 years and with a growing family eventually stopped and then SORN'd it.

Fast forward to August 2013. I went to see a Mercedes R107 convertible and was quite taken by it but had reservations that all was not as it seemed. I went into the garage and started Vinney up....and he roared again. I



Picture 1.

then MOT'd him and had new brakes fitted all round. I attended meetings in Worcestershire and Hanbury Steam Rally as a thank you to Bev(Worcester area) who saved the day loaning the MOT station a hub puller. In





**Picture 2.**

November I put him in for a bare metal bodywork restoration. New sills, treads, lower door skins, wheel arches and chassis side rails were only the start.

Resprayed in the original Royal Blue, all new rubbers, gaskets, seals, clips etc etc etc. The underside was in great condition so inside chassis rails and everything else was Dynatrol treated by the company that do all brand new Morgans as I live 200 metres from the factory. If anyone needs a restoration

company I can recommend one. See Pictures 1, 2, 3 & 4. (The Royal Blue colour gives a real deep shine, Dave)

The car will never be sold so the cost is irrelevant other than to say that current values



**Picture 3.**

helped me justify the expense but it wasn't that bad. I would say including purchase its cost 60% of its current value for insurance. The car



Picture 4.

drivers. It makes every trip an event.

Well that's it from me,  
**Mike.**

Thanks Mike, I echo your experience when people see the Vitesse they tell you about their own experiences with one or a Herald.

The sharp-eyed will notice that some of Mike's pictures have reflective number plates fitted to the car and some don't.

is extremely original and I hope to keep that look. The reaction the car gets now it's been restored is fantastic.

There is no envy, everyone loves it and has a story to tell either about Heralds or how they lusted after a Vitesse when they were young

To keep the Vitesse in period Mike replaced the reflective places with the non-reflective type.

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

See you all next month

**Dave.**

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# GT6 Mk I - II - III Register



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**Andy Cook**

## Collecting GT6 "STUFF"

**S**

ome people call it Regalia, some say it's Accessories, some say Souvenirs, and some Collectables, I just call it "stuff"! The GT6 related

one off, I know as I made it myself! The GT6 is one of the enamel badges bought from the club shop with the pin ground off, I bought myself a new plain Zippo lighter and glued the badge on with araldite. This has been my Triumph camping weekend lighter for well over 20 years now. I only use it for camping as I don't smoke!

On the right, GT6 cufflinks, purchased online from a company that does lots of classic car accessories such as

belts, tie pins, hip flasks, memory sticks etc. Great for wearing to formal Black Tie type events or to just work, a subtle display of GT6 enthusiasm.



stuff that I've collected over the years that have nothing to do with keeping the car on the road or driving it. I've been a bit of a sucker for collecting all things GT6 over the years buying it at shows, on line or receiving gifts from family members. So I thought I'd share just a few nuggets from my collection, some items are common, some are rarer.

**Photo 1** - At the back, a hand crafted GT6 Mk3 Greeting card. This was received from my (ex) wife, after dropping hints when seeing them for sale at Stafford one year. They were made by Jess, the wife of one of the West Berks area Members, Colin Behan.

On the left, a GT6 Zippo lighter. This is a



**Photo 2** - At the back, a GT6 face

flannel. I don't actually use a face flannel, I suppose this could be used as a polishing cloth but it's too nice for that and just stays tucked away in a drawer. Purchased at Stafford, one of those spur of the moment "got to have one of those" purchases which I didn't really need.

On the left a bone China GT6 mug, I just have this on display in a glass cabinet at home at present.

On the right, a commemorative TSSC GT6 half pint beer glass celebrating the silver jubilee of the GT6 in 1991.

Another item that lives in a glass display cabinet, even if I wanted to use it I probably wouldn't because I never drink my beers in halves!



**Photo 3** - A few more mugs, these commemorative mugs from the TSSC Isle of Wight Camping weekend held each May day bank holiday weekend, which I attend most years. Not sure if there were any others featuring GT6s but these 3 are from 2000, 2010 and 2013.



**Photo 4** - I do also have this everyday

GT6 mug at work that is used extensively (I drink a lot of tea at work!), that one was a freebie from James Paddock after placing a big order for GT6 parts with them.



**Photo 5** - One of my favourite GT6 items, a 3D GT6 badge that consists of a metalised resin GT6 sculpture split in half diagonally with a mounting badge safety pin on the back. The complete cars on a base are fairly common made by a company called Autosculpt but the half car badges without a base like this used to be on sale in the early 90s at many a TSSC show but I haven't seen any for quite a while now. This is a pretty permanent fixture on a regularly worn denim jacket of mine.



**Photo 6** - A few GT6 models.

In the foreground a Sun Star GT6 MK3. A fairly detailed 1/18 scale model with opening doors and bonnet. One thing that's a bit inaccurate is that the car is LHD but has the brake and clutch master cylinders on the right hand side of the bulkhead and the battery on the left as per RHD cars.

Maybe I'm just being an anorak picking up on this!

Just behind a Vitesse (the brand not the car) 1/43 scale GT6 MK3 in Powder Blue, says it's a limited edition of 2016 models, hardly that rare then, real powder blue Mark 3s are rarer!

Then on the top an Autosculpt 1/92 scale pewter resin model of a GT6 MK2, I did used to have a MK3 as well but not sure where that went, this was the full car model that the badge I have is based on.



**Photo 7** - A limited edition GT6 print number 18 of 180. This piece of art was produced by a TSSC member, Stuart Fordham in the 1993, Stuart was a talented graphic artist who also owned a MK3 GT6 (OGA888M that forms the centrepiece of the print). The print has the various versions of the GT6 with a piece of text explaining the differences, I seem to remember he went on to draw similar works on other TSSC club cars but the GT6 was his first. Stuart's own GT6 was eventually made into a convertible with a Spitfire Bodytub.

**Photo 8** - A couple of items of GT6 clothing, I've had other items in the past



I lost the blue one which I purchased from a stall at Stafford international some years back and after some investigation managed to find the company who sold them, called "Autotees". They no longer stocked the GT6 hoodies but were happy to make me one up specially. Then of course the inevitable happened and the blue one turned up so I now have two, just as well I ordered a different colour!

On the right a commemorative GT6 40th anniversary T shirt. These were freebies given out to GT6 owners who displayed their cars in the hall at Stafford at the 40th birthday display.

This is just a selection of some of my favourite items, I do have more I'm afraid. If you have any unusual bits of GT6 "Stuff" why not take a photo and send me a copy and I'll include it in a future article.

### **From Cookie's Archives.**

This month's picture below from my archives is the line up of GT6s at the 25th anniversary GT6 day in 1991. This event was held at Hatton Country World in Warwickshire. I did have a count up of GT6s later that day and counted 102 parked up which is certainly the highest number of GT6s I've ever seen in one place. It will be the 50th anniversary in 2016, no doubt we'll have a celebration, probably at the TSSC international that year. I somehow doubt we'll get as many



but these are ones that I currently wear.

On the left a GT6 hoodie in a plum colour. I also have one of these in blue.

as 102 GT6s there but it would be excellent if we could break that record!

**Andy**



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Front valance support bracket 712567/8.....	£6.00

## SPITFIRE MK IV & 1500

Bonnet stay 613045/613751.....	£19.50 pair
Front wings 90963/4 PAT.....	£60.00
Front wheel arch outer 909351/2.....	£49.50
Front wheel arch inner 909797/8.....	£39.50
Headlamp support panel assembly 818871/2.....	£40.50
Front quarter valance 815391/2.....	£80.00
Door skins.....	£61.50
Sills non original. 903097/8.....	£47.50
Sills O.E. 903097/8.....	£69.50
Sill reinforcement panel 806634/5.....	£7.50
Inner sill 806638/9.....	£27.00
Front sill end plate 706422/3.....	£8.50
Half floor (deep pressing).....	£135.00
'A' post lower filler panel 706288/9.....	£24.00
Bonnet hinge pivot box RKC362/3.....	£49.50
Chassis front gusset 218526/7.....	£19.50
Bonnet hinge tube L/H-R/H 91107/8.....	£60.00
Rear wing non O.E.....	£130.00
Rear wing front repair panel.....	£25.00
Rear wing rear repair panel.....	£28.00
Rear lamp panel 716182.....	£191.50
Rear valance 908970.....	£95.00
Boot floor.....	£145.00
Boot lid 911327.....	£475.00
Rear inner wheel arch 725563/4.....	£145.00
Rear outer wheel arch 909661/2.....	£89.50
Windscreens aperture drip channels.....	£12.00 pair
Hard top rear screen seal 911040.....	£49.50
H/ top seal roof/ door glass 716183/4.....	£8.00
Door hinges 607824.....	£21.00
Exterior door handle (black) YKC2837/8.....	£77.50
Window regulator 911271/2.....	£82.50
Window regulator glazing channel.....	£65.00
Rear outriggers 209398/9.....	£42.50
S/steel tread plate finishers.....	£32.50 pair
Oil pump TKC 1974 (exchange).....	£32.50
Water pump 216939/GWP128 (exchange).....	£29.50
Radiator support cradle TKC 1761.....	£16.00
Late type water pump (viscous) UKC774.....	£40.00
Oil filter GFE119/150.....	£5.00
Heater valve 724021.....	£18.00
Front wheel bearing kit GHK1021.....	£16.50
Front wishbone bushes 119451 (set of 8).....	£10.50
Front shock absorber GSA364.....	£20.00
Front suspension vertical link.....	£85.00
Front suspension top ball joint GSJ155.....	£9.00
Stub axle UKC697.....	£235.00
Recon steering rack exchange.....	£55.00
Track rod end GSJ158.....	£9.50
Steering joint 142140/FAM1718.....	£22.50
Steering lock 216449/UKC2719.....	£85.00
Gearbox exchange.....	£285.00
Recon exchange D Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D Mk IV.....	£320.00
Recon exchange J Type O/D 1500.....	£320.00
Rear wheel bearing kit GHK1029.....	£14.50
Early/late rear drive shaft.....	£69.50
Recon exchange drive shaft assembly.....	£170.00
Rear shock absorber GSA385.....	£18.00
Rear leaf spring 159640.....	£95.00
Recon exchange brake caliper type 14.....	£41.00

Brake disc 208715.....	£13.50
Brake disc 208715 Drilled/Grooved.....	£42.50 pair
Caliper repair kit inc pistons type 14.....	£20.50
Handbrake front cable 121766.....	£5.00
Handbrake cable end fork 104749.....	£3.00
Rear wheel brake cylinder 7 dia GWC1110.....	£12.50
Rear brake lever 123135.....	£6.50
Brake shoe set GBS749.....	£10.00
Clutch slave cylinder GSY103.....	£35.00
Clutch kit GCK160.....	£77.50
New distributor 1500 (exchange).....	£59.00
Recon distributor 1500 (exchange).....	£47.50
Distributor cap Mk IV.....	£6.00
HT lead set.....	£8.00
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Recon w/wiper motor (exchange).....	£45.00
Universal joint with grease nipple.....	£9.50
Dash top cover 815281.....	£40.00
Seat cover set 1906 houndstooth material.....	£115.00
Gearbox tunnel retaining plate 608383.....	£1.80
Wheel arch to bulkhead seal 613666.....	£3.00
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Hoods vinyl inc zip window.....	£160.00
Inertia seat belts less warning light wire.....	£65.00 pair
Inertia seat belts less sensor OE.....	£70.00 pair
Inertia seat belts less warning light wire Red.....	£60.00 pair
Inertia seat belts sensor type.....	£70.00 pair

## GT6

Bonnet assembly Mk II 908116 less tubes.....	£1,050.00
Bonnet assembly Mk III 913766.....	£1,050.00
Front wings Mk II 908113/4.....	£115.00
Front wings Mk I 907154/5.....	£95.00
R/H front overrider Mk I 710717.....	£42.50
Boot floor carpet Mk I/II 810841.....	£35.00
Main carpet early Mk III new tan 819813.....	£32.50
Main carpet late Mk III new tan 822633.....	£27.50
Dash veneer set Mk III 820073.....	£160.00
Steering lock 216449/UKC2719.....	£85.00
Recon Steering Rack (exchange).....	£55.00
Seat belts.....	£65.00 pair
Recon (exchange) water pump GWP201.....	£29.50
Manifold banjo bolt 145155.....	£9.00
Gearbox (exchange).....	£285.00
Recon exchange D Type O/D.....	£320.00
Clutch kit.....	£80.00
Front suspension vertical link.....	£108.00
Front shock absorbers.....	£20.00
Track rod ends.....	£9.50
Rotoflex coupling 152273.....	£35.00
Rotoflex bush kit inc tubes.....	£16.50
Brake shoe Mk I/II/III rototex GBS750.....	£17.00
Brake shoe non rototex GBS746.....	£20.00
Front side/flasher lamp assembly 155416.....	£20.50
Delco distributor cap.....	£9.75
HT lead set.....	£12.50

## TRIUMPH 2000/2.5 PI/2500

Mk I front wing L/H-R/H 570195/6.....	£300.00
Mk I front panel (nose cone) 903258.....	£75.00
Mk II headlamp panel 575894/ZKC1972.....	£75.00
Mk II bonnet 910507.....	£135.00
Mk II rear lamp panel 910509.....	£145.00
Mk II boot reinforcement panel 910505.....	£75.00
Bonnet seal 613894.....	£12.50
Rear centre bumper (estate) plain 576530.....	£97.50
Rear centre bumper (estate) for insert 917813.....	£97.50

Rear quarter bumper (saloon) plain 910158/9.....	£67.50
Rear quarter bumper (estate) 923444/5.....	£60.00
Rear bumper moulding (saloon) 824479.....	£27.50
Interior door knob 615888.....	£1.50
Dash veneer set 2000TC/2500TC - ZKC1552.....	£65.00
Dash veneer set 2000TC/2500TC - 730397.....	£65.00
Interior grab handle truck 701711.....	£20.50
Boot carpet 728551.....	£22.00
Late Mk I 2000 steering wheel 307493.....	£25.00
Recon power steering rack (exchange).....	£140.00
Recon manual steering rack (exchange).....	£55.00
Gearbox (exchange).....	£350.00
Mk II front side/flasher lamp 216149/216150.....	£42.00
HT lead set.....	£12.50
Clutch kit.....	£80.00
Recon (exchange) water pump GWP201.....	£29.50
Rear wheel bearing kit.....	£19.50
Rear shock absorber.....	£20.00
Recon exchange brake caliper.....	£56.00
Brake shoes Mk I (axle set).....	£27.50
Brake shoes Mk II (axle set) GBS803.....	£16.50
Rear wheel cylinder GWC1205.....	£17.50

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Front undermider XKC 83/84.....	£25.00 pair
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Dolomite Rear lamp assembly R/H TKC938.....	£52.50
Head lamp assembly 1300/1500 Dolo (square).....	£105.00
Headlamp bowl 1300/1500 Dolo (Square).....	£28.50
Rear screen rubber 913937.....	£37.50
Boot floor carpet 1300 F.W.D. 617831.....	£25.00
Recon windscreen wiper motor (exchange).....	£45.00
Dolomite 1300/1500 new exchange distributor.....	£59.00
Dolomite 1300/1500 recon exch distributor.....	£47.50
Dolomite Sprint recon exch distributor early/late.....	£160.00
Set of HT leads 1300/1500.....	£8.00
Set of Sprint H.T. leads.....	£39.50
Set of HT leads 18.50.....	£12.00
Distributor cap 1300/1500 GDC136.....	£4.75
Oil filter 1300/1500 GFE119/150.....	£5.00
Service exch oil pump 18/50 - Sprint 215573.....	£35.00
Sprint gearbox (exchange).....	£350.00
Sprint clutch kit.....	£80.00
Gearbox exchange 1300/1500/18/50.....	£285.00
Gearbox exchange 18/50/3 rail.....	£285.00
C/V joint 1500 F.W.D. 518093/UKC 1160.....	£87.50
Front subframe mounting cup washer 138626.....	£7.50
Recon steering rack (exchange).....	£55.00
Track rod end.....	£9.50
Upper steering column joint 157659.....	£36.00
Lower steering column joint FAM1718.....	£22.50
Front/Rear shock absorber (Dolo).....	£22.50
Toledo front shock/spring assembly.....	£48.50
Front lower ball joint GSJ135/RH.....	£65.00
Anti-roll bar mount bracket 154868.....	£7.50
Anti-roll bar mount bracket 153669.....	£12.00
Dolo recon exchange caliper.....	£41.00
Brake pads Dolo/Toledo.....	£10.00
Brake pads Sprint.....	£12.50
Dolo 1500/18-50 brake shoes GBS746.....	£20.00
Dolo 1500/18-50 wheel cylinder GWC1502.....	£15.00
Sprint wheel cylinder GWC1121.....	£15.00
Tank sender 1500HL/1850HL/Sprint 215652.....	£27.50

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## Area Showtime



e-mail.

**[pip1272frank@homecall.co.uk](mailto:pip1272frank@homecall.co.uk)**

***Pip Flegel***



# Freewheelers Visit is a Triumph!

By Roger Hayward (West Midlands Area)

**T**he Midland Freewheelers are a group of motor cyclists who are dedicated to helping others who are in receipt of care provided by the national health Service by undertaking to convey on their high powered

from a couple of sources including Camelot the organisers of the National Lottery to purchase two new motor cycles. They could have chosen Honda or BMW but the Birmingham Triumph Motor Cycle Company supplied them with two brand new Triumph Motor Cycles at a specially discounted price. These two new Triumph bikes



**The Midland Freewheelers**

motor cycles, medical items such as Blood, Tissue Samples, Patient Notes, X-Rays, Equipment and most importantly Breast Milk from mothers donating excess breast milk back to the Birmingham Maternity Hospital for processing.

All of their volunteer riders hold advanced riding qualifications from the Institute of Advanced Motorists or the Royal Society for the Prevention of Accidents.

Recently they managed to receive funding

have been equipped with all that is necessary for the riders to carry out their important work including blue lights and florescent sign writing.

As they were now riding Triumph machines, the Midland Freewheelers were invited to visit Drakes Drum Public House in Great Barr, Birmingham on Tuesday 6th May 2014, to enable the West Midlands Triumph Classic Car Owners to meet with the Triumph Bike Riders to compare machines, to chat and to discuss



ering items for onward transport to Welsh Hospitals.

During the course of the evening it gave me a great deal of pleasure on behalf of the West Midlands Triumph Clubs to present the Freewheelers with a cheque of £150, and an additional £22.54 was raised by

matters of mutual interest. It was interesting to note that the two brand new motor cycles had engines of 1200cc, similar in size to several of the Triumph Heralds on display. Lawrence, one of the bike riders, gave members an outline of their duties and we were surprised to learn that their duties took them all over the Midlands area, as far on occasions as Ross on Wye where they would meet up with South Wales Freewheelers either collecting or deliv-

passing the collecting tin around pub regulars.

This cash will assist them to carry out their important work.

The Midlands Freewheelers are part of the Nationwide Association of Blood Bikes.

They Have been invited to put on a Display of their Bikes and will be collecting for their cause at this years **TriumFest UK** event at Donington where you can all meet the guys and their Freewheeling Triumph Machines.

## Drive it Day - West Midlands Style

By Roger Hayward (West Midlands Area)

On Sunday 27th April 2014, Fifteen treasured Triumph Cars from the West Midlands Area took part in ride of about 35 miles to celebrate 'Drive it Day'.

The weather was not particularly good but everyone enjoyed the ride into the Countryside which finished with a late lunch at Chamberlains Fish and Chip Restaurant in Wolverhampton Road, Quinton, Birmingham.



This is the third time we have visited this restaurant as a group and it will not be the last.



[www.tssc.org.uk/stag](http://www.tssc.org.uk/stag)  
e-mail. [Stag@tssc.org.uk](mailto:Stag@tssc.org.uk)

**Ben Broadbent**



## A New Role and Restorations

**W**ell hello again, what a month May turned out to be! Actually, that's what I said 3 years ago in July 2011's article, when I had just sold my Stag and MX5's, and replaced them with an Acclaim and a VW Touran (for moving Triumph parts about). Well, this time I find myself replacing the Touran with a VW Sharan (to move even more Triumph parts from A to B, and transport all of Alice's art and craft work to Art Fairs. I seem to do more Art Fairs than Cars Shows!) (but, you can even sleep in the back of the Sharan! or just tow a caravan.) Also this time, I find myself elected to the CoM for the next 3 years, with the responsibility of the Clubs finances. Thanks to all who wished me well for this elected role.

In early May, Channel 4 aired a programme 'For the Love of Cars', which featured the restoration of a Stag see Website:

<http://www.channel4.com/programmes/for-the-love-of-cars/videos/all/for-the-love-of-the-triumph-stag>

The SOC were very much involved and in the May issue of the SOC magazine, promised more detail about the making of the programme and background stories. So there may be more interesting features to follow.

In a nutshell, the programme was about the restored of a Stag, it was undertaken to a very 46

high specification. Part of the story line was how awful the **TRIUMPH SNAG** was with over heating problems etc etc. But the final word was that, if restored with the correct procedures and skills, the Stag was a fantastically reliable car. It showed that Triumph engineering principles were correct, and that it was the assembly and servicing that was poor. But, we knew that anyway. Now the British public know the Stag has risen from the ashes of British Leyland.

As I cannot bring you more details about the above restoration programme, here is a revisit of the restoration article of my own Stag, first published in Courier No. 373, in July 2011.



### The Restoration of the Red Baron

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

All the restoration work was undertaken prior to April 2008. Attention to detail was the



2.



**The Body** - The vehicle was completely stripped of all mechanical parts before repair work to panels was undertaken. (pic 3) The car was not stripped to the bare metal as the restorer deems the bodywork in excellent condition. Repairs to bodywork was required in the sill area behind the B post (pic 4), it was repaired by Tynwald Triumph. The car had been powered for 20 years by a Rover V8, a replacement Mk1 engine was to be used, therefore, re-modification to the front of the

3.



5.



engine bay was necessary (pic 5). Again, this was carried out by Tynwald Triumph. The original colour had been Triumph Signal Red, but a decision was made to complete this vehicle using Ford Radiant Red due to availability and the brightness of the colour!

4.



ultimate goal to produce an example of a Stag Mk1 as close as possible to the original specification, subject to availability of components. The majority of the work was carried out by the restorer, whilst the welding was undertaken by Tynwald Triumph of Warrington. Replacement parts were supplied by either James Paddock of Chester or Rimmer Bros of Lincoln. The Hood was supplied via Paddocks by Aldridge. The sand blasting and power coating by a specialist in the Manchester area. (pic 2)

6.



The interior was painted first. (pic 6)

**The Engine and the Drive Train** - The existing Rover engine was discarded and a

7.



replacement refurbished engine acquired. (pic 7) The gearbox, diff

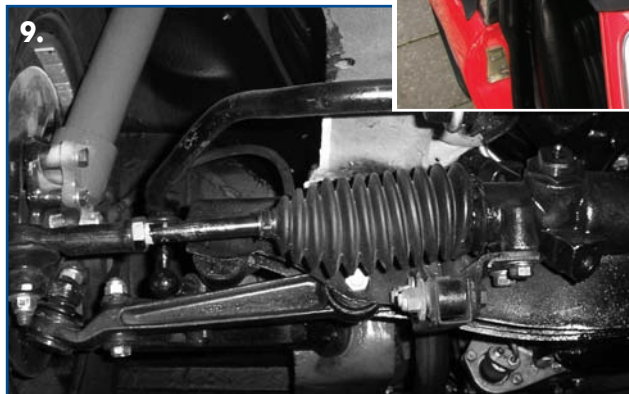
8.



and drive shaft were all refurbished to a very high standard. (pic 8)

**The Suspension, Steering and Braking** - All components were either replaced with new parts when available or refurbished parts when

9.



new were not available. (pic 9) All appropriate parts were sand blasted and powered coated. (see pic 8 above) All flexible components and other bushes were replaced.

**The Chrome work** - All components were either new when



available or re-chromed originals. (pic 10)

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



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

**The Interior** - Complete new interior has been installed.

New high quality carpets, door cards. Seats were stripped and completely refurbished. (pic 12) The Dash board was refurbished to a very high quality and unique





12.



13.

Meanwhile, just to mention yet again, please, please, send in your articles about everything Stag.

Best wishes, [keep those V8's purring](#)

*Ben*

finish. [\(pic 13\)](#)

### ***The Road wheels and Tyres***

Refurbished Stag alloys were provided by James Paddock. Toyo tyres were supplied by a local Tyre specialist. The tyres were chosen due to the reputation for gripping the road. [\(pic 14\)](#)

The car was sold in June 2011, has anyone seen it since it on the roads in the South of England?

Well, that's about all for this month.



14.

**Anyone seen the Red Baron Lately?..**







# CLUB SHOP NEWS

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

**by Garth Jupp**

## **TSSC/Dynamat Free Prize Draw**

**The TSSC is pleased to offer in  
conjunction with Dynamat  
a Free Prize Draw.**



Have you seen the new range of sound deadening products in the 2014 Club Shop catalogue? Well this is your chance to get your car fitted out with this top quality sound deadening product for free, yes nought, zilch, zippo, nothing. You can win for the price of a stamp several £100's of pounds worth of this top quality sound deadening product.

What's the catch you ask? there is none, just enter the free prize draw competition either by post using the Draw Ticket below or enter on our website **www.tssc.org.uk**

Now as you would expect there are a few terms and conditions and you are advised to read them before entering the prize draw.

If you are the lucky winner you will need to provide your Triumph from 9.30 a.m. at **TRIUMFEST UK Donington, Sat 26th July 2014** with **ALL the interior trim removed**, so that's seats, carpet, door cards, vinyl trim etc. Roof headlining is optional however on saloons and coupes. Your Triumph will be used as a demonstration feature during the show for the fitting of your prize. This will be spread over both days of the show and you will be presented with your car back mid-afternoon on the Sunday to give you time to put the trim back in before you drive home.

50

The only other thing we ask is that Dynamat would like to arrange a comparison test to be used in future advertising in printed and online media of your vehicle and a standard version that has not been fitted with Dynamat.

You would be expected to travel to this test at your own expense. For an example of the type of test please see this YouTube video.

<https://www.youtube.com/watch?v=HyuMUftjA3g>

So what are you waiting for? get entering, oh and remember it is only one entry per person, multiple entries will be discounted.

**The closing date for the draw is Monday 30th June 2014** and the draw will take place on **Wednesday July 2nd**. Winners will be notified by post by the end of that week. There are no alternatives to the prize on offer, please read the full T's & C's below.

## **Terms and Conditions**

- 1 - Open to all TSSC members who are current on Sat 26th July 2014, aged 17 and over, excluding employees and Directors of The Triumph Sports Six Club, their immediate families or anyone professionally connected with the operation of the prize draw. The winners vehicle must be available stripped of ALL trim from 9.30 a.m. on Sat 26th July at TriumFest UK and will be presented back to the owner to refit the trim mid-afternoon Sunday 27th July 2014.*
- 2 - No Purchase Necessary.*
- 3 - To Enter: submit a fully completed entry form for the selected prize draw within the dates as stated on the entry page.*
- 4 - There is a maximum of one entry per person.*
- 5 - The Prize(s): Will be as stated on the entry page. The prize does not include travel, meals, accommodation and other items of personal expense unless stated.*
- 6 - The prize will be awarded on Saturday July 26th at TriumFest UK unless otherwise stated.*

**7 -** No bulk, third party or automated entries permitted or those submitted via macros or similar. The TSSC may disallow entries, refuse to award any prize, or seek its recovery, in the event of an entrant's fraud, dishonesty or non-entitlement under these terms and conditions.

**8 -** For the name of the winner, please send an SAE to Dynamat Competition C/O TSSC, Sunderland Court, main Street, Lubenham, Leics LE16 9TF within four weeks of the relevant closing date.

**9 -** No cash or other alternative to the stated prize is available, except in the event of unforeseen circumstances the stated prize is no longer available, the Promoter reserves the right to provide a similar prize or a prize of equal or greater value.

**10 -** Winners will be selected from all valid entries in a random draw to be conducted within 7 working days of the closing date.

**11 -** Winners will be notified by phone, e-mail or post within 14 days of the draw date and entrants who are not contactable within 30 days after reasonable means, shall be disqualified, lose their entitlement to the prize.

**12 -** By entering entrants agree to participate in reasonable publicity in the event that they are a winner. This may include use of their name and image in online publicity, in emails, and through any other print or social media. Also at some time in the future Dynamat will want to conduct noise comparison tests between the winning entrant's vehicle and a standard vehicle to be used in advertising and as an article in a future edition of the Courier. No expenses will be provided to cover travel to the noise testing appointment. If you don't agree with this we recommend that you do not enter into the draw.

**13 -** Entrants agree that by entering a prize draw their personal details may be stored and otherwise processed by the Promoter for the purposes of administering the prize draw. Entrant's information will not be used for any other purpose other than for the award of this prize draw.

**14 -** The TSSC reserves the right to suspend / terminate any prize draw at any time if it has reasonable grounds for doing so, which may

include without limitation a prize draw (or the website on which it is presented) being subject to, or affected by, any denial-of service (DOS) attacks, bugs, viruses or any other technologically harmful material or act of hacking by a third party, or in the event of any wilful attempt to breach these terms and conditions.

**15 -** To the extent permitted by law, the TSSC and third parties connected to The TSSC hereby expressly exclude:

**16 -** All conditions, warranties and other terms which might otherwise be implied by statute, common law or the law of equity;

**17 -** Any liability for any direct, indirect or consequential loss or damage incurred by any entrant or winner in connection with any prize draw or any entry.

**18 -** As a condition of your entry into any prize draw, you agree to indemnify us and our affiliates, officers, employees and agents from and against any and all liabilities, other expenses (including costs and legal fees) and damages arising out of claims resulting directly or indirectly from such entry.

**19 -** The following terms and conditions apply to this prize. The closing date for entries is Monday 30th June 2014. There is no cash alternative. The image shown is for illustrative purposes only. This promotion may be conducted over several different websites and webpages simultaneously. The Promoter is **The Triumph Sports Six Club Sunderland Court Main Street Lubenham Leics LE16 9TF. Fill in the draw ticket below and post to the address above.**

### PLEASE ENTER ME IN THE TSSC DYNAMAT FREE PRIZE DRAW

NAME .....

ADDRESS .....

.....

.....

**MEMBERSHIP NO.** ..... / .....

My TRIUMPH is a .....

[www.tssc.org.uk/specials](http://www.tssc.org.uk/specials)  
e-mail. [specials@tssc.org.uk](mailto:specials@tssc.org.uk)



## Trevor Collett

# Probably the Best Arrow... ...in the World

Over the many, many years I've been writing about Herald-derived specials

and kit cars I've probably used the words, "one of the best I've seen" a few times about a few different cars, and I'm featuring one of those ones this month.

The car is not new to these pages; those of you who were members in January 1986 would have received a copy of Courier number 67, and on the cover was a **Burlington Arrow, YMU129H**.

Actually this car did appear in the mag before this, in the July 1985 edition, albeit with a slightly mistyped registration number. It was in a report about that year's South of England Meet (SEM), held in the grounds of Chessington Zoo, which explained that YMU129H not only won Best Special but was voted "TSSC Choice", that is, it was considered the best car in the show – and that was out of an attendance that was reported at nearly 400 cars.

I was there myself, and remember the silver green Burlington Arrow very well. The quality of the build was exceptional, the attention to every possible detail unbelievable. The builder of this outstanding motor vehicle was **Ray Till**, from Havant in Hampshire, and a TSSC member since 1984.



Fast forward 24 years to the SEM of May 2009, held at Leatherhead; I reported the event in my July register column. Ray and his car were in attendance. By then the Arrow had acquired a new paint job, now dark blue, and was, if anything, looking better than it did in 1985. That was not just my opinion, a concours judge (not me) selected it as Best Special, and then the panel of concours judges selected it as Car of the Show.

Clearly this car is not just one of the best, but one of the best one-of-the-bests.

As pay back for taking away the club's silverware a second time I forced Ray into writing up the story of his Burlington and how it came to be; the result appeared in the October 2009 Courier. For those of you that have not





got that edition to hand here is a cut-down version for you:

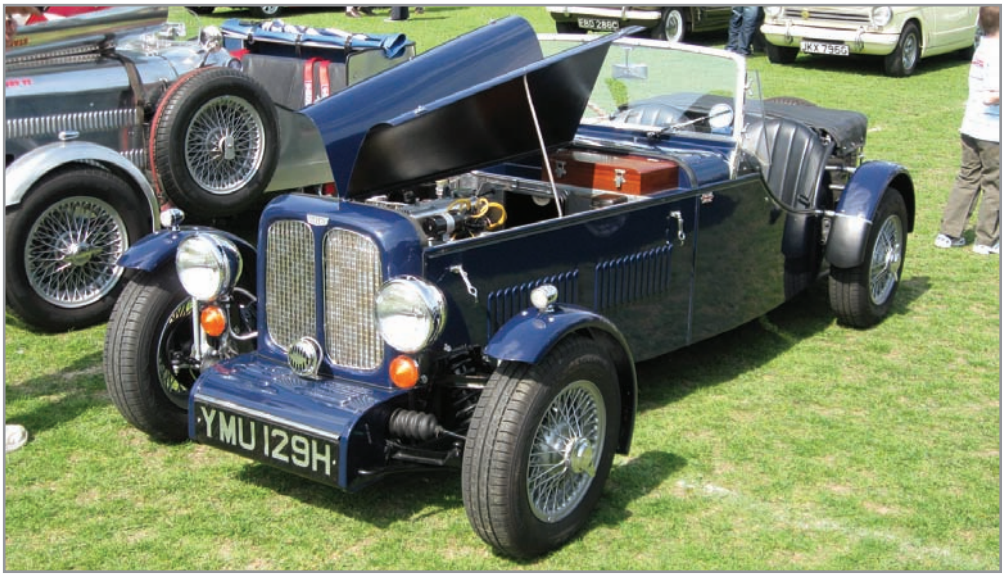
*"In 1980 I confided in my new wife, Jenny, that I had always had a yen to build a car. Since we had only been married a few months and between us had six daughters to support, the chance of me building a kit car was slim.*

*Whilst looking through one of my magazines on cars in 1981, Jenny came across the advertisement for the "Burlington Arrow Plan Car"; the plans were £8.50 and contained all*

*the instructions for building the car. Jenny said we should send for them to see what it was all about, she also said, if we decided it was not viable then we had not wasted a lot of money.*

*The plans duly arrived complete with about 60 pages of amendments. We subsequently found out why! We located a Herald 1200 Estate in a field of horses, its tailgate was up and it was being used to store the hay to feed them. The front had obviously kissed a lamp post at some time, and come off worse. We agreed a price of £25 for said wreck and with the aid of a*





Land Rover, a long length of rope and an oak tree, it was pulled from its muddy hole and tailored home.

Then came the best part, stripping years of muck, grease and rust off all of the pieces of the jigsaw, a painstaking and filthy job. This Estate had disc brakes, an optional extra on the Herald 1200, which was a bonus. The chassis was cut through about 12 inches back from the suspension attachment points. We then added 8 inches of steel to lengthen the chassis to compensate for moving the engine back, this would enable me to bolt the suspension towers on the opposite side to where they would normally be.

On our way back from a holiday we called in to collect some bits from the Burlington factory. Whilst I was doing the business Jenny went to have a look around the workshop. The new Burlington SS was there along with the original Burlington Arrow; Jenny, having given the Arrow a very close inspection, pulled no punches by saying, as she pointed to the prize specimen, **"Ours will look better than yours."** As ever the diplomat!

The body, mudguards and other panels were thoroughly rubbed down and degreased, after which I etch primed them. Etch priming is essential when painting aluminium as it is acid based and keys in well. Next came four coats of primer surfacer, rubbing down between coats with 320 wet and dry paper. The rubbing down is tedious but essential for a good result. This was followed by six cellulose top coats, rubbing down with progressively finer wet and dry after each coat, ending with 1200 grit. The final two coats were mixed about 25% colour and 75% thinners; this mix



gives a good gloss from the gun.

Jenny used her sewing skills to help with the



upholstery/trimming of the interior. The original car had a hosepipe with a slit cut in one side pressed over the edge of cab and dashboard wood! Jenny felt it would not be the right sort of finish for our car, so designed a different finish. Which I am pleased to say is still as good as new. We bought the seats from Burlington, the dashboard I made in burr oak veneer on ply. The gauges were bought at autojumbles and we had a hood and tonneau made at a local upholsterers.

At last it was finished, all but the registration.

I found that because I had used lots of the original running gear and chassis I could keep the number plate assigned to the Herald. I booked it in to be tested to see if it was road-worthy? On the way to the test station I was pulled over by the police; oops thought I, how do I get out of this one? I had not been able to tax it as it was not yet registered.

The two policemen looked very serious as they walked towards me, when they arrived they said they had pulled me over for a better look at the car as they had not seen one like this before! Phew!

When I arrived at the test station I had another shock. The tester told me in a very serious manner, that due to the fact that this was the only car like this they would have to test it to destruction! It was a good thing that they then smiled, as I was about to pass out - all that work

for nothing went through my mind. The outcome was fine and I received the certificate to say it was ok.

My first outing to a South of England Meet was to Chessington in 1985; we had not been TSSC members for long and had just trailed along behind everyone from our area. When arriving we were given a form to fill in and told where to park. We filled in the form, met up with everyone and went for a look around the field. We were astonished to find out we had won the Best Special and Best in Show prizes, not least because we had not realised we had entered any concours!"

Back to me now – there's a reason why I'm writing about this car again now, and it's a "good news / bad news" thing. The bad news is that just now Ray is not 100% fit and is finding that he is not using the car as much as he did, and after 32 years of ownership, he's decided to seek a deserving new home for his much loved Burlington Arrow.

The good news is, of course, the opportunity for a discerning automobilist to purchase this outstanding vehicle. I can't make any promise that the car won't have already found a lucky new owner by the time this edition lands on your door mat, but you never know, so if you're interested, or know anyone that might be, please contact me soonest, I'll put you in touch.





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**Guy Singleton**

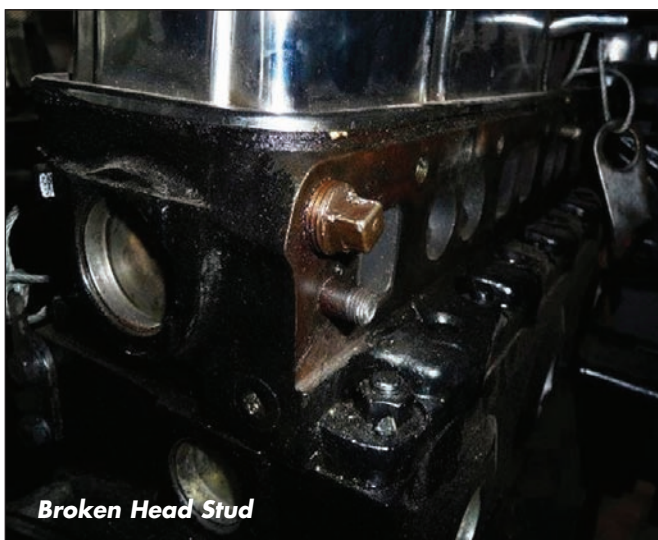
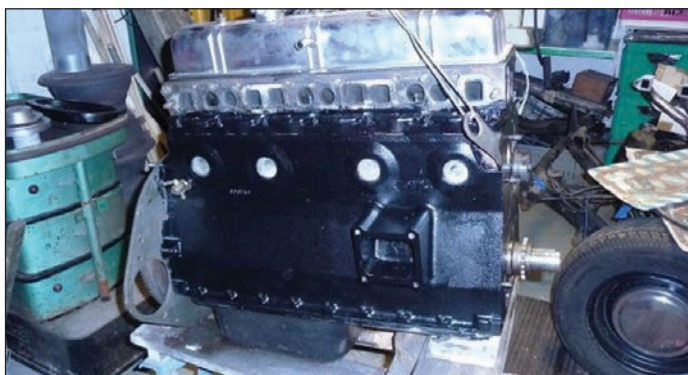


## Triumph Engine Leaks Oil!

I was just thinking "where do I start with the June Courier magazine article" and looking through my inbox for inspiration, I found the following e-mail message from **Frank Bosmans** in Belgium which, to my chagrin, I then realised I had not yet replied to him.

*"How are you over there? I hope you didn't drown with the very wet winter you have had and all is well with you and your Bonds."*

*I have been working on my Bond's incontinency. It was leaking more oil than the engine was burning so I had to do something about it. Of course things didn't go as planned so the car still isn't ready. Although nearly all gaskets and seals have been changed and the engine block is shiny black some things went pear shaped, most interesting being a cylinder head stud that sheared off. I wanted to change these studs that hold inlet/exhaust as the thread on these was very bad. I have now ordered a special extractor tool which should be delivered this week. I already*



**Broken Head Stud**

*managed to get out the centre ones with an extractor tool that Theo, my friendly garage keeper, lent to me. Unfortunately it won't fit on the outer studs.*

## BOND EQUIPE Register



base of the front bulkhead of his 4s, given that his is an unrestored



*I have also discovered some nasty rust on the bottom of the A style of the bulkhead.*

*As things go I want be driving a lot with the Bond this year."*

You can see that Frank has found rust at the

car I have to say that it could be a lot worse, but having found it and with the engine out it is the best time to get it repaired.

Those of you who know Frank's car will know that he has fitted it with a Mk 1 Vitesse engine and has uprated the brakes etc accordingly. I had hoped that the stud extractor he had ordered would have let him put the engine back into the car and get it back on the road where it belongs but I received an update to say that the stubborn snapped stud refuses to budge so he is going to take the engine to Theo's workshop, where they plan to attack it with the aid of heat and a decent vice. I hope this solves the problem.

On the subject of 4s Equipes it was good to see **Andy Belcher's** car at the Wyke Down show at Andover on Easter Monday, last year



he replaced the engine with a new 1500 one - but could not get it to run, it turned out that whilst it was a new engine, in storage, the rings must have got stuck - a new set of rings were fitted and now it's up and running again - although I gather since then the exhaust gasket has blown so a bit more work is needed.

Moving on to my cars, I have just fitted wire wheels onto my 2+2 in preparation for a caliper upgrade which in turn is in preparation for the engine to be changed from the existing Mk IV 1300 Spitfire engine to a 1500 Spitfire Engine. The car was fitted with original wide slot steel rims which will not fit with the later calipers - hence the change.

I have now got used to the changed appearance and quite like the wheels though not the cleaning, never my strong point!

I took my 2 litre convertible in for its MOT the other day, and the tester said *"look at this, I'm surprised that the car runs"*.

The petrol pipe was squashed where I must have caught it when I last jacked the car up - I could blow through it but there was a very severe restriction on the flow which has now



been removed by replacing the pipe! Next job is a Rotoflex coupling which although not a fail is cracked so needs to be done.



**2+2 prior to wheel change at Wyke Down Show.**



**and after - as a wedding car along with Doris last weekend.**

Finally - does anyone have any Bumpers for a 2+2?, **Jeroen Noordman** has now purchased the 2+2 which was owned by **Dave Abbitt**, and has imported it to Holland and is now trying to add the bits which were missing



when Dave bought it - the car came from South Africa so it has travelled around a lot and at some time has lost the bumpers and end cappings.

Get in touch if you can help Jeroen and I will forward the good news on.

**Guy**



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# THE PEAK RUN

## 2013 & 2014

by Richard Malin

**Susteno Triumphus Rotarum Volubilis**



**A**s we were celebrating our 25th anniversary in 2013 there was plenty of anticipation in the air and that was just from the organising team.

Those that were camping over the weekend started to take up residence at the Peak Gateway campsite on the Thursday night.

The fun began on the Friday evening with a small gathering for some fun!

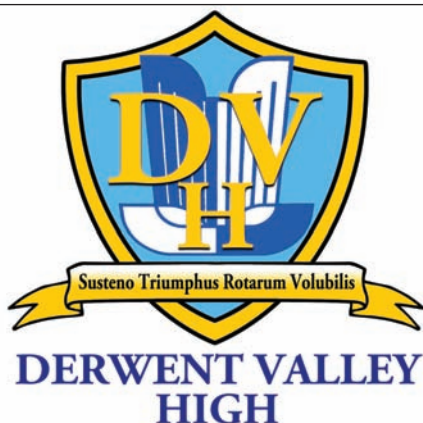
The weekend got officially underway on the Saturday morning when we convened at the world renowned Denby Pottery and their visitor centre, which included a fabulous restaurant and a good selection of shops. Judging from the number of large bags and parcels we saw heading back to the car park it looked like lots of people took advantage of what was on offer. There was a good turnout of over 30 classics. Unfortunately it was a bit of a damp start, courtesy of the great British summertime's ability to mix things up.

A big thank you to everyone at Denby Pottery for their hospitality.

For those folk that were feeling intrepid and fancied a bit of exploring there was a treasure hunt, put together by John Eade & Richard Malin. The treasure hunt took in some of the local sites of the surrounding area, with over eighty questions to answer or things to find both in the cars and out and about on foot, all with different levels of difficulty. Judging by the responses when people returned a good time was 60

had by all.

When all the explorers returned we headed back to the campsite for a bite to eat before the evenings entertainments took off.



As we were in a celebratory mood we decided to go back to school.....

Saturday night saw the start of the new school year at [Derwent Valley High](#). As the new intake



## The Peak Run

started to drift in the assembled staff began to realise the extent of the task ahead, although one comforting thought, looking at the girls, romantic liaisons were highly unlikely!

The school day started by assigning the new intake to their respective houses, Chatsworth House, Hardwick house and the Red Lion Public house.

The school vicar started by trying to take P.E. assisted by a guest P.E. instructor, Edwards Vans a car and the new head boy "Buck".



**Edwards  
Vans-a -car**



**"Buck" the new head boy  
and the Headmaster**

Two things quickly became apparent,  
1) *this was the wrong choice for head boy,*  
2) *This lot weren't here for learning.*

The poor vicar limped on gamely waiting for support from Vans a car but unbeknown to him he was in a heap laughing at the antics and mimicking of Buck.

The Headmaster tried to restore some order

(but not a lot) after which lessons started.  
Between lessons The school caretaker Mr Rigsby



**Mr Rigsby**

could be seen sweeping up the rubbish from the enthusiastic players, all the time muttering **"I hate kids, I really hate kids"** He soon spotted teacher's pet and singled him out for special attention with brush, and knee.

During some of the lessons we noticed a severe outbreak of "nits" so the school nurse – Miss



**Outbreak of Nits**

Lovlace was summoned to dispatch an array of medicinal pills, potions and shots.

Lunchtime soon arrived and we welcomed our new Mexican chef Ronaldino Jermio whose fare was consumed with a little too much gusto, so





**School Chef**



**Nurse Lovelace**

much so Nurse Lovelace was placed on standby for several students.

After lunch we had geography with Mr Latitude, Latin with Limpus Dicus (who bore a strange likeness to a previous visitor Figgy!) and the games with Mr Nobles (work that one out for yourselves!)

The dearly loved Rigby was ably



**Mr Latitude**



**Gladys & Ethel**

assisted throughout the day by Gladys & Ethel, and Ronald had Miss Salmonella on hand for support throughout proceedings.



**Miss Salmonella**

Somehow all of the lessons at Derwent Valley high were completed before they were placed into special measures so all were allowed to go on the field trip the next day

The field trip was an early start with people gathering in Belper as the starting point for the day ahead, the weather was less than favourable but we certainly didn't let that dampen our spirits, there were plenty of people in a wide range of classics all ready to see what the day had in store.

As always there was a little time before the formal proceedings got underway, providing all of the Peak Runners with a perfect opportunity to stock up on Bacon & Sausage cobs and lots of hot drinks to keep the weather at bay. The breakfasts, were kindly supplied by the Black Swan, thanks very much guys the breakfasts were scrumptious.

There was also a little time for catching up with old friends and making some new acquaintances before all of the peak runners



**The Winning cars at Chatsworth**

went off to their cars to start the day's explorations. With the local mayor on hand to start the proceedings they were off with routes in hand to see where we would be taking them.

As our intrepid explorers got out into the peak district unfortunately the weather did conspire against them so that they were unable to take in and enjoy all of the stunning views on offer due to the mist and rain, but they all made it around the route without mishap before arriving at our final destination.

As it was our 25th birthday we decided that the final location should reflect this so we selected Chatsworth House, the family home of the Duke & Duchess of Devonshire as our final location. Chatsworth being recognised as one of the most well know and well visited stately homes in Derbyshire that has been used as film locations many times, and also is home to the impressive Emperor fountain situated in the grounds of the house.

We were situated in an area directly in front of the house giving a prime opportunity for a few photographs. Once all of the runners arrived at Chatsworth they had a little free time to go and enjoy the house and the gardens or just go for a walk around the grounds to stretch their legs, in particular our 4 legged visitors! It was also a perfect opportunity to go and have a look at all of the cars and make their selections for their favourite vehicles in preparation for the people's choice concours and the car of the show.

Once all the votes had been cast and

everyone had been suitably refreshed the only thing left to do was to award the prizes and draw the raffle.

The overall winner of the **Car of Show** was **Mark Blease** from the Manchester area with his stunning white 2000 saloon, the picture shows all of the winners in front of the house.

At the end of a busy weekend, the committee, organisers and supporters were left exhausted but contented and all of the peak runners left Chatsworth very tired with thoughts of what the next run would hold....

## Peak Run 2014

**The 26th Peak Run** will be taking place over the weekend of **June 20-22nd**. For those of you that would like to make a weekend of it, we have camping available at the **Peak Gateway Campsite near Ashbourne**, There will be various activities on offer throughout the Saturday before heading back to the **Wild Wild West** for the evening's entertainment and then finishing the weekend with a trip though the Peak District to **Carsington Water**, one of the largest reservoirs in the area which offers a little something for everyone, we think.

There are more details and booking forms on the Derwent Valley Website and also in recent Couriers, if you would like some more information please get in touch.

From all of the people involved in organising the Peak run and there are too many of us to mention, thank you very much and we all look forward to seeing you at the next Peak run.



**Paul Richardson**©



# The Herald & Handling Problems

**A**s was often the case during interviews with experimental department engineer **Ray Henderson**, he regularly put me in contact with members of company staff who could provide specialist knowledge on company engineering projects. Ray said on one occasion. *"I can fill you in on all the prototype projects I was involved with, and I was involved with building prototypes in one way or another all my working life, and that included all the company's competition cars up to the end of the competition department after the Le Mans Spitfire era."*

Ray then recommended that I should interview several members of the engineering/experimental department staff he knew to obtain accurate details first hand on particular subjects. He said. *"You see after the war a lot of new apprentices started work at The Standard Motor Company, some of whom went on to the technical and design side after initially working in the experimental shop where I worked. Those I remember who became really good mates of mine, include **Ray Bates** and **Graham Sykes**, who became designers, and Graham's brother **Roger** who worked in the experimental and competition departments."* After informing me that **John Lloyd** also joined the company after the war to become manager of the rig test section, he said *"Another bloke who joined us shortly after the war was old **George Jones**, a great character, who joined us to take charge of transmission design."* At this stage Ray began remembering things in the late forties and after

mentioning that the main production was the Vanguard and Ferguson tractor. He extolled.

*"It goes without saying that a lot more people became interested in performance, when we produced the TR2 in 1953 and as all the records prove it was an extremely successful sports car. Our Standard Eight and Ten small family saloons became very popular as well, because small economical cars like that were more affordable for the general public. Several of our lads in experimental had Standard Eights or Tens. In fact Ray Bates had a Standard Ten that he'd hotted up a bit and he became particularly interested in how the tuned lengths of exhaust systems and manifolds effected performance."*

After mentioning that Ray Bates (a well respected design engineer) became a close mate and was best man at his wedding, Ray related several projects the company was involved with. This included the Herald prototypes and he homed in on the failings of the transverse leaf spring rear suspension. He said *"The rear suspension, with using a transverse leaf spring design, proved a nightmare. We were still struggling with the transverse leaf spring design in one way or another for about another ten years after we put the Herald in production, because we used developed versions of it on the Spitfire, Vitesse and the GT6.. I think John Lloyd voiced the best general description of that transverse leaf spring suspension when he said we never managed to fully tame it. The problem with the first Herald though was due to the fact that under heavy cornering the rear wheels took on horrendous positive camber. This drastically*



reduced the rear track and road holding, and also caused excessive tyre wear." Ray then reverted to his experiences with Herald prototypes as a member of the team who went on the 'Cape to Cape' proving test across Africa in 1958 including crossing the Sahara desert. He informed me that the all the problems experienced with the rear suspension on test at MIRA happened again during the African trip. Problems included regular failure of suspension radius rods and axle shafts. Generalising on suspension design Ray then extolled.

*"Implementing transverse leaf spring rear suspension on the Herald was a mistake in my opinion, and I'm not alone in that opinion by a long chalk. In fact **Lew Dawtrey** never liked that Herald rear suspension (N.B. Lewis Dawtrey, who was highly respected and liked by all the engineers I interviewed was the company's Chief Technical engineer. P.R.). - Ray continued. "When we came back from that African trip John Lloyd, who was leader of the*



*using transverse leaf spring suspension but to no avail. We used it on the Herald, and I think I've mentioned before that derivatives were used on the Spitfire, Vitesse and the GT6 unfortunately." Ray then reminded himself that the Standard Ten, which had live axle rear suspension, was the first car to do a thousand miles on the Belgian Pave at M.I.R.A. with no suspension or mechanical trouble. He also pointed out that this was far from the case with the rear suspension on Herald prototypes where these constant problems persisted, even when the car was put into production. I discussed the Herald with several engineers from the company who agreed that the Herald design was*

spoilt by incorporating the transverse leaf spring rear suspension and this was mentioned in passing by **John Murrel** who was service manager of the company when the Herald went into production. John said:

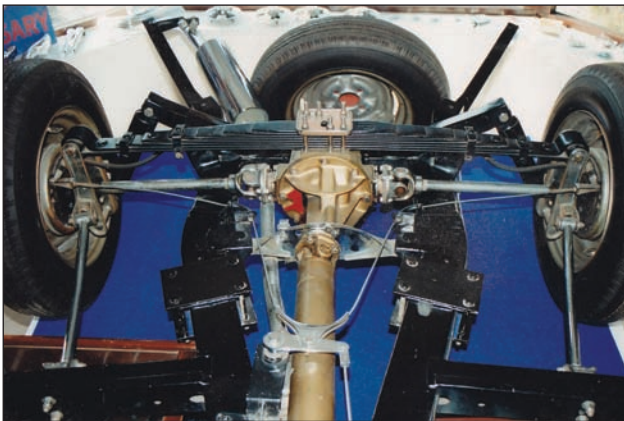
*"The Herald, apart from its transverse leaf spring rear suspension, was generally a very good car with a very reliable engine, and it was nicely styled, but we did have to cope with some quite involved development problems. The car performed O.K provided it wasn't driven fast round corners so it was an ideal shopping car for lady drivers and with its 25ft turning circle it was easy to park. But cornering too fast in a Herald was asking for trouble because the rear wheels took on extraordinary positive camber in those circumstances and road holding was lost. This led to many serious accidents when cars ran off the road etc. and we had many to deal with at Allesley in our accident and repair section." After informing me that the first Heralds also suffered from 'copious water leaks' John also mentioned like several other engineers that another problem due to the 'tuck under' and camber change on the Herald rear suspension caused excessive rear tyre wear to become a problem. This was also mentioned to me by a design draughtsman who worked in the company who informed me*



Ray (Kneeling) in Sahara

*trip, had a meeting with **Bill Wanley**, who was manager of experimental at the time, to discuss all the problems we'd had with the Herald rear suspension. John sent reports to Bill throughout the African trip you see so he was fully aware of all the problems we'd had and instigated modifications or upgrading of particular parts prior to production. Anyway not to put too fine a point on it Bill had a real set too with several of our senior staff about*

that he took his wife and family on a continental touring holiday in France in an early Herald. When he arrived back after the trip of about four thousand miles the rear tyres on the



**Rear Spring Set up on Display at TSSC HQ**

Herald were bald due to the excessive camber change involved with the rear suspension!!

I've spoken with several senior engineers in the company about the transverse leaf suspension besides Ray Henderson, and everyone I've spoken to opined that to obtain optimum road holding it is obviously important to ensure that suspension design enables the tyre to remain as near to the vertical position as possible throughout suspension movement. The transverse leaf spring suspension originally designed for the Herald had definite limitations as far as road holding and therefore safety is concerned. However, later modifications including modifying the rear spring fixing to the rear axle improved the handling appreciably and reduced the "jacking and tuck under" of the rear suspension, which was also used in modified form on the Spitfire, Vitesse and GT6. **N.B.** On Google under 'Herald rear suspension' there is an interesting photo ([Previous page](#)) of Herald rear wheels in severe positive camber mode due to the transverse leaf spring suspension's reaction to heavy cornering. The track also appears to have reduced by about half a foot! There is also an interesting explanation of modifications made to improve the transverse leaf spring suspension including the 'pivot spring' – P.R.

Opinions were rife about the problems encountered with transverse leaf spring rear suspension within the company. So much so that during Spitfire production Ray Henderson was

asked by the Chief Engineer to build a one-off Spitfire with live axle rear suspension for a comparison. This he did (to his own design) and on the cars first and only road test Ray's prototype handled so well – and far better than the transverse leaf spring system on the production Spitfire – that Ray was ordered to scrap the prototype immediately. The reason given for scrapping the car, which was made evident to Ray, was because if it became known that money had been wasted develop-

ing the complicated and inferior transverse leaf spring systems instead of the superior live axle/coil spring system a senior head would fall! Looking at my notes I first published this account of Ray's experimental live axle prototype Spitfire in 1999, and other senior company engineers I know corroborated Ray's account.

I remember Export Sales Director **John Warren** generalising about cars produced in the 1950's and he was involved with the announcement of the Herald at the Albert Hall London in 1959.

One of his expletives of company products is as follows when he was discussing the cars:

*"We produced some very good cars with good engineering and very good engines but the Herald let us down initially with several flaws due to budget restrictions, including problems with the design of the rear suspension."* After John and I discussed various points on design, he thought for a second or two and delivered the most succinct and noteworthy opinion I ever witnessed on competent design. Although John had no training as an engineer, he was an extremely intelligent and eloquent man, he said, and I can recall it from memory -

*"Good design, I believe, has nothing to do with budget, it's more about design aptitude passing cleanly through the hoop of progress."*

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## Herald



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## INSURANCE PANEL

**Lancaster Insurance**  
0800 013 0080  
[www.lancasterinsurance.co.uk/tssc](http://www.lancasterinsurance.co.uk/tssc)

**Footman James**  
0843 357 1790  
[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

**Heritage Insurance**  
0121 248 9280  
[www.heritage-quote.co.uk](http://www.heritage-quote.co.uk)

**Peter James**  
0121 506 6040  
[www.peterjamesinsurance.co.uk](http://www.peterjamesinsurance.co.uk)

**Peter Best**  
01621 840400  
[www.peterbestinsurance.co.uk](http://www.peterbestinsurance.co.uk)

## PARTS WANTED

**WANTED FOR SPITFIRE.** 14 inch Wheels 185/60/14tyres. 5-off. Mini-Lite, Maestro, maybe MGF. Must be Good. Gary (W.Yorks) 07766 798358 Days or 01484 422085 Eves.

**Free Colour Ads!**  
MEMBERS ONLY, can advertise **CARS & PARTS** for Sale in the Courier Classified section (with Colour **CAR** Photo)  
**FREE OF CHARGE!**  
This offer is for non-Trade advertisers and is restricted to **ONE 25 word advert per month.**  
A current Membership Number must be supplied on the Advert form

# PARTS 4 SALE

**MIKE PAPWORTH.** GEARBOX'S STD AND H/D - OVERDRIVES A - D - J TO ORDER, HALF SHAFT'S STD AND ROTOFLEX. MOT WORK. VEHICLE MOVEMENTS, PROJECTS CARS REQD Tel.07768 775170 or 02476 644499. e-mail mike.papworth1@btopenworld.com (Trade)

**HALOGEN** Headlamp Kits. Low-consumption / Ultra-Xenon bulbs. Reconditioned radiators. Reconditioned steering racks. Upgraded master cylinders. Used parts. Competitive prices. [www.triumph-recycler.com](http://www.triumph-recycler.com) or [www.stores.ebay.co.uk](http://www.stores.ebay.co.uk) /Triumph-Recycler (trade)

**FIBREGLASS BODYWORK SPECIALIST.** 30 years experience. From Cracks to Full Restoration. Also, You Strip, I'll repair, You Paint/rebuild. Details. Barry at BH. Classics (Norfolk) 07802 497474. Mob. (Trade)

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**EXTR2 4X723** Spoke Wire Wheels. Enamel. V. Good Condition. £400. ONO. Bob (Dover) 01304 823551.

**WHEELS** 5.5x13 Dunlop FD 5 off £120 Britax folding sunroof new black /cream interior 920x770mm £395. Alan (Leicestershire) 01530 223399.

**SPITFIRE Mk3.** Garage clearance of small parts. E mail [icook@manx.net](mailto:icook@manx.net) for List and prices. Clocks, carbs, windscreen etc. Possible drop off Lancaster/Manchester. Ian (Isle of Man) 01624 676847.

## "SEATS"

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**cbstrims@hotmail.co.uk**

**VITESSE MK2** Complete Dash & Black Surround with all instruments £95. Herald/Vitesse Boot lid, no rust £35. Vitesse 1600 header tank £25. Tony (Tavistock) 01822 612983 or 611027.

**HERALD** Wheels & Tyres, Hubcaps & Trims. Set of Four £20. (Cheshire) 01925 261946.

**VITESSE MK2** Red Boot Lid, slightly rusted. Offers. Please ring. No Texts. Power (Lancashire) 0759 460453.

**HERALD 13/60** Engine. Dolomite Gearbox with Overdrive and various bits and pieces. Offers. Cleaver (Tetbury Glos) 01666 502050.

**VITESSE 2 litre ENGINE.** SAH stage 3 triple Webbers with O/D g/box. Standing long time. Offers. Mike (Northolt). 0208 864 0849.

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**The Club Shop will be attending the forthcoming show**

**TSSC TriumFest UK**

**Donington Park - 26/27th July**

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

**[www.tssc.org.uk](http://www.tssc.org.uk)**

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S,M,L,XL, 3 colours  
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## BASEBALL CAP

Embroidered LMC logo on Powder Blue Baseball cap £10.35



**Send the completed form with either a cheque or postal order for the full amount including post and packing.**

**Please make cheques payable to TSSC Ltd. Or use Credit/Debit card form Below.**  
**The Triumph Sports Six Club, Underland Court, Main Street,**  
**Lubenham, Market Harborough, Leicestershire, LE16 9TF**

QTY	ITEM	DESCRIPTION	SIZE	PRICE
<div>  <div> Plaque/Sticker/Lanyard only = £1 .  Shirt/Cap &amp; Plaque £3. Larger Orders £4.50. </div> </div>			SUB TOTAL POSTAGE TOTAL PRICE	£ £ £

## CUSTOMER DETAILS

CUSTOMER NAME		Car Club & Membership No.	
DELIVERY ADDRESS			
		POSTAL CODE	
DAYTIME PHONE NO.		E-MAIL ADDRESS	
CREDIT CARD NO.			
CARD EXPIRY DATE		VALID FROM	
SECURITY NO.	Last 3 Digits ON Signature Strip		CARDHOLDER ADDRESS
I WISH TO PAY BY (TICK BOX):		I HAVE ENCLOSED	
<input type="checkbox"/> CHEQUE <input type="checkbox"/> POSTAL ORDER		<input type="checkbox"/> £	

**Telephone Orders 01858 434424**



# **TSSC**

## **Area News Review**

**June 2014**

### **Contents**

- **AREA DIRECTORY**
- **AREA NEWS**
- **EVENT ADS**

## **STANDARD TRIUMPH AT BROOKLANDS**

**Sunday 22nd June 2014**

Come and join us for the annual marque gathering of Standard and Triumph Clubs to be held at Brooklands Motor Sport and Aviation Museum.

Visit the worlds first purpose built motor circuit constructed at Weybridge, Surrey by wealthy landowner Hugh Locke King in 1907. Visit the museum and see Brooklands related motoring and aviation exhibits from giant racing cars to a unique collection of aircraft: Wellington, Varsity, Viscount, Vanguard, VC10 and Concorde.

**The Test Hill is £5 per car** for 3 goes up the hill (weather permitting). Drivers will need to attend a briefing session and sign a risk acknowledgement.



**Gates open at 10am and close when the museum closes.**

Prices for anybody in a Triumph car or on a Triumph Motorbike are:

**£9 for Adults £8 for Senior Citizens  
£4.50 for Children. Pay at Gate  
(£1 off museum prices)**



Lead club for the event  
**Club Triumph**

**BROOKLANDS  
MUSEUM**

BIRTHPLACE OF BRITISH MOTORSPORT & AVIATION  
HOME OF CONCORDE





# 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

<b>CENTRAL &amp; WEST</b>	<b>Gregor Graham: 0141 952 4624</b>	Lochinch Sports Club - GLASGOW G41 4SN	1st Wed. 8.00pm
<b>NORTH EAST</b>	<b>Danny Stroud: 01224 742315</b>	Various - see report in Area news or <a href="http://www.brmmbrmm.com/grampiantr.bb">www.brmmbrmm.com/grampiantr.bb</a>	Last Thurs. Eves.

## NORTHERN AREAS

<b>CHESHIRE</b>	<b>Henry Jones: 01625 425845</b>	Cock & Pheasant - BOLLINGTON CROSS SK10 5EJ	1st Thurs. 8.30pm
<b>CUMBRIA</b>	<b>Roy Ross: 01229 474077</b>	Advertised in Cumbria News & Website	Last Sun. 12 midday
<b>MANCHESTER</b>	<b>Frank Spencer: 01524 791607</b>	Airfield Lodge (BARTON AERODROME)	1st Tues. 8pm.
	<b>Pip Flegel: 01524 791607</b>	Liverpool Rd ECCLES M30 7SA	
<b>NORTH EAST</b>	<b>Mark Astley: 07917 738091</b>	Travellers Rest (A691)- WITTON GILBERT	1st Sun.
	<b>Geoff Dent : 07773 440201</b>	off A691 Durham to Consett Rd DH7 6TQ	8.30pm.
<b>LIVERPOOL</b>	<b>Alex Cain: 0151 222 2366</b>	Derby Arms, Knowsley Lane, L34 9EA. LIVERPOOL	1st Tues. 8pm.
<b>LANCASHIRE</b>	<b>Mark Coward: 01257 482569</b>	Canberra Club (BAE systems) Balderstone BB2 7LF	Last Tues. 8pm.
<b>WIRRAL</b>	<b>Andy Todd: 0151 339 4150</b>	Cottage Loaf - THURSTASTON	1st Tues. Eves.
<b>NORTH YORKS</b>	<b>Richard Briscoe: 0776 6354449</b>	The Cross Keys - STILLINGFLEET	2nd Mon. 7.45pm.
<b>SOUTH YORKS</b>	<b>Alistair Banks: 07919 527450</b>	The Crown Inn, BARNBURGH DONCASTER. DN5 7JQ	1st Tues. 7.30pm
<b>WEST YORKS</b>	<b>Victor Thompson: 07800 551363</b>	The Black Bull - KIRKGATE, BIRSTALL	2nd Tues. 8pm.

## MIDLAND AREAS

<b>COVENTRY</b>	<b>Phil Smith: 02476 457487</b>	The Bull & Butcher - CORLEY MOOR CV7 8AQ	1st Tues. 7.30pm.
<b>DERWENT VALLEY</b>	<b>Roger Buck: 01623 487323</b>	Smalley Common Ex- Servicemens Club - ILKESTON DE7 6FY	1st Tues. 7.30pm.
<b>LEICESTER &amp; RUTLAND</b>	<b>Neil Spencer: 07530 307371</b>	The Red Lion - HUNCOTE - LE9 3AU	1st Tues 8.00pm
<b>LINCOLNSHIRE</b>	<b>Garth Jupp: 01529 307302</b>	Swan Holme - Doddington Rd LINCOLN LN6 3RX	1st Wed. 8.00pm.
<b>NOTTINGHAM</b>	<b>Claire Hill: 07971 017012</b>	Rolls Royce Club - (Gate 1) HUCKNALL	Last Mon. 7pm.
	<b>Matt Hill: 07505 008471</b>		
<b>EAST NOTTS</b>	<b>Adrian Hadfield: 07837 110325</b>	The Nags Head - WOODBOROUGH NG14 6DD	2nd Mon Eves.
	<b>Nigel Hill: 07976 163006</b>		
<b>NORTHANTS</b>	<b>Dave Richardson: 01234 740548</b>	Overstone Manor - SYWELL. NN6 0BB	2nd Weds. 8.30pm.
<b>PETERBOROUGH</b>	<b>Doug Balderson: 01778 560507</b>	Red Lion - 48 King St. WEST DEEPING. PE6 9HP	2nd Mon. 8pm.
	<b>Paul Lumsdon: 01780 470358</b>		
<b>SHROPSHIRE</b>	<b>David Embery: 07701 049881</b>	The Red Lion - WELLINGTON, TELFORD TF1 2TU	3rd Wed. 7.30pm.
	<b>Bill Bate: 01952 581391</b>		
<b>NORTH STAFFS</b>	<b>David Woodward: 07939 603061</b>	George & Dragon - MEAFORD Nr STONE ST15 0PX	Last Wed 8pm.
<b>WEST MIDLANDS</b>	<b>Roger Haywood: 07969 024999</b>	Drakes Drum GREAT BARR BIRMINGHAM B44 8TR	1st Tues. 7.30pm.
	<b>Chris Allen: 07505 110922</b>	May to Sept New Venue being sought - Contact AO's	3rd Tues. 7.30pm.
<b>WORCESTER</b>	<b>Vicky Dredge: 01527 894125</b>	Pear Tree - SMITE Worcs WR3 8SY	1st Mon. 8pm
	<b>Barry Minett-Smith: 01242 522973</b>		

## WELSH AREAS

<b>NORTH WALES</b>	<b>Roger &amp; Helena Hill</b> <b>01691 600215</b>	The Plough Inn, GRESFORD.	1st Tues. 8pm.
<b>SOUTH WALES</b>	<b>Bernard Littlewood: 02920 315260</b>	The Plough Inn, St ASAPH	3rd Wed. 8pm.
		Unicorn Inn - Pontprennau - CARDIFF CF36YA	Last Tues. 7.30pm

## EASTERN AREAS

<b>CAMBRIDGE</b>	<b>Kevin Rochford: 07764 324345</b>	The Plough - FEN DITTON. CB5 8SX.	1st Mon. 8pm.
<b>ESSEX</b>	<b>Allan &amp; Janet Jannaway: 01375 672072</b>	The Halfway House - (A127) BRENTWOOD CM13 3LL	3rd Sun. 12 Noon
<b>M25 EAST</b>	<b>John Hill: 07938 526324</b>	The Albion PH - RAINHAM ESSEX	4th Sun. 12 Noon
<b>NORFOLK</b>	<b>Mike Carroll: 01502 476699</b>	The Bird in Hand WRENNINGHAM NR16 1BJ	2nd Mon. 8pm.
<b>SUFFOLK</b>	<b>Colin Wake: 01206 250360</b>	Sorrel Horse - Barham IPSWICH. IP6 0PG	1st Tues. 8pm.

## NORTHERN IRELAND

<b>NORTHERN IRELAND</b>	<b>Paul &amp; Jacqui Robinson: 028 9029 2722</b>	Nortel Social & Athletic Club - NEWTOWNABBEY	1st Wed. 8pm.
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Area	Area Organiser/s	Meet at	On the
<b>SOUTH EAST AREAS</b>			
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 0PX	3rd Wed. Eves.
CANTERBURY	Phil Rogers: 01304 831576	The Duke of Cumberland - BARHAM CT4 6 NX.	1st 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 Rising Sun, WESTON, SG4 7DR.	4th Mon. 8pm
ISLE OF WIGHT	Angela Cotton: 07884 006237	Woodmans Arms - WOOTTON PO33 4RQ	3rd Mon. 8pm.
WEST KENT	John Macrow: 01689 829231	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 Goolding: 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 Marrison: 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.

<b>SOUTH WESTERN AREAS</b>			
ANDOVER	Guy & Suzie Singleton: 01672 514241	The Plough GRATELEY SP11 8JR	2nd Thurs. 8pm
		The Bruce Arms MARLBOROUGH SN9 5LR	3rd Weds. 8pm
AVON	June Wrighton: 01454 327059	The Wishing Well - CODRINGTON BS37 6RY	1st Mon. Eves.
CORNWALL	Mike Crewes: 01872 573763	Hawkins Arms - ZELAH. TR4 9HU	2nd Thurs. 8pm
DEVON	Sue & John Franklin: 01548 821348	Ring A.O. Details	1st Sun. Lun
		The Star Inn - LVERTON TQ12 6EZ	3rd Wed. Eves.
DORSET SOUTH	Robin Nicholls: 07920 549474	Red Lion - WINFRITH DT2 8LE	Last Mon. 7.30pm
GLOUCESTER	Jane Rowley: 07802 171227	The Swan - COOMBE HILL	3rd Mon. 8pm.
SOMERSET	Derek Giles: 01934 515376	The Fox & Goose - BRENT KNOLL TA9 4HH	2nd Tues 8.00pm
	Steve Hopkins: 01278 653888		
WESSEX	Trevor Carlyle: 01425 475376	Avon Causeway Hotel - CHRISTCHURCH BH23 6AS	Last Thurs. 8pm
WYEDEAN	Alastair Johnson: 01594 811076	The New Inn - Shortstanding, COLEFORD GL16 7NT	2nd Tues. 8pm.

<b>OVERSEAS Contacts</b>			
AUSTRALIA	Eric Mariner 03 97878010	MELBOURNE	
BELGIUM	Stefan Vandendijk: 370000 32 12 23 34 76	Luikersteenweg 166 Tongeren - LIMBERG.	
CANADA	David Stock:	R.R.I. Picton Ontario - KOK 2TO.	
DENMARK	Jens Konrad: 00 45 86 85 19 98	Moselundvej No 8 8600 - SILKEBORG. DENMARK.	
FRANCE	Ray Lomax: 0033 555 899 750	Le Bourg 23800 Lafat - FRANCE	
GERMANY	Hans-Georg Stumpf: 0049 (0) 5724 9579552	Bergstr. 17 D-31688 NIENSTAEDT GERMANY	
GREECE	Nassos Sarris: 00 30 6937095200.	ATHENS	
	Soulis Papaathanasiou 00 30 6977280215	ATHENS	
INDIA	Shyam.K.Chary(91) 40 7171173	Hubsiguda Hyderabad (Andra Pradesh) INDIA 500007	
ITALY	Luca Bellinello: 00 39 347 7405795	krishn_sk1981@yahoo.com	
		MILAN.	
LUXEMBOURG	Jean Claude Cigrang: 00 352 44 16 47	lucabellinello@fiscalinet.it	
NETHERLANDS	Guus Van Der Krogt: 00 31 2263 81233	53 Rue Des Aubépinés L - 1145 - LUXEMBOURG.	
NEW ZEALAND	Dayle Montgomery: 00 64 9 818 6620118	Grote Sloot 78, 1754 JH - BURGERBRUG	
NORWAY	Knut Skoglund: + 47 91 16 17 78	A Archibald Rd., Kelston - AUCKLAND.	
		Bjerkelundgata 6 B0553 Oslo NORWAY.	
PORTUGAL	Carlos Camacho: 00 351 962721862	president@tssc-norway.org www.tssc-norway.org	
SWEDEN	Odd Hedberg: 00 46 173 17131	Rua Dionisio S Matias 5G - 2270 Paco des Arcos	
SWITZERLAND	Robin La Barre: 0041 523451805/0041 79 296 69 46	Pomonagatan 4S - 742 36 OSTHAMMAR.	
	Philip Bellamy: 0041 79 347 1221	Switzerland	
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		Revere Court Lacey, Olympia - WASHINGTON 98503.	



## ALO REPORT . . . ANDOVER / NORTH WILTS AVON

### TSSC AREA NEWS

#### AREA LIAISON OFFICERS

Tel. 01524 791607

e-mail: [pipflegel2009@btinternet.com](mailto:pipflegel2009@btinternet.com)



Due to circumstances beyond our control there was a very small Area Liaison Officer's report after the A/O Seminar hopefully we will put this right this month.

There are still Areas that have not registered and we are now into May, South Yorkshire Area, WyeDean Area, Surrey Area, and North East Scotland, remember you are Not covered with Public Liability Insurance if you have

an accident at a meeting or an event you may organise, if you are unable to carry on as A/Os please try and get someone in your Area to take over, Frank and I will visit your Area if you wish us to come round.

Hopefully you have all received your area polo shirts if not please get in touch with Angie at Club H/Q.

Both the Seminar and AGM were held at Club H/Q which turned out to be a fantastic venue with our very own glamorous assistants (Angie & Trudi) serving lunch and pints from the Herald Bar.

May we take this opportunity to thank all the staff Bern & Garth included for putting on a very professional venue for the weekend, and all the hard work that went into it.

41 A/Os or representatives attended the Seminar with an informal question and answer session with the TSSC website dominating the meeting. I will go through the agenda with you and if you have any questions please do not hesitate to get in touch with us in the usual way.

**Q. Can we (Area Liaison Officers) have Area Organisers email addresses so we can address you direct?**

**A.** Simon Morgan our IT officer will be linking us with your email address which several of you gave us at the meeting. If you would like to be included in this list please send us your email address.

**Q. Have you any Youth Workers/Leaders in your Area?**

**A.** We are looking for youth workers/ leaders that would be interested in helping with our young members and Liaising with our 'Young Members Co-ordinators' (who do a sterling job) if you can help in any way please get in touch with ourselves or Bill Bate (COM) in the usual way.

**Q. One of the biggest complaints to come from some quarters of the TSSC membership is the TSSC website which was hacked in December.**

**A.** Whilst we understand your frustrations, COM, Garth, Bern, Simon Morgan and the IT Team have worked hard to get a brand new website all singing and dancing back onto your screens. There is still a bit of work to do and the work should be complete quite soon!!! (Should be up as you read this)

Frank and I have mixed feelings and disappointment at the some of the personal attacks/comments made to various members of COM and staff and just a tiny minority of A/Os refusing to register their areas in protest, putting their areas at risk because you are not insured by public liability insurance if you are not registered.

We must say a big thank you to the majority of Area Organisers that have waited patiently and we hope you think it was worth the wait and are not disappointed with the new website.

General - Triumph-Fest UK at Donnington Park 25/27th July

2014, we are asking Areas to enter 'The Inter Area Gravity Racing' (Bogey or Cart Racing) we are pleased to announce that Manchester, Coventry, Leicester and Stafford areas will be building a bogey and entering a team, if you would like to enter a team please get in touch with us in the usual way. (Notts East AO Nigel Hill, email: [Nigel.Hill@hotmail.co.uk](mailto:Nigel.Hill@hotmail.co.uk) can supply rules & Regs.

Frank and I are looking for volunteers for Gate Duty, please can you let us know in the usual way if you or your Area can help, our contact details are in the Courier. Thank You to Suzy & Guy, Manchester, Worcester, Leicester, Thames, and Coventry Areas for volunteering it is very much appreciated.

Don't forget advertise your events in the Courier, support each other's events and just enjoy being a member of a fantastic classic car club!!!

*Pip & Frank*

#### ANDOVER

Tel. 01672 514241

e-mail: [guy@bondequipee.org](mailto:guy@bondequipee.org)

Meetings Cover Swindon/North Wilts area

For the Bruce Arms meet last month we were too late to grab our usual corner in the snug as that was already taken so we settled in to the ante-room for an update on Frank's GT6, and to hear that Graham is still braving the elements - it must be about time to fit a tonneau or hood, isn't it? But very glad he brought the car out to play.

We were pleased to have a newcomer to our Grately meeting this month and hope we'll see a lot more of Carl, and his Spitfire once he has the gearbox/clutch problem sorted out. We understand that the car has been off the road for many years and was almost back together and ready for its MoT except for the problem he was having getting it to go into gear. There was much discussion about the potential causes of this and we've heard from Carl that he started work on diagnosing it shortly after the meet. Fingers crossed that he will solve the problem and we may see the car at one of our upcoming meetings.

Frank's GT6 is getting ever closer too to being shown off at a club night. We gather it is almost finished at the workshop and will soon be going home to him so that he can fit the remaining items and put the finishing touches to it.

We had great joint area turnouts at the Wyke Down (Easter Monday) and Popham (Spring Bank Holiday) shows, with members from Andover, Southern and Newbury Areas on attendance with 17 cars at each show, it was also great to see Peter with his recently restored 1500 Spitfire at Popham on it's maiden run and other Peter with his Spitfire Mk3. It was nice to have the mixture of cars and see friends from the other areas for a catch up. We have some spare Popham Fridge Magnets if anyone missed out.

Finally congratulations to Peter Harper for winning best of show at SEM with his TR4 - It was worth the effort Peter!

*Guy & Suzie*

#### Next Meetings:

Thursday 12th June - The Plough, Grateley, SP11 8JR

Wednesday 18th June - The Bruce Arms, Easton Royal,

SN9 5LR

#### Events:

SHVPS show at Queen Elizabeth Park, Nr Petersfield -

Sunday 1st June

WAGP Show at Oare, Nr Marlborough - 7th & 8th June

STMD at Brooklands - Sunday 22nd June

#### AVON

Tel. 01454 327059

At last we had a sunny Coleford and a good turnout with Chris and Angie, Steve and Sue, Steve, Vince (and Colin although I didn't get to catch up with you) joined us for the show.

On Drive it Day we went to St Fagans and were very lucky with the weather. Joining us were Linda, Mike, Stewart, Mark, Steve



## SOUTH BUCKS . . . CHESHIRE



### TSSC AREA NEWS

and Sue and I think it was Pete and Sue in the Spitfire - good to see you. We have decided not to listen to the weather forecast as we should have had pouring rain and we didn't until we came home.

Thank you to Andy and Derek who have volunteered to help at the Bristol Car Show.

If anyone else can help, please let me know.

We are hoping to put on a club stand at a new event near Yate - **The South Gloucestershire show on 2 and 3 August**. The club stand will run for Saturday and Sunday but you can do either day or the whole weekend so long as I know who is coming each day. £5 per day entrance fee covers car, driver and one passenger. I hope to have more details on how to book by the June meeting.

As I write this, we still have some spaces for the club display at the **Castle Combe Action Day on 28 June**.

I have been advised that I can now access the club website for the Avon area but had problems at the weekend getting into it, so if I can get to grips with it I will try to keep that updated with shows/booking forms etc.

*Jane*

## SOUTH BUCKS Tel. 07788 436167

[www.tssc.org.uk/southbucks](http://www.tssc.org.uk/southbucks)

email [carlswanson@btinternet.com](mailto:carlswanson@btinternet.com)

Hi all. Well, time marches on and here we are looking at the first signs of summer (I hope) as the last bank holiday (May 4th) was lovely weather so hope this edition finds the same! As normal, back to go forward. April is the start of me getting ready for the show season. Unfortunately, three of my immediate family have birthdays in consecutive weekend order in April, so the time is short to spend on the car. Fortunately, the monthly meet on Wed 16th fell in between the birthdays so I could attend. Just Dan, Robin and myself were in attendance, but a good night was had with catching up on Robins Spitfire hopefully now working for his LOW run, and the on going saga that is Dan's house! At the monthly meet we discovered the Paul L must be on holiday as all there of us had Mot's booked, but after a certain date.

Paul has the unenviable task of MOT-ing our cars!

My 2000 passed, as did Robin's Spit (with some work) but Dan's Land Rover wasn't so lucky, so yet more work on the L Rover! Thanks again Paul and the team at Merits MOT (01494 711727) Dan very kindly stopped the work on the L rover and the house to clear a fault on my BMW. So thanks Dan!

As I have said before, May always starts with a remembrance to Ayrton Senna and Roland Ratzenburger in that most dark weekend of F1. It seems hard to believe it's now 20 years ago as seems not that long ago I was watching them race. Sad day. On brighter subjects, the Beaconsfield classic car and hot rod show was a great success. Hundreds of cars on display, including South Bucks members Simon and Tracy in their TR6 and I saw Ken and his lovely Herald very briefly too! I took my 2000 and as it's the only car show in B'field, I was actually quite early as just a few mins from my house which makes a nice change. Robin did make it to the LOW and said he would be the 'roving' reporter and update next month.

### Upcoming events.

**Sat 7th June Holyport fete and classic car show**

(<http://www.holyportfair.org/>)

**Tues 10th Ace classic car night**

**June 15th West Wycombe classic car show at the West Wycombe house (check National Trust for details)**

**Wed 18th South Bucks club night at The Squirrel, Penn Street.**

**Sunday 22nd Triumph National event at Brooklands, Weybridge, Surrey**

**Sat 28th Chalfont St Peter church fete and classic car show (S19 9HW)**

Take care,

*Carl*

## CHESHIRE

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On April 13th, Dave (Stagfordshire) and I ventured south to Lubenham and attended the AO thing and the AGM (along with a fair number of other folks, of course). The high spot of the proceedings was the presentation of the new TSSC web site, all shiny and modern and things, and we left HQ in the warm sunshine full of optimism. As I type, the TSSC web site has just appeared, and we've spent some time filling in things (as have other AOs) so it's well worth a look.

Then, on the 27th, it was Drive it Day. The BBC weather elf schedule indicated we should expect heavy showers in the vicinity of Ashbourne all afternoon, but to our surprise (and great relief) the elves had failed to read their schedule, as they often do, and apart from the tiniest hint during lunch it was dry all day. We gathered at a certain supermarket in Leek, and marvelled at the two 6 cylinder twin overhead camshaft cars (made in Coventry, I think) that we hadn't spotted in the Triumph catalogue before, and another more modern car with a similar engine configuration, made somewhere else in Europe. We set off on a scenic tour of the Peaks to Tissington (where we stopped for lunch) with the added bonus of navigating a ford (the watery sort) on the way. When Dave had tested the waters and found they were only a few inches deep the rest of us were then brave enough to venture through - from a distance it looked seriously deep! After that we drove the short distance to Pipes in the Peaks, Dave's surprise entertainment, and after that to Okeover and an excellent meal. Then home, roof down, and wishing Heap the Vitesse had a better heater. Our thanks to Dave for organising the day! There are some photos on the TSSC web site.

Our Adrian has been fettling the GT6, and has found what appears to be a ballast resistor wire in the loom, which explains the reduced voltage found at the coil on return from Tatton Park last August (I note the words 'denial of a ballast resistor' in that report...). So maybe the GT6, also with electric fan and shiny new side valances, will not misbehave when it gets warm? Adrian has also negotiated a dead gearbox or so from Paul (well I thought he had) so this will be added to the mounting pile of spares (it's supposed to be going down!) in the garage. Meantime the bonnet project in Stagfordshire has borrowed the recently revived brazing kit and used the kit to sort the holes where the wing mirrors used to be. I must note that if you drop steel that's been heated to the melting point of braze on the luxurious garage carpet, said carpet seems to spontaneously burst into flames. I understand there is an urgent requirement for an MOT in Crewe - this may or may not involve fitting a new bulb to a dysfunctional brake light. And Heap the Vitesse appears to have bought a pair of tan leather MX5 seats, which are at a challenging distance from his home garage.

There's been a couple of car shows at Gawsorth Hall - the Mini 55th birthday (cosy), and the Classic Car Show on Bank Holiday Monday, which seemed to have every classic car from Cheshire and the environs in attendance. The local pub apparently ran out of food as a consequence!

I appear to have a Vitesse 1600 Stromberg inlet manifold (307390) in one of the piles of bits in the garage. Can anyone make use of such a device?

Looking at June events (see the next paragraph), there's **Tatton on the 31st of May and 1st of June, Pageant of Power at Cholmondeley on 13-15 June, and Trentham Gardens on 15 June.**

Our next meeting is on **Thursday 5th June**, and it's the first run out of the year. The plan is to meet at the Cock and Pheasant, 7 for 7:30, then proceed to the Swettenham Arms for 8, where we may be joined by people from other areas if



## CHESHIRE CORNWALL . . COVENTRY

### TSSC AREA NEWS

## Cheshire Continues

they haven't worn themselves and their cars (and themselves) **out on Tuesday 3rd June**, when the **Inter-Area Meet (formerly 4/5 Area Meet) should be at the Derby Arms in Liverpool**. All subject to confirmation, so check the 'old' Cheshire Area web site and the TSSC web site for any changes.

*Henry*

## CORNWALL

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

e-mail: [cornwall@tssc.org.uk](mailto:cornwall@tssc.org.uk)

Sorry there was no news last month, I was away indulging my other passion; sailing on a square rigger! So, you lucky people, two months in one!

Our March Sunday lunch at The Bowgie, Crantock was a great success. Lots of people turned up and had a lovely meal. Since the large portions stuffed most of us, we went for a walk in the sunshine around Pentire Head and then watched the surfers. It was a nice way to spend a Sunday afternoon.

In April we had two more events outside our normal meeting night; where another new member, Harry, turned up in a very nice Herald 13/60 convertible two days after passing his test. Welcome Harry, we hope to see much more of you. The first of the events was our Easter Saturday Dinner. This year it was held at The Hawkins Arms and Adam, the Landlord, did us proud with a special menu. A great crowd turned up, although some of us were a little tired after competing in the Lands End Trial. The trial was very rough and I'm not sure there were any medals from our team this year. The dinner was lots of fun, with the usual banter and excuses for failing sections on the trial. Our other event was Drive It Day. Some members chose to go to Crealy at Exeter to join Devon Area, whilst the rest of us joined the TR Register in a scenic drive through country lanes to Wheal Martin, the Clay Museum in St Austell. There were many shouts of, "I'm glad I washed my car", because the overnight rain had turned the dusty lanes into slightly muddy ones, but the sun was soon out and provided a pleasant drive. On our arrival at Wheal Martin we had some lunch then had our own free tour of the museum (mostly outside). It was a very informative tour that we all enjoyed and got our appetite up for the cream tea that followed. It was a very nice day and thanks must go to Julian and his team from the TR Register. Where would you like to go next year?

The following weekend we were in to May and the Isle of Wight Camping Weekend. With the largest number of Cornwall members for a very long time, 16 of us made the trip to celebrate the 25th Anniversary of the event and Graham and Angie's last after 12 years. The convoy up was uneventful, stopping for brunch at Graham's favourite cafe in Bridport, reaching the ferry at Lynmouth right on time. Crossing done, picturesque route to Appledurcombe and checking in. Soon we were wandering around the site chatting to old friends and meeting up with some new ones. The evening was a Noggin 'n' Natter in the Clubhouse and early to bed. Saturday we had an 80 car convoy to Robin Hill theme park and gardens; did you see the red squirrels? Some of us then went on to lunch elsewhere, some to the Needles, others to Carrisbrooke Castle. That evening we all went out for a meal and returned for a very good 70's band, playing beat the intro and singing (?) along. On Sunday we had a circular 80 car convoy that brought us back to Appledurcombe House, just behind the site and a great photo opportunity of the cars parked in front of the house. Once the photos had been taken some of us left for more sightseeing to

Bembridge Windmill and tea on Bembridge sea front overlooking the new Lifeboat House. Sunday evening was quiz night and out of 14 teams our two teams came 4th and 6th. All too soon it was Monday, the convoy to the Wight Mouse in for lunch and then back to the ferry for home. The weather was kind to us and we had our rooves down all weekend, until we got back to the Devon border! Those that had never been before really enjoyed the weekend, whilst those of us who had been many times before and knew what to expect had a thoroughly good time. Thanks must go to Angie and Graham for all their hard work over the past 12 years you have made visiting the Isle of Wight very enjoyable.

Later in May we had our meeting at Windy Ridge, Trerulefoot and we joined in a Treasure Hunt nearer to home, but more of that next month.

Here's what we're up to next:

### JUNE

**Sunday 1st Go Karting, Menheniot – Marc Treleaven**

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

**Fri 27th – Sun 29th Cornwall Camping Weekend, St Ives – Mike Crewes & Sally-Ann Quick**

### JULY

**Thursday 10th Meeting at The Hawkins Arms, Zelah, 8pm onwards**

**Sunday 13th Wadebridge Wheels, Royal County Showground – Tony & Helen Spicer**

**Fri 18th – Sun 20th Bocconoc Steam Fair, Liskeard – Sally-Ann Quick**

**Sat 26th – Sun 27th TriumFest, Donington Park**

I've seen a few Triumphs out on the road recently, but we haven't seen you at meetings.

I have also had the pleasure of seeing some lovely cars for sale this month, so if you're looking for a Herald 13/60 Estate, Herald 1200 Saloon, or a Concours winning Vitesse MkII Convertible contact me quickly.

Happy roof down motoring

*Mike*

## COVENTRY

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**Great news we have been awarded TSSC Area of the Year**, Wow! we are well and truly chuffed never expected that, it makes all the hard work worth while, many thanks to all our regular members for their support we couldn't have done it without them.

The Smiffy Spitty is now painted, just got to rebuild it and fit new hood, trouble is not getting much time to do it lately so we are still attending the events in the Dagenham Dustbin (Ford Escort Cabriolet "F" Reg). The first event was our regular meet with the Heart of England at the Griff on Sunday 13th which was well attended by about 50 vehicles and the weather was fine, next was the Transtar event at Western under Lizard over the Easter Bank Holiday, we went on the Monday and again we were lucky with the weather it was a lovely sunny day although a little breezy we travelled in convoy with Steve & Sharon in their Herald Convertible, Paul & Joan in their Spitfire & Mike & Viv in their TR6 and yes the hoods were down all day, it was an excellent event with lots of stalls to browse around.

The St Georges Day event didn't transpire, didn't really have enough time to plan it, next year we will plan earlier so it's a definite for 2015 any ideas of what we can incorporate will be gratefully received.

Dalos Day (Drive and lunch on



## TSSC AREA NEWS

Sunday) on the 27th saw 22 of us take place in 8 cars and a motorbike, again the weather was good to us (I don't know how we do it) the run was planned by Steve & Sharon and a really good run it was especially if you like humpbacked bridges, there was 18 of them, after the run we took over the whole lounge at the Weavers Arms in Fillongley for an excellent lunch. Before lunch Steve gave us all a chocolate Easter Bunny, large ones for the ladies, but only small ones for us fellas so creep of the month award goes to Steve this month. Joking aside a nice touch well done Steve & Sharon.

Sunday 4th & Monday 5th was the 2nd Stratford on Avon Motoring Festival, we attended both days along with Paul & Joan and Sharon & Steve, it is an excellent event which includes a run on both days of approximately 65 miles each with one of them including a treasure hunt, after the runs we returned to Stratford to park in the streets which was closed off to traffic for the event, we parked outside Shakespeare's birthplace on both days, couldn't have been better. There was over 300 vehicles taking part in the event and the organisation was first class, for those of you who haven't been it's a must for next year.



At our monthly meeting at the Bull and Butcher, Corley Moor on Tuesday the 6th May we were allowed to park our cars in the field directly behind the pub which was a lot better as they were more visible to the public, the night was fine and dry but a little cold, there were 10 classics on show, 4 Spitfires, 2 Herald convertibles, a MGB, a Porsche, a Humber Sceptre and of course the Dagenham Dustbin. A special welcome goes to Brian & Sandra Reid, Mark Palmer & David Crook on their first visit, hope we see you a lot more in the future.

The ASOC/TSSC Spring Valley has now been finalised and the new itinerary was presented.

The next Dalos Day run will be on Sunday 1st June, planned by Maurice & Ann, we will meet at the Sparrow, Combe Fields road, Ansty and at 12.15pm ready to leave at 12.30pm.

That's about all for now, have a good month and let's see as many as possible of you at our next meeting on Tuesday June the 3rd.

Regards

*Phil & Lyn*

Forth coming events :-

**Saturday 7th June Kenilworth Agricultural Show Stoneleigh** limited places phillyncovtssc@mail.com

**Sunday 8th June Newport Pagnell & Olney Lions Club Motorama**, Olney Market Place. Lion Bob Benbow, 43 Dingleberry, Olney, Bucks, MK46 5ES, www.npolneylions.btck.co.uk

**Saturday 14th June Coventry Marques Show**, Broadgate, Coventry in association with ASOC. Contact Maurice Smith mauriceanns@yahoo.co.uk

**Sunday 15th June Midsummer Vintage Festival at Ashby Magna**. Mrs S Leedham, Mill House Farm, Husbands Bosworth, Lutterworth, Leic's LE17 6JN 07748 564541. shirleymarlow@aol.com

**Wednesday 18th June Coventry & Warwickshire Motor Club meet**, Blue Lias pub, Stockton, Nr Long Itchington, Warks. 6.30pm just turn up

**Saturday & Sunday 21st & 22nd June the Peak Run Weekend**. Kim & Paul Dale 01335 345784 or Roger Bucks 07970 619149

**Sunday 6th July Hollowell Steam**. www.hollowellsteam.com hshs@hotmail.co.uk Allen Eaton, 01604 505422, Mob 07802570590

**Monday 7th July 7.30pm MVPS at the Royal British Legion Club, Kimberley Road, Bagington**. Just turn up.

**Saturday & Sunday 12th & 13th July Birdingbury Country**

**Show with the HoE**. Peter Taylor, 01380 727110 peter-michaelteylor@talktalk.net

**Saturday & Sunday 26th/27th July TriumFest UK Donington** see Courier Magazine

**Sunday 3rd August Mary Ann Evans Hospice Run** Eliot way, Nuneaton, CV10 7QL www.maryannevanshospice.org.uk

**Saturday August 9th ASDA DAY at Bruntingthorpe**

**Sunday 10th August Fillongley Show**, our local show where we have a stand. phillyncovtssc@mail.com

**Saturday & Sunday 16th/17th August Sunshine Rally, Rutland Waters, Leic's. Leic's & Rutland Area TSSC**. Neil Spencer 07530307371 tr6scimitar@yahoo.co.uk or Jan Muschialli 07799 804415 j.muschialli@ntlworld.com

**Saturday & Sunday 23rd 24th August Coventry Festival of Motoring at the NAC Showground Stoneliagh**. www.coventry-festival-of-motoring.com

**Monday 25th August Pershore Plum Festival**, Brian Bremmer 01386 556945 annebremmer@yahoo.co.uk www.pershoreplumfestival.org.uk

**Sunday 7th September Dudley Classic Car Show, Himley Hall, Nr Dudley DY3 4DF**. www.transtarpromotions.com

**Saturday & Sunday 27th/28th Sywell Piston & Props, Sywell Areodrome, Northants, NN6 0BN** phillyncovtssc@mail.com

## CUMBRIA

Tel. 01229 474077

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The new TSSC website is now up and running. There is still some work to do on it but I can now put the area news and events on it. You will need to create a new account and register as a member. To find our area events, click Area Directory in the left hand column and the Cumbria area is under Northern areas. Please look at it from time to time as I will endeavour to post updates for events when I know them.

For drive it day 27th April a number of members joined the Cumbria Classic car group for a day out in Morecombe

There was a very good turnout of club cars for the Penrith Lions Carnival at Penrith, Monday 5th May. Every one of our area cars was a different model. Des and Carol – Stag, Mike and Esther – TR7, Trevor and Barbara – TR8, Simon – Vitesse, Peter – Triumph 1300 with only 5,000 miles on the clock from new and Ray and Gill – Dolomite Sprint. Unfortunately I had to travel up in my Euro box as the GT6 is still over in Ripon awaiting the rolling road; as soon as it is done it will be up for sale. The Spitfire needs some work for a MOT so at the moment I am without a roadworthy Triumph.

**Forthcoming events: 1st June Thirlestane**. We have not booked a club stand for this but you can still go for a visit. **June 22nd Grasmere show** - A club stand has been booked for this. **29th June Blindcrake** (Cockermouth) Rod Moore would like some cars to display for this event. **July 6th Distington classic car show**. Would those intending to go please let either Tony or Phil know as I will not be available to go this year.

As with previous years a club stand has again been booked for **Ripon show 27th July**. A lot of the shows are becoming very strict with their entries. Please make sure you let me know well in advance if you are going to any events this year as I am finding it impossible to get last minute passes for entry

Bookings are still open for our **Lakes Camping weekend 14-17th August**. The Advert for it is in the Courier.

Safe motoring

*Roy*

### IMPORTANT NOTE

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





## DERWENT VALLEY . . . DEVON

### TSSC AREA NEWS

#### DERWENT VALLEY Tel. 01623 487323

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And the triumphs came in 2 by 2. It was a definite sign that the better weather is on the way when we had a nice showing of classics in the car park at our last meet.

There was a lovely pair of Spittys, a pair of Triumph 2.5s and a pair of Heralds, a 13/60 and a lovely unrestored 12/50. On chatting to Richard he told me that his Herald was well travelled even in its minute amount of miles and came with literally bags of history (and there was a pair of MX5s to boot).

The meeting was well attended with lots of familiar faces, with lots of catching up on attendance at recent events and those coming up during the current glut of Bank Holidays.

We had another quiz laid on for us by the Wright family, courtesy of Colin and Nigel with 3 very different rounds from identifying the caricature to Nigels now infamous cryptic quiz on movies a prime example being, Q – The Heinz Movie. A – Mr Bean the movie.

The eventual victors were Steve, Richard and me.

Perhaps the quote of the night does have to go to Karl & Lisa's daughter Rebecca, when talking about the theme of the upcoming Peak Run it was revealed as Wild Wild West and Rebecca replied with oh I thought it was cowboys!!!!

As the weather is improving we are now planning to start getting out and about so please visit the website to check what is the plan for the next meeting.

Just after you have read this Manchester will be in full swing with **Old MacDonalds farm** so if you are looking for something to do check out the courier for details, and we will be in full swing preparing for the **26th Peak run over the weekend of Jun 20-22**. If you want more details please visit our website or check out the courier.

Thanks very much and see you all soon

*Richard*

#### DEVON

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

What can we say about the magnificent turnout of Triumphs on Devon's Drive it Day event at Crealy Adventure Park at Exeter? Taking on the organisation once again, we were disappointed to find that we cannot control the WEATHER. It was even worse than the forecast of sunshine and showers – somehow we missed out on the sun, and there were showers aplenty. Nevertheless, we had an amazing number of cars turn out on a pretty awful day.

John counted in 111 Triumphs which, considering the weather, was quite remarkable and we are pretty sure that, had the weather been kinder, it would have been even more. Afterwards several people said they counted 114 – whatever the actual number, it was an achievement given the weather. Turning up was a really good assortment of Triumphs, from a lovely Renown and a fantastic Mayflower (apparently recently imported from New Zealand), to Tim's Burlington Arrow and Ian's very interesting customised Herald 'pickup'.

The support for this Devon event is growing, with Bern Littlewood bringing a big group of cars travelling all the way from South Wales Area, and we again had huge support from Somerset Area, Cornwall and even Bristol. Other clubs were generous in their support, with large numbers of cars from the Stag Owners Club, 2000 Register, Dolomite Club and the TRs. It was lovely to catch up too with friends from North Devon

whom we had not seen for a while.

Getting off the sodden field was a bit of a challenge for some, as the rain had restricted the original space allocated to the event, but there were a number of people happy to push and pull, even with smiles on their faces. 'Rut of the Day' award surely had to go to the brown Stag automatic from Cornwall who did his best to reach Australia, but was eventually released with a tow by Dan with the 2.5pi. Rumour has it that the car started off white! Driving home on the A38 through one of the worst cloudbursts I have driven in was a bit of a challenge, but it washed the cars off and we dried them at home before of course the sun came out.

Great feedback afterwards from many who came along, and we were thrilled when John Clancy told us he thinks there are 'very few Triumph gatherings around the world where over 100 cars attend. saying even the main events in the US are lucky if they get 150 and there are only two of those each year. So apart from the bigger Triumph club national weekends in the UK and the Marque Day, the South-West day has become one of the biggest! What can we do next year?

Eight Triumphs and 2 moderns made the trip to the Isle of Wight at the beginning of May. The IoW Area yet again provided a wonderful weekend of entertainment, weather and drives which we all enjoyed, Saturday to Robin Hill Country Park and Sunday a round trip back to the derelict Appuldurcombe House which made a great photoshoot in front of the house. Devon's quiz teams were not disgraced but were well beaten, even by the Cornish! However, that was more than made up when Ian & Karen's Herald Pick-up was awarded the Appuldurcombe Choice Trophy, the second year running the cup has come back to Devon.

#### COMING UP

**Sunday 1 June is Sam and Marc's Karting Day** – meeting at 10 am at the Park & Ride at Ivybridge, off Exeter Road on the way to Wragaton for a drive down to Menheniot – as usual please do let us know if you are coming along. Always a fun day, and Marc wants someone else to win the trophy this year?

The planned Triumph Picnic has had to be cancelled for this year, so **Sunday 8 June is free**, though there is a show in **East Devon at Seaton Tramway**.

**Club Night at the Star is Wednesday 18th and Sunday 22nd** is of course **Triumph Marque Day at Brooklands Motor Sport & Aviation Museum at Weybridge, Surrey**.

Our **Camping weekend at Martock** takes place on the **first weekend of July, 5th and 6th**, and this is being organised once again by Colin. On the Sunday we are planning to attend a Retro show just down the road in Martock. Passes for **Powderham** are usually received by us in early **June**, and we will of course immediately forward them on to those who have entered. We are expecting around 35 cars on the Sunday and if you have not already entered, it MAY be worth contacting us to see if there have been any cancellations. Jane Rowley, Gloucester AO and member of the COM, is joining us for the weekend and will be available to do Club valuations for insurance purposes.

Going back to April, eight cars turned out for Club Night at Liverton, two of them the Stags of Graeme Knott and Steve Chudleigh. Ian gave the Spitfire a run from Budleigh before Crealy and the Isle of Wight trip too. It may have been only 8 cars on display, but boy was the pub packed once again. Our meetings are always an opportunity for everyone to have a good evening talking about cars and many other things too, and a good number of us always eat at the pub too.

We'd like to say welcome to several new members who have joined TSSC in the last few months, and we do hope that we will meet you soon, with or without your cars, and we will do our best to ensure that you enjoy all the benefits of Club membership.

It's mid summer now, so make sure you make the most of your Triumphs.

#### DEVON DIARY

**Sunday 1 June Karting Day at Menheniot with drive beforehand**

## ESSEX

**Wednesday 18 June Club Night at the Star Inn, Liverton**  
**Sunday 22 June Triumph Marque Day at**  
**Brooklands, Surrey**  
**Weekend 5/6 July Camping Weekend at Martock**  
**Weekend 12/13 July Club Stand at Powderham Show**

*Sue & John*

## ESSEX

Tel. 01375 672072

[www.sites.google.com/site/tsscsexarea/](http://www.sites.google.com/site/tsscsexarea/)

Bit busier this month with events and car working, looks like it is going to be a big one this month, the good weather appears to have arrived most of the time and it is nice to drive the cars with the roof down if you can.

My Office - during the MOT I had a verbal comment that one of my trunnions it had some movement on it so I located a pair as I thought I would do both sides whilst I was at it and it was not as hard as I thought it was going to be, the only problem was I was not happy with the lock nuts I took off and I did not have any 7/16 in stock but a local supplier came to the rescue. But the Spit thought that as I had got the spanners out it would throw a wobbly and not start. A quick rush to Halfords before it closed at 20:00 one new battery and away it went. I had to do some work on the rear lights of one of our members cars, after a lot of head scratching coffee drinking and trying different things it turned out the bulb had a fault that meant every time he braked all the other rear lights went out, it did not make sense to me either but changing the bulb sorted it all, now ready for the Isle of Wight.

Out and about - Practical Classics Restoration Show, six of us went up on the Friday evening to stay in a Premier Inn Ian and Cheryl left about 15:00 Janet and I went to Lesley and Rays for some lovely food then we left about 18:00 we had a lovely journey and arrive 1 hour after Ian and Cheryl who had caught a lot of traffic.

Saturday, off to the show, lots to see and some very interesting talks. I bought lots bits and bobs, packets of this and that I got Spitfire sticky wheel centres for my new hubs for a pound each, the others also got bits and bobs, listening to one of the talks and the Stag was mentioned as a up and coming classic to get in to now (before the prices went too high). The show was big enough to do in one day with out feeling you had missed something, which was great.

Sunday AO meeting at HQ followed by the AGM, the demo of new web site looks good, a few people started to get personal with there comments, we ALL have to remember it is a hobby we all do because we enjoy our cars and the people running the club do it voluntarily IN THEIR OWN TIME.

Club Day - we had 9 Triumphs, 6 Spitfires, 2 Vitesses, and a 2.5, not bad for a slightly drizzly day and 20 people, one of the Spits was David Townsend a new club member it was nice to see you and the car as the weather was not good, no bonnets up but lots of chatter inside in the warm and dry.

As Mike left I noticed the problem with his rear lights that was mentioned earlier.

Coffee & Ice Cream Drive it Day - this was a mystery run out with clues and post codes, stopping at 5 places to have a coffee cake or ice cream or all three at some stops. We had 6 cars, 4 Spits and a Vitesse and 2.5. I lost count of the number of coffees etc that were partaken of but every one had sufficient by the end of the day. At one stop we were seen by the organiser of the local fete who invited us to exhibit our cars at the fete (this is being organised) at another stop we were offered the option of coming back for a breakfast run (to be sorted) plus the local nature reserve also asked us to go back with the cars to organise a classic car display. So I think a very successful Drive it Day, we got out in our cars and got noticed.



## TSSC AREA NEWS

Isle of Wight 5 day trip - we had Lesley & Ray, Brian & Jean, Mike & Marian, Kirk & Joe (the Boys) Janet & me we all set off on Friday morning. Mike had a problem with a misfire on tick over and a bit of smoke, it took a while to figure out the problems, we found an excess of oil in the sump which was dealt with using our discarded coffee cups but the main problem took some time longer to solve, let's just say two words, BIO DIESEL and this left Mick limping after the amount of leg pulling he took but let this be the last of it (until the next time). The bulk of the events are run by the local club.

Friday night after a large meal out, I had forgotten the size of the portions at the steamer; it was then down to the camp site for meet and greet and get the inventory for the weekend then off to bed. Some of us back to the very comfortable bed and breakfast.

Saturday good breakfast check the cars over then off to the camp site for the day's tour, we were first in the queue this meant we did not get lost or separated on the way to Robin Hill. Cars all lined up, 70 cars in all, then coffee, a go on the toboggan run, for some of us a tractor ride to the top of the hill, more coffee and cake then Janet and the boys went on the swing boat, finally back to the cars, we were some of the last to leave. We went down to the sea front for another large dinner followed by a trip to the arcades and a walk back to the hotel via a local bar.

Sunday good breakfast, check the cars over then off to the camp site for the day's tour. Joe had a drive of the Spit on site, he could not stop smiling. The trip out was through the zig zag roads in Ventnor and on to the owl and falconry centre for coffee and lunch, a tractor trip and a bird of prey display. Some of us went for a drive to Culver Cliff a good photo opportunity. Then to the camp site for the hog roast and the entertainment was the islands very own reggae star Derek Sandy followed by the quiz, our team were the "no smoke no poke" sorry Mick we were not last. There was also the auction of some of Carol's Teddy bear collection on behalf of cancer research, Janet got the bear she wanted and Marian took a fancy to one as well.

Monday, good breakfast, check the cars over and a slightly later start at the camp site, it was across the island to the Wight Mouse Inn for lunch and goodbyes some of us then had a play along the military road and coffee at Dimbola lodge and a run back along military road for ice creams at Chale farm and some of us took a trip to Calbourne mill for the flour they mill on site and coffee. Then all back to the sea front for the last night and a good meal and play on the amusements. Ray won 8 bulldogs which he gave out the following day at breakfast.

Tuesday, good breakfast, check the cars over for the last time, pack all the katunder up and of few went, a road closure at Brading changed the plans for the morning so it was a quick coffee and cake at Quarr Abbey then on to the ferry and a spirited run home.

This is an abbreviated version of events on the Isle of Wight but some things just stay on the island

**Up and coming**

**June**

**Sat 7th June ACE cafe run early start**

**Contact us for details**

**Sun 15th Club Day Halfway house A127/A128 Brentwood**

**July**

**Sat 12TH Sun 13TH club run to Norfolk to attend 70's weekend staying overnight on the Saturday.**

**Contact us for details.**

**Wed 16th "Classics on the Common"**

**Galley wood common**

**Sun 20th Club day Halfway house A127/A128 Brentwood**

**Sat 26th Sun 27th TriumFest UK Donington**



## ESSEX . . . GLOUCESTER HERTS & BEDS . . . WEST KENT . . . LANCASHIRE

### TSSC AREA NEWS

### Essex Continues

Welcome to Theo Dimitrakos  
Birthdays - Wesley on the 19th, Janet on the 20th, Pam Bullman on the 21st, looks like this could be a party weekend.

*Allan & Janet*

**GLOUCESTER** Tel. 01452 790126  
[www.tssc.org.uk/glooucester](http://www.tssc.org.uk/glooucester)

Well the calendar has certainly become busy and there's plenty to do we've had a couple of pub runs this month the first out to Watery bottom and the second to Willasey both had a good turnout and it's nice to get out and enjoy the evenings, some a little cooler than others.

Easter Monday brought out the sunshine and the Coleford carnival of transport saw the crowds out too, it was a pleasant change as previously we've been rained on, snowed on and thoroughly blown about, there was a lovely selection of cars and a few traders and auto jumblees to tempt a shilling out of the pocket.

Drive it day took us to Jane's for a hot coffee and bacon roll and then off through the Forest of Dean to Tintern old station for lunch, it was nice to have Paul join us too. The weather was mostly kind but a few showers tested our resolve, back up to Jane's for another cuppa and of home. An excellent day out.

The request was submitted for the sunshine and the Isle of Wight weekend saw our order confirmed, the sun shone, the wine flowed and the food was thoroughly enjoyed.

Great runs round the island in glorious weather are hard to beat. It's always a great event and good to catch up with old friends. If you've not been it's definitely one to put on your calendar for the future.

*Andy*

#### Events.

**Tues June 10th** a pub run to the Rising Sun on Cleeve hill.

**Fri-Sun 13th-15th** Glos area camping weekend, destination tbc.

**Mon June 16th** area meet at the Swan inn, coombe hill.

**Sat June 21st** charity day at Shelsley Walsh hill climb.

**Sun June 22nd** Prescott breakfast club.

**Thurs June 26th** pub run to the Royal oak at Gretton.

**HERTS & BEDS** Tel. 01582 750943  
e-mail: [peter.h.lewis@ntlworld.com](mailto:peter.h.lewis@ntlworld.com)

Well the new pub is attracting a busy Noggin and Natter, the buffet last month was devoured with only some crumbs left over.

There's an adhoc trip on **June 1st to Bressingham**, we had a chance of a group booking so its fell outside of our event plan, departing from Tesco Baldock High St we have 20 names pre booked, if you join us on the day it's more expensive but still discounted to £8.95 ea. The cars will be inside the complex by 10am so we leave Baldock at 8am.

Drive it day had 9 cars and 15 members all fooling about in the dark of the Hellfire Club Caves in West Wycombe, and we bumped into Northants in the dark who were visiting the site as well as us.

#### Up coming Events.

**June 7th** Halls green picnic

**June 8th** Luton festival of transport  
get a free pass from Me

**June 29th** Croydon village classic and country fayre

**July 13th** Kimbolton Charity Classic  
...discount passes from Me

**July 26/27** TriumFest UK Donington.

**August 3rd** Windsor Royal farms Classic

**August 9th** Guided tour of Vulcan 655 at Wellesbourne

**August 10th** Panshanger revival

**Aug 24th** Buckingham steam railway

**September 28th** DUXFORD

Apart from that Ray and I have Cyl Heads off and cut the valves on Stuart's Herald, and Pete's Mk1 Vitesse, had a crack at Barry's Stag, poked at his Spitfire and Paul wants his wishbones sorting so much of my free time (and Ray who does what I can't bend down to) have been busy getting grubby, Oh and Helen's GT6 needs some magic, so whilst we don't generally do repairs ...we seem to be doing repairs, don't forget I keep the club tooling and have so much of my own there's not much we can't advise or sort out.

Stuart's hub adaptors may break the mould but there's an offer on to have a go at the impossible

That will do, more news as it unfolds will be loaded onto the new Club website [www.tssc.org.uk](http://www.tssc.org.uk) Herts and Beds Area news/event/

Happy motoring

*Pete*

### WEST KENT

[www.tssc-southeast.org](http://www.tssc-southeast.org)

Tel. John 01689 829231

Tel. Del 01732 743747

Well, I did manage to get to the last meeting – just, having driven back from Cardiff that afternoon, and I had the pleasure of greeting some new faces to the area.

Charlie – who runs the local cattery has a very nice Dolly Sprint – Colin Robertson take note. ([www.colin@tssc-southeast.org](http://www.colin@tssc-southeast.org)) Welcome also to Peter who has a Spitty Mk4 in superb condition. I'll look forward to seeing that some time – but I'm not sure when as I'll not be able to get to the end of May meeting. Also welcome to Dave who has a very nice 2500 PI, and to another Peter with a 1981 TR7. There were a few other 'old faithfuls' there, but the meeting was very thin to welcome the new attendees.

I hope you all had a good run out for Drive-It-Day, whichever you went on. Out with the grandchildren around Cardiff that day I can't remember seeing a single classic car!

Looking at forthcoming events, there's **Bromley Pageant on 8th June** for which Colin Hugh is in charge, and the **ST Forum's Marquee Day at Brooklands on the 22nd June**.

Some of you will have found out that parts of the web-site are up and running, or in my case, limping along. The new log-in process needs tidying up a bit, as at the moment I can't log-in at all but the appearance of the site is much more modern than the original.

I hope the new Technical Q&A section will soon be operative. Now that we seem to have some summer weather, let's get out and enjoy our cars.

*Del*

### LANCASHIRE

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e-mail: [Pamela23@tesco.net](mailto:Pamela23@tesco.net)

Facebook: TSSC Lancashire Triumph Sports Six

This year's Drive it day saw a 'few' of us again join with the Pilling car club in driving a route that took us from the Phantom Winger Pub (Preston) to the Lakeland Motor Museum (Cumbria). The route left the A6 past Garstang and ventured into the eastern side of the forest of Bowland before re-joining the A6 north of the busy towns of Lancaster and Carnforth.



From the A6 it went over the A590 and up the Lyth valley near to Bowness then turned back south to Newby Bridge and the motor museum. That was the route in theory... But unfortunately, 20 miles into the run Norman's Daimler Dart (he has a Herald as well!) developed a sticking brake calliper evident in Normans words as "a lack of power" (not to mention the billowing smoke from his front nearside wheel). Try as we did we couldn't free it off enough for him to continue so Dennis and myself escorted him back to the A6 from where we turned round and made our own way up to the museum.

The museum was one of four official partners for the FBHVC drive it day event and as such the car park was full of classic vehicles, which was a mini event in itself.

Joining us for the first time was Nigel & Gill in their very smart Mk1 Vitesse convertible that they had acquired from the family of an elderly lady. Hope to see you again on runs, shows or meetings. I would like to say a big thank you to Kevin for organising the Drive It Day as we could not attend.

For those that don't know I was invited to display my GT6 MKII at the Practical Classic Restoration Show at the NEC in April, this was due to my restoration of the car being in the Practical Classic in the January 2013 issue. All restorations featured in the magazine for 2013 (25 cars in total) had a readers vote for the top 10 of which I was one, all the top 10 had their own space to display and there was another live vote over the weekend where the general public voted for their choice. It was a fantastic weekend with all the comments I received and even an offer to buy the car which I declined even though it was a tempting offer, you don't realise how tiring it is talking about your car all weekend. I came second which was a fantastic result when you looked at the other nine cars, the winner was a Volvo P1800 that appeared in the programme The Saint.

Up and coming events are **Tatton Park Saturday 31st May & Sunday 1st June, Cleveleys Classic Car Show, Cumbria Sunday 8th June, Houghton Tower, Houghton Sunday 22nd June, Towneley Hall, Burnley Sunday 29th June, Leighton Hall, Carnforth Sunday 6th July.**

If you are interested in any of the above events get in touch with me then we can arrange to meet and drive in all together. That's all for now see you all soon.

*Mark*

## LEICS & RUTLAND Tel. 07530 307371

*The Following News should have appeared in the last issue. I'm afraid I missed it, so apologies to all and to Neil who supplied it in good time - Bernard Ed.*

**MAY NEWS** - Salutations, a bit of a slow start this year but most cars (and drivers) are coming out of hibernation now. Tuesday 1st April saw a good turn out at the Red Lion with a couple of new members joining us for a noggin and natter.

Chris has a Moss Malvern based on a Vitesse, and Brian has a Mk3 GT6. Nice. Hope to see more of these guys and other new members, or I should say members new to our social group who are always welcome to join us at the Red Lion at Huncote every first Tuesday of the month.

Our Drive-it-Day event on the Stilton Cheese Run will have taken place by now. There seems to be more and more D.I.D. events every year, which is great news of course, plus there seems to be more events of all types involving classic vehicles every year. We are being noticed more and more and everyone who visits the various shows and events enjoys seeing the big cross section of vehicles on display. We all like seeing the exotic sports cars such as Astons, Ferrari's, E types etc but people like our cars because they all seemed to have owned one or had a relative who did.

Our other event in April was Weston Park on Sunday 20th. Always a busy show.

The one thing that seems to be declining at these classic car shows is the traders stands but it's easy to see why. It takes a

lot of time, money and effort to set up a stand and these guys can usually get more business sitting at home selling on-line.

You can't beat a good auto-jumble though can you.

Most of our group who went to the Stoneleigh Triumph & MG day were not particularly impressed. I managed to find 2 armfuls of bits to keep me happy but I thought the layout of the show was wrong. I think most people would have preferred separation between Triumph and MG. Not for any silly "us and them" reasons but because if you wanted Triumph parts, or MG parts it would have been easier to find what you wanted if they were grouped together. I like MG's, in fact I like anything British, or Italian, but do not mention anything from Germany or Japan to me as I will start spitting!

My own 2000 Mk2 has been giving me some grief recently. The engine has not yet done 50k from new, has perfect oil pressure etc but has developed a misfire that so far has proved impossible to track down. It should all be sorted by the time of going to press though as the head is coming off as we speak. Everything has been checked, double checked or replaced and the only answer is a dodgy valve. Anyone who has had to do this job knows how heavy a 2000 head is to lift off especially when you are bent over the front wing trying to prise it off. My glass back just wouldn't survive the task so the car has gone to a friend's garage to remove the head. Such a pain of a job for such a cheap part! I have sent another head to Welhams in Leicester to be reconditioned as necessary and converted to unleaded. I feel this is a must as I will be towing a caravan with this car. The head will be back next week and will be all finished by the end of the week (11th).

My Stag has come out of slumbers and was to be used for the day on **Sunday 6th** by Steve and I to sort out our **Sunshine Rally tour around Rutland for the Saturday** of that weekend. However it has been a bit wet again of late and it is too muddy on the back lanes of Rutland so the wife's Freelander was used instead. We have a good route sorted now, just a bit of fine tuning to do then we will print it out and follow our own directions driving round again. Loads of different places to stop including 2 windmills. Dave and Mike Mayfield are organising the Sunday morning treasure hunt so this is all in hand for the event in **August**.

My 2.5 Pi is still at E.J. Wards being welded but the end is in sight now. Once finished the shell will go to Surface Processing in Dudley in the West Midlands to have its second dip in the acid (or whatever it is) tank, then in to the electrophoretic coating tank. I am undecided as to what to do after that regarding paintwork. Do I get the shell completely painted and fit it all up, or just do the underneath, interior & engine bay and get it finished after it is fitted up?

I am leaning towards a finished shell first but you can't help scratching the paint when fitting up can you? Well I can't as I have tried before when I did an MGB GT. The engine, diff, front suspension, interior, wiring loom etc have all been reconditioned and sitting waiting for a car to go back in to.

I did have a reconditioned overdrive gearbox and all rear suspension too but they went in to the 2000 and the removed parts have gone off to be powder coated etc to go back in to the 2.5.

We now have another Triumph in the family. My youngest son is 17 in June so we have acquired a Dolomite 1300 for him, a very late one registered in 1981. We are now back up to 4 Triumphs so that will do (for now).

Other members have been sorting out various bits and bobs on their cars over the winter. John Mush has fitted a very neat tow bar to his Vitesse so that he can do more with his trailer. Chris Bates is close to sorting his running problems on his Vitesse. Steve has fitted modern led running lights to his GT6 just to mention a few.

We are planning a trip to North Wales this year and Dave is the expert at these trips so we have left it in his capable hands. Portmeirion is on the agenda where "the prisoner" was filmed. Must watch out for giant beach balls!

### Leics & Rutland Continues

Some of the guys are going to Le Mans and we are planning to visit Sue's gang in Devon at **Powderham castle in July**. Some of the guys going to Le Mans will travel direct to this event from France.

Bring on the sunshine! I am going stir-crazy.  
Keep running on 4/6/8 (or 5 in my case)

*Neil & Dave.*



**JUNE NEWS** - On Friday 9th May, 10 cars and 17 members set off to Llangollen and Snowdonia National Park with a day trip on Saturday to Portmeirion. Our group was Howard and Jenny in a TR6, Mick and Sue in a Vitesse, John and Jan in a Vitesse, Andy, Nobie and Kierra in a Vitesse, Steve and Pat in a GT6, Dave in a TR7, Chris in a GT6, Roger and Carole in a Herald estate, Mike in a Dolomite and me in a Stag.

For those of you old enough to remember one of the weirdest television programmes of the 1960's, Portmeirion was where they filmed "The Prisoner" with Patrick McGeehan who played "number 6". If you haven't been there then it should be on everyone's bucket list as the place is amazing and unique.

We arrived at Portmeirion Saturday morning at 10.30 and we were allowed to park up in our own parking area on the edge of the village. Cars are not allowed on the village streets but we were allowed down in groups of 3 or 4 cars for a photo opportunity. The weather held good for us while we were there though a little windy. Our drive around the base of Mount Snowdon in the afternoon was beautiful but very wet and windy. Due to the lack of traffic we managed a little spirited driving towards the end on the way back



to Llangollen, all legally of course.

On Sunday morning some of us went to the Llangollen canal and took a boat trip along the Pontcysyllte Aqueduct. Just wide enough for the narrow boat and 127' above the river below. Then before we knew it time to drive home again. Far too short a weekend! Thanks from all who went to Dave Smith who is our official travel agent/tour operator/ guide for all these events. Once again a brilliant job.

Plenty of events coming up now that the summer season is upon us and our own **Sunshine Rally in August** is coming along nicely. It's amazing how much planning goes in to these things but that's all part of the fun.

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

*Neil.*

### LIVERPOOL

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Hi Folks. Apologies for the lack of Courier news recently, there were one or two Gremlins around (*See what happens when you get me wet!! - Bern Ed*), but we're back with a bang this month. First up, myself and Steve attended the recent Club AGM, with yours truly also attending the AO seminar. It was our first visit to Club HQ, and we left mightily impressed. If you have never considered it, we can thoroughly recommend a visit, you won't be disappointed. Regarding the AGM, I'm best leaving that to a more expansive write-up elsewhere in this month's Courier, although again, we were glad we made the trip.

Regarding this summer's events, mindful of being a bit close to the date, there is still time to make plans for the **Annual TSSC Inter - Area Meeting** which we are hosting this year. Attending on **Tuesday 3rd June**, will be Wirral, North Wales and Cheshire Areas, at our usual meeting place, the **Derby Arms, Knowsley Village, L34 9EA**. We will be on hand from 7pm, ensuring there is sufficient car parking space (there always is, we're just being ultra-cautious), however the time of the meeting is set at 8pm. It's become a highlight of our calendar, and even though this year we'll have a very short drive, we're really looking forward to it. We'll also be meeting-up again with Cheshire Area 2 days later at the **Sweetenham Arms** (in the middle of the centre of nowhere, in Cheshire, as Henry so eloquently states) on the **5th of June**, as part of their June 'run out'. It was a brilliant drive-out last year at a wonderful venue, we'll be meeting at the Derby Arms at 7pm.

Continuing on the events theme, definite dates for the season include the **Hale Village Carnival (7th June)**, the **Woodvale Show (22nd & 23rd June)**, the **Lydiat Classic Car and Bike Show (6th July)** (a fabulous event, another highlight!), the **Speke Hall Vintage Fair and Rally (19th/20th July)**, and the **Ormskirk Motorfest (24th August)**. Entry forms have been emailed out for you to enter directly, please tell the organisers you'll be attending as part of our Area. There are a few more events pencilled in, and I'm sure a few others will pop up across the summer, more info will be available as and when they do. Updates are available on our TSSC Liverpool Area website [www.triumphliverpool.com](http://www.triumphliverpool.com) or on our Facebook group page (search for 'triumphliverpool'). Of course, there's also our Area section on the new TSSC website, with a vastly improved space for us to populate and share our information, so be sure to have a look around there too.

Progress is being made with our cars currently off the road or being restored. Dave's Vitesse is looking very impressive and resembling a car once again (what a shift he's putting in), Stu's Herald is back on track after his house purchase, and Richard has found a very good Spitfire body tub, so all systems 'go' there. Stu was able to fix new member Jackie's Herald carb, so she's back on the road again, which is good as it has been her daily driver. I've done some long-term "I'll get around to them sometime" jobs on my Spitfire, it's not only looking but more importantly driving much better now, thanks to borrowing 2 Gunsons Colortunes from our "Tool Pool".

Meetings have been lively and well attended, the number of Triumphs in the car park increasing with the better weather and lighter nights. We recently had 3 Spitfires, a GT6 and a Dolomite in attendance, the last time we hosted the Inter - Area Meeting, we had 34 cars present, let's see if we can make it 40!?

Cheers,

*Alex*

### M25 EAST

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Hi all, wow, we're in June already, right, what have we been up to? Well, all the cars should be back on the road by now,

**IMPORTANT NOTE**  
E-mail news to: [courier@tssc.org.uk](mailto:courier@tssc.org.uk)  
News in By 8th of Month please

## MANCHESTER NEWBURY



### TSSC AREA NEWS

yes, even Malc's. His respray has been a bit of a mission with the car having to go back to have the paintwork re-done. All is well now though and it's being put back together as we speak. Can't wait to see it!!

The shows and runs out got off to a good start back in April with Vince's Breakfast Run, The Chatham Show and the Drive it Day Run, all of which were well attended. I got to use my Gopro for the first time on Vince's Run, a bit of practice for the Le Mans



trip. The video came out pretty good and can be found on our video page at <http://vimeo.com/album/2643481>, along with all our others.

A new show that we did at the beginning of May was the Duxford Spring Car Show. A very good day out and reduced entry fee of only £10 each. Oh, and to top it all there were even a few Spitfires flying during the day as well.

Well, I suppose I'd better mention it ha ha. Famous for 15 minutes and all that. At long last the episode of Car SOS that fea-



tures myself and the Herald was finally aired on the National Geographic Channel at the end of April. I know you're probably all very bored by now of hearing all about it so I won't say anymore ha ha, except that you can also find it on our video page.

Lots of events coming up in June, something for every weekend. A couple of them are events we haven't done before – The Bucket and Spade Run and The Great Abington Show. Hopefully they'll be good and become regular things.

Right, I think that's it for this month, can't think of anything else. All the best

*John.*

#### June Events –

**Sunday 1st – The Great Bucket and Spade Run**

**Sunday 8th – Bromley Pageant**

**Saturday 14th – St Peters Church Show**

**Sunday 15th – Audley End Classic Car Show**

**Saturday 21st/Sunday 22nd – Great Abington Vehicle Show**

**Saturday 28th – Abridge Car Show**

**Sunday 29th – Pure Nostalgia Classic and Retro Show**

**MANCHESTER** Tel. 01524 791607  
[www.tssc-manchester.org.uk](http://www.tssc-manchester.org.uk)

#### NEWS FLASH New Venue!!!!

**THE BOUNDARY Pub & Restaurant**  
**2 Audenshaw Road, Audenshaw. M34 5HD**

36 of us gathered for breakfast at Mc Donald's on drive it day for a fantastic run around Holmfirth (Last of the Summer Wine country.) The weather was kind and the scenery was fabulous. We had fish & chips with mushy peas at Compo's Café and a browse around the many shops and sites around the Area. There were a great range of cars from Triumphs to moderns and even a very old 'VW Camper' that struggled uphill like the grand old lady that she is. And of course a few of us got lost (that's obligatory) on these runs. We had a great day with good weather and brilliant company!! Thank you Pete & Janet for a fantastic route and a great 'Drive it Day'

Well the saga of getting a new venue continues I'm afraid for our meetings. Frank and I have been to several different potential venues including Barton. Within 2 weeks Barton had a new owner and we were welcomed with open arms!! To its gone back to the original owner who has closed on a Tuesday and not informed anybody. We feel we cannot trust this venue any longer, so it is with regret we will be changing.

**But we have a New Venue!!!! THE BOUNDARY Pub & Restaurant 2 Audenshaw Road Audenshaw M34 5HD**

Don't forget I need your bookings and monies for **MancDonalds, Peak Run (Derwent Valley)** and those that are coming to 'Rostrevor' I need monies for your accommodation and trips to 'Giants Causeway' and 'Titanic Museum'

We are still looking for Old Hats, Raffle Prizes, and Marshalls to help at **MancDonalds** and volunteers for gate duty at **TriumFest UK at Donington** and anyone needing a stall there to let us know as soon as possible.

All monies owed for the Rostrevor holiday must be paid by the **July Meeting** please.

**Dates to remember in June**  
**Area Meeting 3rd June (1st Tuesday) The Boundary!!!!**  
**Tatton Park 30th May/1st June**  
**Old MancDonalds 13/15th June**  
**Peak Run (Derwent Valley) 20/22nd June**

Keep Triumphant!!

*Pip n Frank*

## NEWBURY

Tel. 01635 868640

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e-mail: [mary.rumens@btinternet.com](mailto:mary.rumens@btinternet.com)

Wyke Down was well attended by the Newbury Area: Colin & Sandy in Stag, Roy in Midge, Andy in Bond, Nigel in TR7, Malcolm & Josie in GT6 and Dave & I in Spitfire. With several members from Southern and Andover Areas there were 17 cars in all, covering a wide range of models. For once the weather was kind; very warm when the sun came out and just a few spots of rain towards the end of the day when several people were going home anyway.

Lambourn weather was fine, but because of the torrential rain in the previous week it was a bit muddy and squelchy underfoot to say the least. Vehicles were being towed into the show and we almost gave up on getting Smiley Spit in as the mud ruts were about 10 inches deep and we have a ground clearance of about 5 inches!! However we were directed to another route in, which was driveable. By the time we left a deep layer of straw had been laid over the entrance/exit area and getting out was a bit easier, although Andy needed a push and Colin did a nice wheel-spin!! We had 6 club cars there: Colin & Sandy in Stag, Malcolm & Josie in GT6, Roy & Helena in Midge, Nigel & Helen in TR7, Andy in Bond and ourselves in Spitfire. It was very nice also to see Patrick and Jean in MX5. There were a lot of interesting cars there including a very nice recently renovated Vitesse Mk 2 Saloon in Wedgewood blue belonging to Gerald.

Popham was a meeting of areas: Southern, Andover and Newbury. We had Andy & Thomas in Vitesse, Colin & Sandy





## NEWBURY NORFOLK . . . NORTH EAST

### TSSC AREA NEWS

## Newbury Continues

in Stag, Roy in TR3 and us in Spitfire. There were lots of interesting cars to talk about and projects to discuss together with loads of stalls and aeroplanes to watch. Again the weather was kind, no rain and some sunshine.

It was good this year as Newbury area was able to attend all 3 of these early shows. In the past few years they have suffered from the climate (i.e. it rained hard!) and some if not all have been cancelled at some time, so this year was a good start to the season.

Shows coming up: **Churchill and Atwell** need passes to get in free, but it may be too late for that by the time you read this. **Brooklands** is turn up and pay at the gate. **Henwick Field in Thatcham Show** is just turn up and as long as your car is road legal you will get in.

I have had confirmation of our **Area stand at the Newbury Leukaemia show on 10th August** which will be at **Newbury College**. Please let me know if you intend to come so that spaces can be allocated. We also need to know who from the Area will be going to **TriumFest UK at Donington** so Dave knows who to expect for camping there.

#### Meetings

**11th and 25th June at the Berkshire Arms**  
starting at 7.30p.m.

#### Events

**8th June Churchill Show**  
**13-15 June Camping weekend**  
**22nd June Triumph Day at Brooklands**  
**29th June Henwick Field Show, Thatcham**  
**13th July Atwell-Wilson Museum Show, Calne**  
**25-27 July TSSC TriumFest at Donington.**

Keep 'em flying

*Mary and Dave R.*

## NORFOLK

Tel. 01502 476699

e-mail: [mike.carroll01@btinternet.com](mailto:mike.carroll01@btinternet.com)  
[www.norfolk-tssc.co.uk](http://www.norfolk-tssc.co.uk)

It's great that the event season is underway once again. Work commitments prevented me from attending the combined MG and Triumph Spares day but I did manage to combine a Saturday visit to the Practical Classics Restoration Show at the NEC and a Sunday visit to HQ for the AO's meet and AGM in April. Unfortunately I could not attend the Le Mans Spitfire Jubilee open day held at HQ on 12th April as it clashed with the Restoration Show but I will make up for it by cheering Mark Field and the Spitfires on at **Classic Le Mans in July**.

The presentations by the Council of Management at the AGM were very informative and showed the commitment that our voluntary Council of Management team have towards members. In keeping with a lot of AGM's that I have attended, lively but amicable debate on certain issues ensued with agreement generally being reached. I would thoroughly recommend members to take in an AGM at least once as it gives all the chance to meet, discuss and air common issues with other club members and officials but also offers the chance to see all the cars and memorabilia that is on display at HQ.

The joint monthly meet held at The Bird In Hand with the TR Register was well attended with 21 TR's and 7 TSSC cars gracing the Car Park. Maybe one day we shall be able to match the TR's in numbers. It is always nice to see a Triumph return to the road, well done Will Rhodes it was lovely to see and hear the six cylinders of your Vitesse Convertible at the meet – another one back on the road where it belongs.

TSSC members John & Brenda were to be seen flying the flag for Norfolk TSSC at Earsham Hall on Sunday 4th May whilst I

shamefully arrived in an MGT in convoy with an MX5.

Enjoy driving your Triumphs during the hopefully warmer and dry weather over the next few months and don't forget the next meet to be held at The Bird In Hand, Wrenningham on the 9th June starting at 8pm.

Norfolk TSSC will once again be travelling to Derbyshire for the **26th Peak Run to be held on 20th to 22nd June**. If you are interested in joining us then contact me. It's a fantastic weekend is always friendly and guarantees a spectacular drive through the beautiful Peak District. See the Courier for booking details.

In **July** we shall be welcoming Allan & Janet Jannaway and the Essex area to Norfolk who are attending the **70's weekend at Wroxham Barns on Sunday 13th July**. You don't have to attend all day but take the opportunity to join us and meet members from another area. Contact me for details (Janet's contact number to be published in the Newsletter). 70's attire is optional.

A comprehensive list of future events will be published in the Newsletter, if you are not receiving it and wish to do so drop me an e-mail and I will add you to the circulation list.

*Mike.*

## NORTH EAST

Tel. 07917 738091

e-mail: [northeast@tssc.org.uk](mailto:northeast@tssc.org.uk)  
<http://tsscnortheast.blogspot.com/>

Hi all. Sorry for no news last month, I didn't make the meet and missed the deadline. Nice weather for May and a lot of cars outside. I saw, for the first time, Ian Goodfellow's Riley RME saloon, lovely car which is gradually being improved.

Cliff Down had an MGB GT which is up for sale, nice looking car, if it's something you'd be interested in get in touch.

On behalf of everyone who attended, many thanks go to Andy Boyes for his Treasure Hunt in April, Joe Grundy won the day and Graham won the un-enviable job of organising next years event.

It looks like there'll be around 5 cars going to show at the Corbridge Classic show, I've emailed the organiser to reduce the size of the area they've been allocating us seeing as many of the show cars will be in France that weekend, book direct but mark on that you'll be in the TSSC area, or ask for it when you arrive on the day.

There may also be quite a few going down to the big **Triumph show at Donington at the end of July as well**.

On the car front, mine is MOT'd again, with an advisory on a noisy exhaust, Aarons 1200 is MOT'd and Chris's Sprint is almost near to getting an MOT. Will it succeed before Gavins Spitfire is back on the road? He has at last got the engine out, 8 weeks before the CLM trip!

I've had a request to look out for a 1200 Herald convertible for a local member, restoration project or runner, it doesn't really matter, if you know of one for sale please let me know so I can pass details on.

One of our members is going to speak to Locomotion at Shildon to see about displaying cars while visiting the museum sometime in the future.

Ian M has moved house (around 200 yards) and is busy clearing out accumulated stuff, some Dolly Sprint wheels went last meeting and there's more to come, they'll be offered at the meets first I'd imagine.

Ok that's all for this month, see you around  
Cheers

*Mark*

### IMPORTANT NOTE

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

## NORTHANTS NORTHERN IRELAND . . . NOTTS EAST

### NORTHANTS Tel. 01234 740548

**www.tssc-northants.org**  
**e-mail: d.richardson13@sky.com**

Back from a very nice wedding (Pat's Godchild Victoria) by 9.30pm as it was getting a bit noisy, apparently weddings do when the drinks are free! Off to Angie and Daves on Sunday morning for our trip to the Hellfire Caves in Wycombe. A very pleasant run there through some very expensive areas with beautiful houses set back from the road and electric gates etc (look but don't touch!). Arrived safely with only a couple of light showers, 7 cars parked up and off to the café. Entry to the caves was reduced as a group and we waited for Beds to show up but went in without them. Quite cold for some, the limestone caves and passages were dimly lit and it was possible to appreciate how difficult it was for the diggers (\*YES, diggers) in the 1750s to work with only candles and, obviously, tools! 6 days a week from 6am to 7pm! Pat and myself were the only couple to climb to the top of the church tower, the others apparently thought it would k\*\*\*\*\*er them! Two old pensioners beat them all! Another snack and we were off, with a slight diversion to see the figurehead from the front of Nelsons flagship in a front garden under a porch! Myself and Pat got lost and the Sat Nav took us on a non conducted tour of the darker area of Luton! Back to Angie and Dave's for a cup of tea and then home. Thanks Dave and Angie.

South of England Meet (SEM). Always a popular venue as the first auto-jumble and gathering of the year. The Marquee suffered greatly in the high winds and the campers were well and truly cold on both nights! I think there were about 120 cars there, have seen more but the weather was not very pleasant until just after the show closed when the sun burst through and all was happiness! Thanks to Mickey and his helpers. We had packed up and were away by 6pm onto the dreaded M25, slow slow slower stop stop!

*John.*

### NORTHERN IRELAND

**Tel. 028 9029 2722**  
**e-mail: northernireland@tssc.org.uk**

The new season is now well under way and as you would expect we have been very busy.

Two club members took part in the Croft Hill Climb in Holywood, County Down on the 12th April - Paul in his Spitfire and Christel in her Triumph 2000 Mk1 (which has a 2.5 PI engine and other modifications).

I think it is very fair to say that Christel got a very warm welcome at her first hill climb event and quickly got the hang of both the course and the big Triumph. At the end of the last run Christel was complemented by one of the other competitors on how well she handled the car off the start line. Praise indeed from a competitor will 50 years experience (including competing in a Triumph 2000). The next round of the Hill Climb championship is Drumhore on the 17th May and so far there are 3 club members entered: Paul, Michael and Christel.

Local member Stephen Kernohan also reached an important milestone in April - his 60th birthday. A surprise party was organised by his wife Elizabeth in the Michelin Social Club in Broughshane and club members came from far and wide to join the celebration. I'm not sure how much of a surprise it was to Stephen and his suspicions that something was going on



### TSSC AREA NEWS



will have been confirmed when he spotted our Spitfire in the car park (we tried in vain to hide it between other cars). It was an excellent evening, a great time was had by all and we even got to see Stephen dancing — and we have photos to prove it!

The week after Croft and Stephen's party was the National Trust vintage car show at the Argory, Moy. The weather was pretty poor around Belfast and along the east coast which may have put some people off. However down at the Argory the sun shone and we had a great time. There were slightly fewer members attending than in previous years but the event itself was full to over flowing.

A lot of the month was taken up with arrangements for the Totally Triumph Classic car show on 10th May. This included Paul having to attend a meeting with Lisburn City Council which involved representatives from all the organisations who are involved with the Mayor's parade and fun day. A big thank you to Padraig for helping with the risk assessment for the event.

Douglas reported that there was a small turnout of Triumphs at this years vintage rally at Shanes Castle which may in part be down to the poor weather on the day. One rare vehicle that was there was a Bond micro car, the Equipe when it came out must have been a revelation by comparison.

The May monthly meeting was very well attended (8 club cars in the car park at Nortel). The reason for this may have been



that the meeting also included a run to Maud's ice cream parlour in Carrickfergus followed by a run to Islandmagee to visit the Spurlie family for tea, coffee, excellent chocolate brownies and an update on the restoration of their Spitfire 4. Brian was unfortunately out of the country but Siobhan and the rest of the family were excellent hosts. The Spitfire is coming along well and when it is finished it should be a credit to all involved. Many thanks to Siobhan and Kierra for donating some of the chocolate brownies for the club tea and bun stand at Totally Triumph.

That all for now. There will be a full report on Totally Triumph and our other events and activities next month.

*Jaqui & Paul*

### NOTTS EAST

**Tel. 07976 163006**

**Tel. 07837 110325**

Hi All. Light nights, better weather - must be time to get our cars out - Drive it day saw some from our group join the Derwent Valley Area for a 80 mile run round the Peak District followed by a slap up carvery. Unfortunately I couldn't make it as our 2500 just was not quite ready.

Next event Andrew Greenwood's classic show at Thoresby hall finally saw our 2500 back on the road - We Met up with our Members & some from the Notts area and drove into the event together, quickly setting up the site Carl was quick to play chef and proceeded to burn er cook the bacon sarnies (only kidding





## NOTTS EAST . . . PETERBOROUGH SCOTLAND CENTRAL WEST

### TSSC AREA NEWS

### Notts East Continues

Carl) with the kind weather we were quickly chin wagging/catching up etc almost forgetting to look round the excellent cars/bikes on display.

The afternoon saw the Girls start on the wine which brought laughter to our group. (See photo). At around 4 o'clock we headed home all a little redder in the faces but a good day.

Nigel and Di had spent the weekend at Isle of Wight camping which was well supported and by all accounts a good weekend again, definitely one for me and Julie to try one year. Next evening saw Carl & Lisa, Nigel & Di & myself & Julie take a run down to DV meeting, enjoying their normal hospitality. Events are now approaching quickly here's a list of the next few weeks events. Hope to see you all at **Peak Run**.

*Adrian.*

#### Events

- June 3rd Derwent Valley Club Meet**
- June 4th Papplewick Meet Griffins Head 6.30 onwards**
- June 8th Newark Auto Jumble Spares Day**
- June 9th East Notts Club Meet Contact Nigel 07976 163006 or Adrian 07837 110325**
- June 11th Renishaw Hall Show 3pm-8pm contact Adrian 07837 110325**
- June 13/14/15 TSSC Old MDonalds Farm TSSC Manchester wkd book through Pip & Frank 01524 791607**
- June 18th Papplewick Meet Griffins Head 6.30 onwards**
- June 19 - 23 TSSC Derwent Valley Peak Run Camping Wkd fun for all the family Contact Roger 07970 619149**
- June 23rd -29th Triumph 2000 Register National 2014 - Northumberland**
- June 27/28/29 Cornwall Camping Wkd Contact Mike 01872 573763**
- July 1st Derwent Valley Club Meet**
- July 2nd Papplewick Meet Griffins Head 6.30 onwards**
- July 6th Newark Auto Jumble Spares Day**

### PETERBOROUGH

Tel. 01778 560507/01780470358  
<http://www.tssc-peterborough.webs.com>

It is always so nice to arrive at an area meet in daylight and to see a car park full of Triumphs. This was certainly the case for our May meeting and the long days will be with us now for the next few months so let's make the most of it! I am very aware that I must practice what I preach and I have been working on the Vitesse – with only a niggling electrical fault now preventing me from getting the MOT sorted. Doug too is getting closer to completion of his GT6 so you never know we may soon have both AOs with Triumphs in the car park for the first time in some years!

This was another well attended meeting and it was good to see Alan returning and with a friend, Andrew, who is actually an Alvis enthusiast and driver. He is also a member of the local Alvis Owners Group and they meet quite close by. Hopefully we might be able to develop some cross-club involvement – it would certainly be nice to get along to one of their meets and vice versa.

For all of us in the group who own convertibles all eyes are currently on Sav. He is going to put a new soft top on his TR6 and has found someone local who is going to do this very specialised job for him. My own soft top is at the point where it is starting to look just a bit tatty with the odd tear here and there. However, like many of us I suspect, I live with it because to fit a new top is a black art and always appears both complex and

expensive – certainly if you get it wrong!!

Whilst I wouldn't want Sav to feel like the group guinea pig, I certainly hope he gets a good job done and then maybe more of us might use the same guy.

Thankfully this month both Doug and I were in possession of the latest version of Colin's events schedule for the summer and had spare copies to distribute. Colin gave brief reports on the past month and I'm pleased to say that we have been very busy with members participating in the Stilton Cheese Run on 'Drive It' day, the Woburn Abbey Classic Show, Silverstone Classic and the Donington Classic meet. Going forward we were able to add in a further couple of events with the **Nene Valley Railway Classic Car Show on July 27th** and the **Hunstanton Kite Festival and Classic Car Show on August 17th**. We will add these to the list for next time. For anyone wishing to attend the **Kimbolton Sporting Bears Classic on July 13th** I now have tickets available. Cost is £8 for one person and car or £10 for two or more in one car. This is payable on entry, not to me. Finally Doug is heavily involved in the organisation of the **Baston Classic Car Show on July 6th** and would appreciate as much support as possible. Doug has the entry forms for this so do please try to get along if you are free. It is always an excellent show and is supported by TSSC HQ who attend with the event van.

One bit of forward planning that we would like all Peterborough members to give some thought to is our **September 2014 meeting**. September 1984 was the occasion of the very first meeting of the Peterborough Area so it will be our **30th Anniversary**. One of the cars at that first meeting was JDX, the earliest 948cc Saloon Herald still on the road. It is currently owned by Chris Gunby so I would certainly hope that this historic car will be able to make a return for this occasion. All we now have to decide is what sort of event should we put on? If you have any thoughts on this please get in touch with Doug or myself. After all it is your club and your local area so please tell us how you think we can mark this significant milestone in our history.

That is about it for this month. Our next meeting will be on **Monday June 9th at the Red Lion in West Deeping**. I really hope it will be a balmy summer's evening by then and we can all sit outside and enjoy a bumper turnout of club cars and others. MGs, Minis, Alvises to name but a few (that I know we may see) – you are all most welcome. Any time from around 8pm with food served at around 9pm. Doug and I look forward to seeing you for a natter, noggin and nosh!

*Paul*

### SCOTLAND CENTRAL WEST

Tel. 0141 952 4624  
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The May meeting at Lochinch had 13 members. We had Mike Red Spitfire 2.0ltr Zetec, Kenny 1977 Red TR7, Iain 1966 2.5ltr Vitesse, Andy BRG MK3 GT6, Dave Red MK4 Spitfire, Colin MK1 2.0ltr Vitesse, (oh and Andy, if it weren't for a flat battery MK2 Vitesse). The rest were in moderns.

We had 2 new cars at the meeting. Kenny had come along from Dunbarton with a recently purchased 1977 Red FHC TR7 and Andy who had travelled from Sanquar with a BRG MK3 GT6. We all took great delight at having a good look at both cars, and lovely they were too. It is always nice to see a buffet of cars at the club.

As the rain started to come on, we all went inside. The clubhouse was very busy as there had been a police rugby match earlier, and the boys sounded like they were in good form. Talking of buffets, Dave treated us all to lots of gorgeous pastries, which complimented our various beverages, Thanks Dave.... Sugar rush!

After a good catch up and natter we all went our separate ways. Report on Dundee drive it day - This year 8 cars in total assembled at the Garfield hotel where our destination for Drive it Day was the newly opened transport museum in Dundee. John and



## SOUTHERN

Linda kicked off the excitement by breaking down en route to the meeting point in their Herald 1200, a new condenser soon had them running again and by the time they reached Steps they were greeted by Ian and Michael (yellow and red zetec Spitfires respectively) Dave (Spitfire) David and Mark (Vitesse) Colin and Gary (Vitesse) Martin and Cameron (Herald 13/60 estate) and Mark and Jackie with their new Dolomite Sprint, and very nice it was too. A call from Bob (Herald) confirmed he was already on the way and would meet us there. Shortly after heading off the Dolly Sprint threw a wobbly with high temp and low oil pressure and so ended the journey on a recovery lorry, not ideal but better on their first run together than on the way to **Le Mans in July** I suppose. For some reason, as I was about the only one without a satnav, it was decided that I should lead so we set off east on a variety of A roads and headed over the Clackmannanshire and Tay bridges to arrive in Dundee just after 12. As it was busy when we arrived, we were squeezed into whatever space the kind people at the museum could find for us and then set about for a nice wander around the various cars in the car park. The weather stayed warm enough to justify ice cream before we left with most feeling brave and putting the hoods down for the run home. Just in time for it to rain! We headed back the way we came with a stop at Kinross services for fuel and coffee before resuming our journey in the general direction of Glasgow where upon everyone peeled off and headed their separate ways home.

**John.**

**Up and coming events are :-**

**Hamilton Classic town Centre Saturday 14th June- with after BBQ and drinks at Dave and Karen's**

**Moffat 28th/29th June, visit only-no club stand**

Next meeting will be **Wednesday 4th June at 8pm in Lochinch Sports Club**, hope to see you there

*Ian and John*

## SOUTHERN

Tel. 01252 722432

<http://triumphsouth.20m.com>

Hi All. Our April regular meet was not quite as well attended as some other months but there were still a good few people at the Stars with a few club cars outside. The first roaming meet of the year was at the Bat and Ball, Hambledon. The usual suspects turning up with four or five club cars. This pub has the history of being the birth place of the game of cricket and has always been a favourite venue for our roaming meets.

On the 27th of April it was "Drive-it Day", we had eight club cars (and my eurobox) turn up at the Stars for our wet jaunt around the Hampshire countryside. Young David had decided to ride in with Peter in his Stag as his navigator; Pat had stayed at home in the dry. We stopped at Arlesford station for coffee and met up with Suzie and Guy from the Andover area. After a short break we carried on through the sodden countryside losing Gil and Pauline in Selborne but gaining a total stranger who just enjoyed following the Triumphs. Near Froxfield we stopped undecided which way to go, we were soon underway again thanks to our Jak Jak satnav. We eventually arrived at the Angel pub/hotel on the A32 Alton road and met up with Neil and a few of the Locks Heath Classic Car Club for lunch. Thanks go to Neil for organising the trip out and to all who participated on a very wet Sunday.

Wyke Down show Easter Monday, I do like this show, not only for the diversity of vehicles that attend but for that early morning drive up with the roads nearly empty. Suzie and Guy had set a Club stand up and with support from Andover, Southern and Newbury areas we had fifteen cars in the line up, but there were many many more Triumphs attending the show. A word of thanks goes to Dave Moore for giving me a ride up there (and back) in his GT6.

TSSC IW Camping Weekend

For those of you that have not been on an Isle of Wight camping weekend I believe you're missing out, having just returned after yet another marvelous weekend. This year was the 25th

## TSSC AREA NEWS



consecutive annual camp, and as for the last few years arranged by Angie and Graham.

After a cool but basically dry start on Friday the weather improved almost hour on hour by Saturday glorious sunshine followed through Sunday. Monday was hazy but warm and dry.

Friday night in the bar is always a good time meeting up with old friends and making new. And what a wonderful turn out Devon, Essex, West Midlands, M25 East and our friends from good old Cornwall. With a few singles thrown in Hastings, Nottingham etc.

With the sun high and all Triumphs assembled, Saturday saw us off on our first convoy, with an uneventful but very pleasant drive on, not wanting to put a too finer point on it poor roads (potholes) we arrived at Robin Hill Country Park.

Having parked up we, or at least our cars became one of the points of interest in the park allowing us free entry for the day. A beautiful place to walk around the lake, and lots of various gardens, what's more a fantastic play ground for the Children.

Sunday again dawned with bright sun, the customary convoy formed around the Appuldcombe campsite ready for the off at 11.00. This always was going to be an interesting run, as we only actually wanted to go about half a mile to Appuldcombe House with the Owl and Falconry Centre. Leaving the camp we headed to Ventnor Town Centre via one of my favourite routes Zig Zag Road (hairpins on a good hill) then eventually back through lovely Godshill for our day at Appuldcombe House.

This turned out to be another interesting stop, what with being able to park up on the front lawns around the large fountain made it an ideal photo shoot. During the afternoon we were given a fine display of falconry with a Vulture mingling amongst the crowd picking up tip bits. Monday saw us mustering at the White Mouse Inn for a light lunch and our Farewells to friends old and new, to assure our Cornwallian friends that SOUTHERN would be down at the end of June

**Robin Stead.**

Thanks Robin for that report.

Twelve cars were outside in the Stars car park for our May regular meet, including a 1500 Dolomite belonging to a young lad which I couldn't track down in the pub to say hello to. Peter



Harper had brought along his newly rebuilt TR4 which looked superb and is a real credit to him, the Club and to the Triumph marque. Our intrepid leader and a few others did the Popham show on the Bank holiday weekend but as yet he has not sent me a report as his carrier pigeon has cramp, maybe next month.

My Vitesse is slowly coming apart; the engine and gearbox came out at the weekend leaving a rolling chassis the bulkhead and the rear tub to remove.

**Up and coming events  
June**

**1st, Goodwood Breakfast Club, Soft top Sunday  
3rd Regular meets, Seven Stars. GU32 3PG**



## TSSC AREA NEWS

### Southern Continues

19th Roaming meet, The Ship, Langstone. PO9 1RD  
27th -29th Cornwall Camping Weekend, Mark S details

July

1st Regular meet, Seven Stars, GU32 3PG

12th Ash Fun Day, Ash, Surrey, GU12 5DP

17th Roaming meet, The Tichborne Arms,  
Tichborne, SO24 0NA

9th The Ripley Event, Ripley Green RH6

20th Amberley Classic Car Summer Show.  
Amberley, Arundel, BN18 9LT

25th-27th Netley Marsh Steam and Craft Show, Netley

25-27th TSSC TriumFest UK Donington DE74 2RP

August

1st- 3rd, Stroud Vintage Transport Show,  
South Cerney Airfield,

3rd Goodwood Breakfast Club, Thoroughbred Sunday

5th Regular meet, Seven Stars, GU32 3PG

16th Capel Classic Car and Bike Show. Nr Dorking,  
Surrey. RH5 5 LB noons' till 5pm

21 Roaming meet, The Golden Pheasant, Farringdon,  
GU34 3DJ

23rd, 24th, 25th Hellingly Festival of Transport.  
East Sussex BN27 4DS

24th Wallop Vintage Rally, Over Wallop Sports Field,  
SO20 8JL

25th Wisborough Green Fete. RH13 9ED

30th Camberley Car Show, Camberley Town centre

30th-31st Shoreham Air Show

September

2nd Regular meet, Seven Stars, GU32 3PG

18th Roaming meet, The Jolly Drover, GU33 7QL

27th-28th Kingsfold Vintage Rally, Wattlehurst Farm  
RH12 3SD

That's all for this month folks. Take care.

Mark

### SOMERSET

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Hi All. April started as I am sure the rest of the spring / summer will continue with clear blue skies and a scattering of Triumphs taking to the road. The 13th saw our area starting the season with a run to Porlock Weir. 8 cars in total made the trip. Myself and Kieron in the GT6, Martin in his Spitfire, Colin and Jacqui in the Vitesse, Kevin and Sarah in the GT6, Eric in his Spitfire, Andrew making fleeting appearances in his coupe and John and Jo in the Herald. We all met at the Windmill on the A39 to be met by Andrew with tales of a non starting Herald, in true Somerset area spirit we left him to try some fresh fuel and headed off for refreshments. Martin had arranged a refreshment / toilet stop at Donniford bay holiday park where we made ourselves at home and enjoyed the free refreshments. Suitably refreshed we continued on our way to Porlock Weir for more refreshments, most of us enjoying a well earned



lunch at the Ship Inn. On leaving we headed to a secret rendezvous in the Somerset countryside where Andrew with his now sometimes running coupe was waiting to show us a garage containing 3 triumphs in incredible condition. A Mk3 Spitfire a Herald Coupe and a 1200 Herald, all were show winning cars that had been restored sometime ago to an incredible standard and carefully stored. Martin was itching to get his cheque book out and start adding to his collection but was reminded that his better half would more than likely start removing his essential organs if he turned up with another car. A big thank you to Andrew for arranging the visit and to the lady owner for letting us drool over her prize possessions.

The 21st saw myself and Colin (better late than never) making the trip to Coleford. As anyone who has ever visited the forest of Deane in April will tell you that the climate resembles Siberia in the depths of winter, last year we had to drive around the piles of salt on the road. Expecting the worst I equipped myself with numerous layers of winter clothing and warm drinks, only to be greeted by warm sunshine and the locals dressed accordingly. A great show as usual and a big thanks to the Avon Area for allowing me to tag along and making me feel welcome.

The 27th was of course National Drive it Day, unfortunately the weather let us down and only 4 cars made it from Somerset, Myself and Kieron in the GT6, Paul Brooks in the Vitesse, Al in his GT6 and Eric in his spitfire the only one without a tin roof " respect ". We were met by hoards of Welshmen as usual and I led the convoy (apparently too slowly, not only lots of them but they like to keep their foot down). Congratulations to Sue again for organising the drive, 115 cars at the last count, a good venue especially if you have an 11 year old with you who likes seeing his dad get soaked. I guess all the cars made it out of the field even if some needed a little help, or are there a couple still stranded in the mud? That's it from me for this month, remember that we meet on the **second Tuesday of the Month at the Fox and Goose on the A38 near Brent Knoll**, come along you never know you might enjoy it.

Cheers

Steve

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Well I'm sure by now you all will have seen the new website, its been a long wait, as I write just a few days after launch it's showing lots of events that members can visit.

Many parts are still to be added but so far it's all looking good, let's hope that all the promised parts will be added asap as it will play a major roll in keeping the club alive and in gaining new members.

Thanks must be paid for all the hard work that's involved in getting it up and running and to those who contributed their time to make it all happen.

Last month I was looking at my position of AO being replaced, should the Drive it Day run that I arranged result in my dismissal, but it seems most people enjoyed the day, so for now I'm still here.

The start was from Sainsbury's car park in Leek, unfortunately a number of Staffordshire members were unable to attend due to cars breaking gearboxes and other reasons, so it was the Cheshire area that made up the majority of the cars for our run to the Peak District.

The first leg was just a short distance out of Leek at the lovely setting of Tittersworth reservoir stopping here briefly for a photo shoot, we quickly moved on as (parking is pay and display) to head towards Buxton.

After a long dip down into the valley the road starts a steep climb up hill, were I have to back off the gas to let the lower powered cars keep up, well not many Triumphs have 4.2 litre's and 200 + BHP, but I did stay in overdrive.

We then turn and head over the moorlands giving wonderful views for miles and miles, as the weather ordered gave us clear

## SUFFOLK SUSSEX . . . THAMES



### TSSC AREA NEWS

skies if a little cool, we drop down into Warslow and take a narrow road which heads towards Ecton where copper and lead was mined from 1750s and was one of the richest in Britain. We follow the river valley where we turn right and around the bend we enter the long narrow Swainley tunnel formally part of the Manifold valley railway which closed in 1938.

We continue along what was the trackbed towards Wetton mill but didn't stop there due to limited parking, we carry on up hill and down dale passing some wonderful scenery heading for Milldale where we pick up the river Dove and follow the river valley before we turn and head towards the A515. Turning onto the main road we head north for about half a mile then take a right into parkland that takes us into Parwich.

We exit Parwich out into open parkland again for some distance then onto a B road for a couple of miles, then take a right crossing a ford over the Bradbourne brook, calling it a brook gives the impression of it being small but can be more like a raging river. After stopping to check the depth of the water before gingerly crossing the ford we enter Tissington a small village in which stands Tissington Hall built in 1609. Here we stop for lunch a wonder around the excellent gift shop and Ye old sweet shop selling sweets from yesteryear.

After lunch we move on the short distance to our mystery venue at Thorpe garage which is home to the wonderful Compton cinema organ built in 1938 for the Regal cinema Derby from where it was removed in 1965, and later bought and moved to Thorpe by the present owner in 1990 opening to the public in 1999.



We had the privilege of having Phil Kelsall MBE the legendary resident organist from the Tower ballroom Blackpool, perform a wide range of music to entertain all ages.

Well worth a visit even if you're not a fan of organ music.

As things were running late the drive down to Ilam and through the parkland to the pub for our meal, was replaced by the shorter drive directly to the Oakover Arms.

A raffle was held for the Staffordshire cup (well its just a mug really) this was won by Adrian & Janet from Cheshire area.

Next run out is meeting with Cheshire again on **5th June**, Their meeting night.

Check our website and TSSC site for latest information.

Oh I do like to be beside the seaside, I do like to be beside the sea, "Tiddly-om-pom-pom!"

*Daive,*

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Short notes this month due to shortage of time. Always thought retirement was a chance to relax a bit more and take life easier; what am I doing wrong? It was another pleasant evening so Triumph's were out in force with, unusually, 6 cylinder cars out-numbering 4s.

Phil, who lives in Dedham came along in his newly restored magenta GT6. In fact it only went on the road the day before when the windscreen was fitted via the AA. An older fitter came along with all the "bent wire" tools and it was in, in no time, including the stainless steel trim. This is a lovely looking car that obviously has had money and time spent on it.

Russell has been unable to satisfactorily seal the manifold to down-pipe joint on the Rover V8 in his Stag. As the pipe end of the manifold is a bit distorted his next step is to go to an exhaust fabricator to see what they can do. I mentioned that I had had good results sealing the stainless manifold to exhaust

pipes on my Vitesse using fibreglass rope bought from a builders merchants. This rope is normally used to seal the joint between a fire back and a fire surround. Unwind the rope into strands, rub exhaust sealer paste into it, wind round the pipe ram together and tighten the clamp. My fix using this method has been successful for at least a decade.

Some of the club's website is apparently working now, but no members forum. Club Triumph's forum on its website is open to non-members, so that will be well used I expect.

Some discussion was had about poor quality trunnions/links that have failed with the usual consequences. Seems that the cut threads look different to old trunnions.

More poor quality components seem to be on the market with memories of rotor arms not up to spec and rubber components that crack and disintegrate.

Chris has got another car; a very original TR4A IRS. This is a lovely unspoilt car.

The Ipswich to Felixstowe run was held bank holiday Sunday in good weather.

Very well supported with around 500 vehicles, and the bright weather brought out the crowds. An excellent day.

The next meeting is **3rd June followed by the 1st July and 5th August**. So, see you at the **Sorrel Horse, Barham on 3rd June** at 8:00pm.

*Peter*

### SUSSEX

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So we are not in luck as the Green Man was closed for repairs and we went back to the Laughing Fish just for May! **We will be back to the Green Man in June**. Our **June meeting on the 4th** is historically when we bring partners along and have an evening meal too. It should be a nice light evening, normally we meet slightly earlier at 7.30 so we can eat.

Our May evening was well attended with lots of new faces, so welcome all. It was a cold evening and we stayed indoors except for the customary parts swap/sales. Clive and Pete exchanged gearboxes one of which will become my spare.

I was also having a clear out of my garage as I will be moving so I managed to sell a few bits off to save moving them.

SEM will have come and gone by the time your read this and hopefully the weather will hold off.

Most of us are going up on the Sunday and I'm hoping to sell some more bits from the garage.

I've received my ticket for **TriumFest** which is good there are a fairly large group of us going up to **Donington** for the meeting at the **end of July**

Next meeting on the **4th June at the Green Man**.

*Martin*

### THAMES

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Welcome all, we are just back from the IoW camping weekend & it was wonderful, sunshine every day, but more on that next month. April saw the start of the show season for us with a damp visit to Farnham & a sunny Easter Monday at Shalford. My Vitesse door cappings are getting there last coats of lacquer after being re veneered with walnut. SEM is taking up most of our spare time & most of it is ready apart from the weather more on that next month also.

**SOCIAL EVENINGS AT THE FOX & CASTLE - 10TH APRIL**. It's a quiet evening tonight. I am in the Vitesse; Julie made her own way as she was working late. We are joined by George B, Tony H in his Stag & George N with his friends to enjoy a meal





## THAMES . . . NORTH WALES

### TSSC AREA NEWS

25th/27th TSSC TriumFest UK Donington Park

*Mickey & Julie*

## Thames Continues

in the pub. Work on our Triumphs has been; George B Vitesse failed its MoT on some cracks on the welding on the rear out riggers on the chassis & a split steering rack gator.

Tony fitted new head rest covers to his Stag, also a new flasher unit. George N Herald is back from the paint shop & just needs a MoT.

24TH APRIL. This evening at the Fox & Castle, I have the pleasure of Tony H, Graeme C, John P, Mike H, George B & Mick C to keep me company. In the car park we have three Triumphs; Tony's Stag, John P Mk1 Vitesse & my Mk2 Vitesse. Ongoing work on our Triumphs has been; Graeme's TR6 has a fresh MoT, been serviced & the ongoing choke issue has been resolved by adapting a TR7 choke cable. John's Vitesse has a fresh MoT. Georges Vitesse has been welded, new gators fitted & a fresh MoT issued. I have finish veneering the Vitesse's door caps & started to lacquer them.

SHOWS & EVENTS - 6TH APRIL. FARNHAM SHOW.

It's wet out, but the rain is easing as we head off to Farnham. Once there we claim a spot & unload the show equipment. George B in his Vitesse turns up soon after & we get the gazebo up& set out the TSSC banners & flags. Julie has the teas & coffees made while we finish off setting up. As the car park fills up with classics we have on the TSSC stand, Chris C in his Mk3 Spitfire, George B Mk1 Vitesse, Martin & Cynthia B in their 1500 Spitfire, Tony & Penny H in their Stag & our Mk2 Vitesse. Other Triumphs on show with fifty classics were a Tr4, a Stag & a standard 8. The rain held off for most of the day but the poor turnout of classic (normally 150 plus) & darker skies meant most were on the road by 2pm.

We got home just before the down pour

21ST APRIL. SHALFORD EASTER FAYRE. We set off to the show roof down in the Vitesse. Once there we park up next to George in his Mk1 Vitesse, & next to him we meet Jez & Vicky in a lovely looking Herald Courier Van selling pickles & chutneys. With refreshments top of our list we are soon relaxing with a mug of tea/coffee in the sunshine. Ours are the only Triumph's on show amongst the eighty classics on show. Other attractions were: a dog show, local farm produce & charity stalls. The Burger vans & beer Bus seemed to me to be very pricey so we kept away from them, & there was a large car boot area, but no bargains for us.

New for this year were awards given out by the mayor for the classic cars & the Courier Van of Jez won a highly commend-ed. It was a lovely sunny but chilly day.

Our next meetings at the **FOX & CASTLE** are from 8 pm in **June on the 5th & 19th in July on the 3rd, 17th & 31st** Please come & join us for a warm welcome or call me on 07773623807.

#### Upcoming events are June

**1st SHVPS at QE2 country park A30 Hampshire**

**1st Classic London to Brighton Run Brooklands**

**1st Brighton Beach Classic Motor Show Brighton**

**7th Triumph Car meet Ace Cafe London**

**8th Woking Hospice show at Mercedes Benz  
World Brooklands**

**8th Classic Wheels Event Tangmere**

**8th Parkside Family Fun Day Aldershot**

**14th Brooklands Double Twelve Brooklands**

**22nd Standard Triumph Day Brooklands**

**27th/29th Cornwall camping weekend St Ives, Cornwall  
July**

**6th Heathrow Classic Vehicle Show Heathrow**

**6th Darling Buds of May Ashford Kent**

**13th Clandon Park Classic Show West Clandon**

**19th Ripley Event Ripley**

**20th Uxbridge Auto Show Uxbridge**

## NORTH WALES Tel. 01691 600215

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Hi, everyone. Our monthly meeting on Tuesday 1st April was very well attended, yet again. We were without Roger, however, as lambing had started, and also MG Richard was still cruising around, so it was down to Helena and MG Sam to conduct the meeting. Amongst the many items covered, Mick Cohen has organised for the Welshpool Classics and Air Show, and Pat sorted another great raffle.

A really good, busy evening.

Saturday 5th April was our skittles night held at the Bickerton Poacher. A fun night was enjoyed by 37 of our group, with a carvery dinner interlude.

We were unable to attend due to lambing.

On Sunday 13th April, Roger attended the T.S.S.C. A.O. Seminar and A.G.M. The mornings A.O.s meeting must have driven Pip and Frank mad, as sometimes we all feel like we are banging our heads up against a brick wall! The afternoon A.G.M. saw officers elected, then a first-class presentation by T.S.S.C. staff and volunteers, showing a very positive future for the Club. At lunch break Roger went to our car parked outside the clubhouse, and a fellow A.O. walked towards the front of the car and exclaimed "A Stag has S\*\*T on your car." On examination, there was two black rings and a lot of soot over the front of our Jaguar XJS, which Roger had used to make the journey, as he had parked behind a Stag, and which had obviously left the meeting early. Just goes to show, a Triumph Stag has all the nerve that is needed, especially when it comes to dumping on a Jaguar!

Weston Park on Sunday

20th April was a very welcome show after a long wet winter. Our Chester and Wrexham group had 16 cars on display, these being 7 MGs, and 9 Triumphs, so hurray, we actually outnumbered the "opposition" on this occasion. It was great to see such a good turn out, and lovely to see some new members attend, namely Barry and Lorraine with their yellow Spitfire, very smart, also Laure! and Chris in their lovely Spartan. A very good assortment of Triumphs. It was a good show, well laid out with a good auto-jumble and market. A shower of rain arrived in the afternoon, but did not dampen spirits, and the wine and laughter flowed freely, with "The Wobbly Club" in fine fettle (apart from those who were driving.)

Sunday 27th April was Drive-It Day. Our groups meeting point was the Conwy Falls Cafe, along the A5:- we all met there, except for Graham and Barbara who had been seen earlier on by Julia and Alan, and should have been at the cafe, but were not. Apparently, they had gone straight to Portmeirion, which was our destination for lunch, and having arrived so early had decided to "back-track" and meet up with our group on the road. However, something went a bit wrong, and they ended up in Dolgellau, quite a few miles off course:- a 'phone call from Graham confirmed this, but they did make it back to where they should have been!

The rest of us took various scenic routes to Portmeirion:- we had an attendance of 44 people (23 cars in all) and after an enjoyable lunch most had a stroll around the village, the roads by the estuary being filled by classic Lagondas, very attractive and interesting. Late afternoon everyone made their way



## SOUTH WALES

home:- a most enjoyable Drive-It Day, even the weather was kind to us. They say that laughter is the best medicine, and this day certainly proved it, as everyone seemed to thoroughly enjoy themselves. It was decided not to have an OFFAL this month, as it would have been too close to Drive-It Day.

Vitesse Roger is still trying to find a seat to suit him in his classic, the problem being that he is so tall.

Well, that's it for now. So don't forget, our monthly meetings are held at **The Plough in Gresford the first Tuesday of the month** at 8.00 p.m., and also there is a meeting at **The Plough Inn in St. Asaph on the third Wednesday of the month** at 8.00 p.m.

Come along, see what goes on:- everyone welcome.  
Take care, and drive safely.

### Forthcoming events:-

#### June

**1st June:- Classic Car Spectacular and Autojumble, Tatton Park.**

**3rd June:- Monthly meeting at the Plough Inn, Gresford.**

**7th June:- Kingsley Garden Event.**

**8th June:- Welshpool Air Show.**

**13th - 15th June:- Cholmondeley Pageant of Power, Malpas, Cheshire, SY14 8AQ.**

**14th - 15th June:- Annual Vintage Vehicle, Steam Rally and Craft Fair, Oswestry Showground.**

**18th June:- Meeting at the Plough Inn, St. Asaph.**

**18th - 26th June:- Spain (for those who have booked).**

**21st - 22nd June:- Kelsall Steam Rally.**

**24th June:- OFFAL.**

**28th June:- 2014 International Rally of the Standard Motor Club, Foxes Riding School, Ledsham, Cheshire.**

#### July

**1st July:- Monthly meeting at the Plough Inn, Gresford.**

**12th - 13th July:- Cheshire Steam Fair, Daresbury, Nr. Warrington.**

**13th July:- Clwyd Practical Classics, Caerwys.**

**16th July:- Meeting at the Plough Inn, St. Asaph.**

**20th July:- Bodelwyddan Classic Car Show.**

**25th July:- Shawbury Families Day.**

**26th - 27th July:- TriumFest U.K. 2014, Donington.**

**26th - 27th July:- Llangollen 60s Weekend.**

**27th July:- Llanarmon Yn Lal Show.**

**29th July:- OFFAL.**

Regards,

*Helena and Roger.*

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### FULL REPORTS & PICTURES ON AREA WEBSITE PRACTICAL CLASSICS SHOW NEC APRIL 2014

We had decided not to use our Triumph's as we are wary of car theft, and the menace of the Phantom Scribe at the NEC, also as it is a fast run there and back with a long day at the show it makes sense to car share and split the costs. Myself, Al, area navigator Ant & Spiro left my house in my (not so) modern car and drove to the first rendezvous at Cardiff Gate Services we had a chat before leaving Cardiff Gate and I noticed that Ant had an envelope sticking out of his top pocket with "Tamar Bridge Toll money" written on it so we "encouraged" him to sit in the back of the car. At the allotted time we left eastwards along the M4 taking a short detour to pick up Paul G en route.

We then continued east along the M4 then onto the A449 with a natural break stop at Raglan where we rendezvoused with Tim, Gwyn, Action man & The Hammer, we then continued along the A449 to meet Mike & John Partridge near Monmouth. Then it was on to the M50, M5 & M42 to the NEC with Ant arguing at every turn with the SAT NAV! After parking up we went to the Wetherspoons pub (Ant reckoned that it had been moved

## TSSC AREA NEWS



since we last went there) for breakfast and lamented area Ambassador Pete's absence, he has recently undergone heart surgery, but is thankfully making a good recovery, I had a second cup of tea in honour of you Pete, get well soon mate you are sorely missed.

As we left the show (ignoring Ant's directions and route plan that included taking the Glasgow Ring road) we all agreed with new member Al's comment, "that what we had lacked in numbers was more than made up for by the quality of those who had attended".

Weston - Super - Mare next Sunday!

### WESTON SUPER MARE APRIL 20th

Myself, Jack, Michelle, Emma & Aaron (Stag Saloon) met Action man, The Hammer & Mal (13/60 Red Tardis), young Eddie & Mo (13/60 saloon) and Mike TC (Spitfire) at Cardiff gate and left at the allotted time to travel east along the M4 to the second rendezvous point at Magor Services where we met John P (Acclaim), Mike P (Acclaim), Heather, Helen, Cerys & Lewis (Triumph Sierra), Tim, Gwyn & Babs (Dolly), Mikey J (GT6) and Paul & Neil (Spitfire). Our AO organised us into two groups of 5 cars and we set off for Weston in the dry but windy weather. When we arrived we set up our area regalia, but as it was very windy we decided to take the Gazebo back down to avoid it sustaining any damage.

Mid afternoon the rain started which soon turned to hail so we all took shelter under Action Man's and our AO's hats while young Eddie made more tea and coffee.

Most of the other cars on show had by now started to depart so we decided to slowly pack up our regalia. The Partridges were four down (Heather, Helen, Cerys and Lewis were looking around the aquarium) so John told us to go on ahead as they might be in there a long time.

Mikey J led us back and I remembered his words just before we left, "what we had in numbers was far surpassed by the quality of those who attended", very true I thought as he pulled off at his junction on the M4 and I then led the rest of the convoy west along the M4 with the other members all taking their various turn off's as we headed home.  
Crealy Park next Sunday!

### COLEFORD FESTIVAL OF TRANSPORT APR 21 2014.

Mike the cake (it was all his idea honestly, nothing to do with me or anybody else) in his Spitfire met up with Eddie and Mo, Herald 13/60 and Action man and the hammer in their Herald convertible at Cardiff Gate services and headed east along the M4. Mike the cake now with the Hammer for company made a short detour at Junc. 27 to meet Paul and Barbara G in their TR6 whilst the others carried on their merry way. We headed off to the final meet at Aldi in Monmouth where we met up with Paul Watson in his Spitfire. With the squadron now complete we headed up the hill out of Monmouth and into the Forest of Dean with Mike leading our band and following other old uns. On arrival the exhibitor directions were well sign posted and we joined the queue to get in. The marshals were all very helpful and friendly and I must say this was one of the best organised events I have been to. With parking in the town centre now pretty tight our gang of five were split into two and we had what were probably the last spaces on the town streets. Others continued to park in car parks and other allocated areas.

A great day with a great bunch of people and what we had in numbers was more than surpassed in quality. Roll on next year.

**Paul G**

### 2014 NATIONAL DRIVE IT DAY RUN TO CREALY PARK

Jack and I (TR4A) met Action man, Mal & The Hammer (Red Tardis 13/60), Young Eddie & Mo (13/60) and Mike TC (Spit MKIV) at Cardiff gate, then at the allotted time left for the next rendezvous point at Magor services where Mikey J (GT6), Mike P (Acclaim), John & Heather (Acclaim) and Paul & Barb G (TR6) were waiting for us, we then continued along the M4 then south along the M5 to Taunton Dean Services to meet up with



## SOUTH WALES WESSEX . . . WEST MIDLANDS

### TSSC AREA NEWS

## South Wales Continues

Somerset AO Stephen Hopkins and son Kieron (GT6), Eric Butt (Spit 1500), Paul Brooks (Vit 2L) and Al Preston (GT6) from Somerset TSSC.

The Somerset division led the convoy of 12 cars for the rest of the journey and on arrival at Crealy Park we were marshalled into position where we soon had our area regalia and cooker assembled. I then saw a car that I recognised, Keith and Melissa Phillip's TR4 so I went over and introduced myself to them and we had a good chat about all things Triumph until we had sunk knee deep into the sodden field (we hadn't noticed the rain falling as we were deep in conversation), so after extracting ourselves from the mud we went our separate ways, meeting and chatting several times during the day.

John and Sue Franklin (Devon AO's and organisers of the event) then found time within their busy schedule to come and introduce themselves and to thank us for attending, well John and Sue, the thanks are to you for not only inviting us, but for organising such a great day out, we really appreciated the effort that you and your area put into the day, even arranging a "mud skid pan" so that we could all enjoy watching the various Triumph's plough their way out of the show area.

A great day out in fantastic company driving the best cars created and meeting Phil Hyde, it doesn't get better than this!  
Cheers

*Bern*

## WESSEX

[www.triumphnewforestrun.co.uk](http://www.triumphnewforestrun.co.uk)

Tel. 01425 475376

Firstly, I must apologise for the lack of a report in last month's courier - no excuses other than I simply ran out of time - something to do with our area's annual New Forest Run!

Despite the inclement weather, this year's New Forest Run, which was held earlier than usual on Sunday 6th April, turned out to be a good day. We ended up with 92 out of 128 entries turning up on the day. Despite all the misgivings about the weather, I am pleased to report that it went remarkably well with no reported incidents and the only breakdown to my knowledge being a Stag with fuel problems. Even the unexpected curtailment of the arranged parking area at Bournemouth courtesy of 3 large lorries and 2 tour buses did not cause us too many problems - although it would have been a different story if the other 36 entries had made it along on the day!

Looking ahead to events planned for **June & July:-**

**Sunday 8th June. Dorset Jaguar Enthusiasts show at Lulworth Castle.** Idea is to join up again with our friends in the TRDC to put on a club stand. This is one where you also have to enter individually even if you are on a Club Stand. The cost is £6 per vehicle. Forms were previously given out, any problems please give me a ring.

**Sunday 22nd June. Standard Triumph Marque Day at Brooklands.**

**Friday 4th - Sunday 6th July.** Whilst a little ahead, this is the weekend for the bi-annual Le Mans Classic. A group of us are venturing into darkest France for the weekend. We attended the last event in 2012 and had a thoroughly good weekend - hopefully this year the weather will be a little better!

Monthly Meetings.

As has become customary, from June onwards we are "Going on Tour" for our monthly meetings.

**June (Thursday 26th)** our meeting will be at the **Horton Inn. July and August** - we have yet to decide - watch this space!

The time will be as per usual from 8pm onwards.

That's about it for now - hope to see you either at the monthly meetings or out and about with your Triumph!

*Trevor*

## WEST MIDLANDS

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Chris. 07505 110922

I am glad to report that the Classic Car Season has started off well and it looks as though over the next couple of months if we attend all the functions on offer, we will be very busy polishing our cars to make sure that they are in perfect order and a credit to ourselves and the name Triumph.

Drive it Day on Sunday 27th April 2014 was I believe a success, everyone seemed to enjoy themselves and make it around the route with a couple of exceptions. Unfortunately the weather was not in our favour with at times quite heavy rain showers. Chamberlains Fish and Chip Restaurant welcomed us by reserving the parking outside which always draws a few interested spectators, and everyone seemed to enjoy the various dishes on offer. I think it fair to say a good time was had by one and all.

At our normal monthly meeting on Tuesday 6th May 2014 we were visited by 5 riders and motor bikes from the Midland Freewheelers, Emergency Voluntary Service. The Midland Freewheelers are a group of experienced motor bike enthusiasts who are dedicated to helping others who are in receipt of care provided by the NHS. They convey medical items such as blood, tissue samples, patient notes, X-rays, equipment and breast milk. So why were they invited to visit the West Midlands Triumph Club. Recently this group received sponsorship from a couple of sources to buy a couple of motor bikes to enable them to carry out this important task. The Triumph Motor Cycle Company of Birmingham supplied the motor bikes at what can only be described as at a generous discount. Both the company and the riders are proud to display the Triumph badge on their bikes and equipment, so after meeting them at a fund raising locally I invited them to visit the West Midlands Triumph Club to show off their new bikes and place them amongst our Triumph cars. We managed to get some quite interesting pictures. During the course of the evening it was my pleasure to present the Midland Freewheelers with a cheque from our funds in the sum of £150. They also made a collection of loose change amongst our members and pub guests, so the total donated to them that night was the grand sum of £172.54. It proved to be a brilliant evening with two brand new Triumph motor cycles on display with 22 Triumph cars parked on the pub forecourt.

On Sunday 4th May 2014 my Triumph Acclaim was amongst five club cars which visited Middleton Hall, Tamworth, Staffordshire. **Middleton Hall** throughout the summer months is holding classic car meets on the first Sunday of each month. This was the first such meeting and it proved to be a brilliant day. There was a good collection of both classic and more modern cars, motor cycles and motor scooters to make it both interesting to owners as well as visitors. There was a charge of £2 per car, but this entitled you to a free tea or coffee and free entry to the Hall and other interesting restored buildings. The next meeting is on **Sunday 1st June** 014 between 10.0am and 4.0pm. We will be meeting as usual at the McDonalds Restaurant, Bassett's Pole at 9.0am moving off to the Hall at 9.30am. See you there.

On Saturday **5th July 2014** there is a **Family Fun Day at the Birmingham City Football Ground** to raise funds in support of Cystinosis. We have been invited to attend to put on display our cars to visitors to the Fun Day which will include Live Music, Dance Groups, Inflatables and Stalls. I will be bringing this to your notice at our June meeting.

Don't forget the **Transport Through the Ages Event** being organised by a couple of our members for **Sunday 13th July 2014 at Holly Lane Sports and Social Club**. This is to raise funds for the John Taylor Hospice and Motor Neurone Disease. We supported the event last year which was only a small event but this year they have gone to town on advertising and hope to make it a more memorable event. I will be bringing this event to your notice also at the June meeting.

Finally the main event of the year, now called **TriumFest UK** is being held on the **25th, 26th and 27th July 2014 at**



## WIRRAL . . . WORCESTER . . . WEST YORKS LATE NEWS - STOP PRESS . . . BERKS EAST



**Donington**, full details either on line or in your latest copy of 'The Courier'!

That's all for now folks. Thanks for your assistance at the recent events and I look forward to your continued support for the rest of the year. Cheers

*Roger*  
the Dodger.

## TSSC AREA NEWS

### TRANSPORT THROUGH THE AGES

#### CLASSIC VEHICLES, AUTOJUMBLE

#### & FAMILY FUN DAY

with side attractions, entertainment and catering

**SUNDAY JULY 13th**

**HOLLY LANE SPORTS & SOCIAL CLUB, ERDINGTON B24 9LH**

Open 10am-4pm Public Admission: £3 per car

SHOW VEHICLES FREE ADMISSION

IN AID OF 'THE LEAGUE OF FRIENDS OF JOHN TAYLOR HOSPICE'  
& MOTOR NEURONE DISEASE ASSOCIATION



John Taylor  
Hospice



motor neurone disease

Show contact: [hollylaneclub@gmail.com](mailto:hollylaneclub@gmail.com)

## WIRRAL

Tel. 0151 339 4150

Hi everyone. Just a quick reminder of what's on this month, first off on **June 3rd** is the annual inter-area meet hosted by **Liverpool** area this year. We will be departing the Wirral for the **Derby Arms in Liverpool** (departure time unknown at time of writing), and meeting up with **Liverpool, Cheshire & North Wales Area's**. On **June 5th**..

Cheshire are holding their June meeting at the **Swettenham arms**, Henry has been in touch with me and has invited us over if anybody fancies a run out into the depths of Cheshire. Departure times to be discussed at our meeting on **June 3rd**. The other event for **June** is the **Pageant Of Power** on the weekend of **13/14/15 June**. We will be in attendance with a club stand, and as usual, this promises to be a great event. That's about it for this month, take care.

*Andy*

## WORCESTER

Tel. 01527 894125

[www.tssc-worcester.org.uk](http://www.tssc-worcester.org.uk)

So as promised last month things have really picked up and members have had loads of stuff to go to recently. A new breakfast meeting started up at Prescott which whilst technically isn't in the Worcester area it's so close it might as well be - well OK we'll leave it to Gloucester as we still have the Shelsley one which is most definitely in Worcestershire! Also helping to make sure drivers don't go hungry is the Malvern Filling Station breakfast meet which a couple of people went to and reports indicate that standards haven't dropped here either.

One of our members made it to Catton Park for their classic car day and was a little disappointed by what was on display (the car park was a better place to be) but this was made up by the Wheel Nuts show over at Stroud.

Three festivals happened, Coleford, Droitwich and Stratford Upon Avon and I understand that these were well attended and enjoyed by all. Whilst I didn't make it to the festivals I did manage to join in on Drive It Day and what a fabulous day it was. After assuring people that my car had made it and wasn't a 'modern' in drag (do I really not take it out that much?!?) and sampling the sumptuous bacon rolls on offer at Jane's we set off on our tour round the Forest of Dean and down thru' the Wye Valley to end up at Tintern Old Station. Here we sampled the fabulous homemade cakes and soup as it had been a full two

hours since our breakfast! A couple of treasure hunts later (yes Ellie found all the eggs and Jensen remembered most of the names of Thomas's friends) it was back to the cars for the trip back. The route took us past the famous ruins at Tintern and into Chepstow where some of us got wet for the third time that day whilst negotiating speed bumps and waiting at traffic lights, well it was April so there were showers. We all ended up back at Jane's safe and sound for one last cup of tea before going home. Thank you to Jane for organising the route, it was a great day.

I also made it over to the Isle of Wight and what a fantastic weekend it was. The weather could not have been better with blue skies and wall to wall sunshine it was just what Triumphs were made for. The run outs were as well organised as ever, there was the added bonus of a Real Ale festival on at the steam railway (we did have some non-drivers take advantage of this!) and fortunately for me the Ice Cream Man still goes to the Downes on sunny days - what more could a girl ask for? So a big thank you to Graham and Angela for organising another superb event and see you next year.

The last thing that I made it to in the Stag was a pub run organised by Gloucester but as the pub had a Worcester postcode we were invited to join them - any excuse! A good evening was had by all and the car is now tucked up in the garage ready for it's next trip, which looking at the weather should be on Sunday!

As many of you know the new website is up and running so if I can ask you to keep an eye on the area news and events section I'm aiming to sort a fish 'n' chip run and a couple of pub runs over the next couple of months and these might not make it into the Courier on time. I will endeavour to put them on Facebook as well as send a mail but just in case I don't..... As ever if you want to get involved in any of our activities please come along to a monthly meet, give me a call, drop me a mail or even send a carrier pigeon and we can let you know all the details of what, when and where.

Cheers

*Vicky*

## WEST YORKS

Tel. 07800 551363

[www.tssc.org.uk/westyorks](http://www.tssc.org.uk/westyorks)

A big thank you to George for taking care of the meeting whilst we have a month off on holiday in France. Hope it went well, I'm sure he did a good job!

We had an excellent Drive it Day at the Carding Shed. Thank you to everyone who supported this. It was fascinating to have a tour around the workshop, they certainly have some interesting cars and I know it was a case of déjà vu for George being reunited with his son's Fiat X19.

I don't think we'll be queuing up to take our cars though given the prices they were quoting.

We'll have to get some more Sunday meets arranged, shows permitting.

*Victor*

## LATE NEWS - STOP PRESS! -

## BERKS EAST

Tel. 07989 104324

[www.freewebs.com/eastberkstssc/index.htm](http://www.freewebs.com/eastberkstssc/index.htm)  
e-mail: [mark@serapeum.co.uk](mailto:mark@serapeum.co.uk)

A short news this month, what with the new baby, time is a little tight at the mo. However, we are still alive and we had a really good turnout at the Shire Horse meeting this month - Micky, Julie, John P, Peter H, Gary, Trevor, Chris P, Andy, Colin

### Berks East Continues

and me! We had lots of cars too - Andy's brown Dolly, Bob the brown Spit, Mickey and Julie's red Vitesse mk2 convertible, Colin's magenta Spit mkIV and last but certainly not in the least bit least, Chris' lovely dark blue GT6 mk2! Great to see everyone and all the cars, and the weather was perfect - hopefully it'll be good again next month and we can sit outside.

The South of England meet has been and gone, and it was a great show again on the Sunday. I picked up a few bits of auto-jumble including a new old stock Spit mkIV/GT6 mk3 rear inner wing for a bargain price, and I sold a few bits too so came away only slightly less well off than when I went. Sadly I had to take the Golf so as to fit all the stuff in but we were certainly not short of proper cars on the day. In particular I remember the mad GT6 with the full injection and re-engineered chassis - a huge amount of work must have gone into it, although I prefer more period-style mods on my own cars. Very impressive though. I also liked the immaculate Courier van and the Herald estate. I must see about finishing the Riley Elf and get onto my mate's dad's Vitesse mk2 saloon, then my mate's 1360 estate that are both squirrelled away in his dad's shed... Aston Clinton also happened and the weather was perfect for a change - reports of that next month when I've heard from others, as I couldn't make it myself.

There's the **Working Hospice show on 8 June**, then **Standard Triumph day at Brooklands on 22 June**, and the **Cornwall camping weekend on 27-29 June**, and of course **TriumFest at Donington on 25-27 July**. I will definitely be going to that one - somehow! :)

Right, must dash - see you next time at the **Shire Horse on the A4 just outside Maidenhead going towards Reading, Tuesday 10 June from 8pm**. Cheers, Mark

### NOTE to ALL:

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

## TSSC

**NORTHANTS AREA  
ANNUAL CAMPING WEEKEND  
AT WICKSTEED PARK  
MAY 30/31/1<sup>ST</sup> JUNE 2014**

### MURDER MYSTERY

**1920's**

**Fancy Dress Optional !!!!!**

**Friday Night - Angie's Chilli / Fun And games**

**Saturday - Car Run Out with foot Treasure hunt**

**BIG FEAST BBQ Followed by**

**Murder mystery & Games**

**Sunday - Triumph and Classics Rally**

**Raffles and Peoples Choice etc**

**Free to have Fun of the Park**

**Camping > £17.50 per Pitch per Night One Car is Included**

**Second Car is £6.00 for the Weekend (Need Reg No's for all Cars)**

**ALL Other Cars are £6.00 per Day**

**Chilli > £2.50 per Bowl ( Friday Night )**

**BBQ > £5.00 per Adult (Saturday Night)**

**£2.50 per Child Under 14yrs**

**All Must be Pre Booked this Year !!!!**

**Dave - [D.RICHARDSON13@SKY.COM](mailto:D.RICHARDSON13@SKY.COM)**

**07955198232 / 01234 740548**

**Tracey - [traceyhawes3@googlemail.com](mailto:traceyhawes3@googlemail.com)**

**Email Tracey for the Booking Form**

## ADVANCE NOTICE!

**Friday night - meet & greet**

**Saturday - Scenic drive**

**Saturday night - Teddy Bear auction**

**Sunday am - MOT**

**Sunday pm - Car show with peoples choice award**

**Norfolk TSSC**

**Mile of**

**TRIUMPHS**

**26<sup>th</sup> 27<sup>th</sup> 28<sup>th</sup> Sept 2014**



# TSSC DERWENT VALLEY'S 26<sup>th</sup> Peak Run



## 20<sup>th</sup> to 22<sup>nd</sup> June 2014

Booking form for the Peak Run 2014 and Peak Run Camping Weekend

- **Friday 20th June** — a warm welcome at the Peak Gateway campsite.
- **Saturday 21st June** we explore Derbyshire by Scatter Rally.
- Saturday night is the usual Party Night at the campsite.
- **Sunday 22nd June** is the day of the **26th Peak Run** — a 80 mile drive through the breath-taking Derbyshire Peak District.
- Camping available from Thursday 19th until Monday 23rd June\* at the Peak Gateway Campsite near Ashbourne. Sorry no electric hook up available.

Name .....

Address .....

Postcode .....

Phone Nos. .... Email .....

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

Package	Rate	Tick Below
The Sunday Peak Run <b>ONLY</b> on Sunday 22nd June 2014	£10.00 per car	<input type="checkbox"/>
The Peak Run Weekend excluding Camping.	£19.50 per car	<input type="checkbox"/>
The Peak Run Weekend including <b>one night</b> Camping.	£27.50 per car	<input type="checkbox"/>
The Peak Run Weekend including up to <b>4 nights</b> Camping*	£40.50 per car	<input type="checkbox"/>

Please send booking form together with your cheque made payable to

**Derwent Valley Area TSSC** then post to:

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

**For more information visit:**  
[www.derwentvalley-tssc.org.uk](http://www.derwentvalley-tssc.org.uk)

**Telephone Enquiries:**  
Kim and Paul Dale 01335 345784 or  
Roger Buck 07970 619149 or  
Richard Malin 0781 3397731

# SilverstoneClassic Rocking and Racing

## 25/26/27 JULY 2014



### The WORLD'S BIGGEST Classic Motor Racing Festival

**800 acres dedicated to  
Flat Out Fun for All The Family**

- Over 20 races of historic Formula One, sports cars, Group C, 'Le Mans' sports prototype, GT and touring car grids
- Maserati and Mustang anniversary celebrations and parades
- An 'Access All Areas' policy including paddocks and grandstands
- Over 9,000 classic cars on display across the event
- Live music, Air Displays, Funfair, Shopping Village and much much more!

**ONE DAY  
IS NOT ENOUGH!**

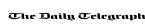
**TICKETS & INFO**  
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OFFER CLOSES 31ST MAY



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Book your holiday away with the Manchester Area at our weekend retreat. Join us at "Old MacDonald's Farm" for fun, games and fabulous runs in the countryside.

**Venue:**  
Dolphinholme House Farm, Dolphinholme,  
Lancashire LA2 9DJ

**Name:**

**Address:**

**Postcode:**

**Phone No:**

**Email:**

**Car Make:**

**Model:**

**Registration Number:**

**TSSC Membership Number:**

Item	Rate	Number
Camping / Caravan Package <i>This includes Saturday night camp fees, entry for one car to Old MacDonald's Event. (Friday night's camping is thrown in free to those that can arrive on Friday)</i>	£38.00	
Additional Car <i>(for families lucky enough to have more than one Triumph)</i>	£5.00	
6 Berth "Glamping" Unit <i>(Please add £10 for each additional car) Only 1 remaining!</i>	£60 (add £10 for each additional car)	
Run Only (No Camping)	£10.00	
Total		

Pitches available for tents, trailers and caravans. Also there are luxury 6 berth "Glamping" units available on a first come first serve basis. There are some limited B&B in the area too.

For more details:  
Contact Pip & Frank on 01524 791607, email  
pipfrank2009@btinternet.com, or consult the  
Manchester Area website at  
http://www.tssc-manchester.org.uk

Please complete this form and send it with a cheque made payable to **TSSC Manchester** to Pip Flegel, Wyreside Lodge, Chipping Road, Dolphinholme, Nr Lancaster, LA2 9DQ



"And on that farm he had some Triumphs  
Eee-Ai-Eee-Ai-Ohhhh"



## Lakes Camping Weekend

**THURSDAY 14TH TO SUNDAY 17TH AUGUST 2014**

### Park Foot Camp Site - Pooley Bridge

Situated on the shores of Lake Ullswater, the camp site has excellent facilities.

Including a Restaurant and Pub with entertainment and a Take Away.

Camping: £25 per night per tent (inc car & 2 adults) and bookings can be made for the four nights or just one. Day visitors are welcome at £5 per day. Pets allowed.

Accommodation is available on a weekly basis for those not wishing to camp. To do this you will need to book this yourself. The weekend will include organised runs through the scenic Lakes.

A cruise on Lake Ullswater and organised games.

Cost of cruise is not included in the camping price.

A deposit of £5 per tent is required by 1st July 2014 and is none refundable. Please make cheques payable to TSSC Cumbria and include your Email address or stamped SAE.

Post to: Roy Ross, 28 Duddon Drive, Walney Island, Cumbria. LA14 3TW.

For further information contact Roy, Tel: 01229 474077

Email: roy.ross@tiscali.co.uk



**Leicestershire and  
Rutland Area  
Triumph Sports Six Club**



You are cordially invited to the all new  
**29<sup>th</sup> SUNSHINE RALLY**  
**15<sup>th</sup>-17<sup>th</sup> August 2014**

Our new venue is the Rutland Caravan & Camping Site  
Greetham LE15 7FN

An immaculate camp site with superb facilities  
Our own flat, sheltered rally field with 7 hard standings pitches for campers, electric hook-ups also available (1<sup>st</sup> come - 1<sup>st</sup> served), less than a 10 minute walk to Greetham village with 3 pub restaurants  
**Camping Friday 15<sup>th</sup> & Saturday 16<sup>th</sup> with option for additional nights**

#### Friday night

Warm welcome, meet old friends and make new ones

#### Saturday

Optional planned drive around stunning Rutland and Rutland waters.  
Many alternative places of interest to visit

#### Saturday night

Fun & games, BBQ, quiz and more

#### Sunday

Treasure hunt converging at a pub/restaurant for lunch with its own rally field for a car show with people's choice

Full weekend price from £33 per pitch

For more details & booking form contact:

Neil 07530307371 tr6scimitar@yahoo.co.uk

Jan 07799804415 j.muschialli@ntlworld.com

Dave 07774276564 davesmith.triumph@hotmail.co.uk



*BSSC Herts & Beds Area  
Present the 21<sup>st</sup>*



**ALL TRIUMPH DAY**  
*at*  
**DUXFORD**  
**SUNDAY September 28th 2014**

**Gates open 10 am - Close 6pm**

**£13.00 per person**

IWM Duxford

Discounted Admission

**Normally £17.50 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:**

**Optional Land Warfare Tank Rides  
available, £6 per ride (min height 128cm)**

Traders, Tools, Parts,  
TSSC Shop & Herts & Beds Raffle

To qualify for discounted admission, arrive before 2pm and be in your classic,  
Or present this advert or your valid car club membership card.

**FREE TRADER SPACES!**

**Traders must Pre Book Space**

**Any Enquiries 01582 750943**